

BOSTON PLANNING & DEVELOPMENT AGENCY

**REQUEST FOR SUPPLEMENTAL INFORMATION
776 SUMMER STREET**

**SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL INFORMATION REQUEST**

PROPOSED PROJECT: 776 SUMMER STREET

PROJECT SITE: 15 ACRE SITE BOUNDED BY SUMMER STREET, EAST FIRST STREET, MBTA LAND, AND THE RESERVED CHANNEL, SOUTH BOSTON

PROPONENT: HRP SUMMER STREET LLC

DATE: DECEMBER 27, 2018

The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request in response to the Draft Project Impact Report (“DPIR”) which HRP Summer Street LLC (the “Proponent”) filed for the 776 Summer Street project on August 16, 2018. Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on August 16, 2018 which initiated a public comment period which ended on October 30, 2018.

This document is not a Preliminary Adequacy Determination as we are not requesting a Final Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the DPIR and respond to all comments and feedback received during the comment period. When the Proponent files a response to this request we will start a new comment period and continue the public review process. The Proponent may choose to file a response in conjunction with an anticipated Planned Development Area application.

On January 8, 2018, the BPDA issued a Scoping Determination. On August 16, 2018, the Proponent filed a DPIR pursuant to Article 80 Large Project Review. The Proponent proposes to redevelop an approximately 15.2-acre site located at 776 Summer Street in the South Boston neighborhood. The proposal entails approximately 1.93 million square feet of occupiable space, including: approximately 1,344 residential units, approximately 368,070 square feet of office uses, approximately 85,630 square feet of retail uses, 344 hotel rooms, and up 1,397 parking spaces. The proposal will also preserve several historic

buildings on the site and provide 5.5 acres of new outdoor public spaces, including approximately 2.5 acres of open space on the waterfront (the “Proposed Project”).

The BPDA hosted publically advertised community meetings regarding the DPIR on September 19, September 26, October 10, and October 24. The BPDA hosted meetings of the Impact Advisory Group (“IAG”) on September 26, October 10, and October 24. All meetings were held at the Tynan School in South Boston. The public comment period concluded on October 30, 2018.

Written comments in response to the DPIR from BPDA are included in **Appendix A** and must be answered in their entirety.

Written comments in response to the DPIR received by the BPDA from elected officials, other public agencies, and the general public are included in **Appendix B** and must be answered in their entirety. Appendix B includes comments from:

- Congressman Stephen F. Lynch
- State Senator Nick Collins, State Representative David Biele, District 2 City Councilor Ed Flynn, and City Councilor At-Large Michael Flaherty
- Carrie Marsh, Boston Parks and Recreation Department
- Joseph Fleury, Boston Public Works Department

The Proponent should note that several community members, as well as elected leaders representing South Boston, have requested further analysis of commercial and/or industrial alternatives that do not include a housing component.

I. PROJECT DESCRIPTION

The Proposed Project entails approximately 1.93 million square feet of occupiable space, including: approximately 1,344 residential units, approximately 368,070 square feet of office uses, approximately 85,630 square feet of retail uses, 344 hotel rooms, and up 1,397 parking spaces. The proposal will also preserve several historic buildings on the site and provide 5.5 acres of new outdoor public spaces, including approximately 2.5 acres of open space on the waterfront.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BPDA a filing with supplemental information that meets the requirements of this request by detailing the Proposed Project’s impacts and proposed measures to mitigate, limit or minimize such impacts. After

submitting the supplemental information filing, the Proponent shall publish notice of such submittal. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA after the public notice has been published. If the BPDA determines that the filing of supplemental information adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the Preliminary Adequacy Determination will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BPDA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 10 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should also be emailed to Tim Czerwienski at Tim.Czerwienski@Boston.gov. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this request for supplemental information should be included in the booklet for reference.

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact for each
 - b. Legal Information

- (1) Legal judgments or actions pending concerning the Proposed Project
- (2) History of tax arrears on property owned in Boston by Applicant
- (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.
- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site

- a. An area map identifying the location of the Proposed Project
- b. Description of metes and bounds of Project Site or certified survey of the Project Site.
- c. Current zoning

3. Project Description and Alternatives

- a. The filing of supplement information shall contain a full description of the Proposed Project and its components, including its size, physical characteristics, development schedule, costs, and proposed uses. This section shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
- b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs

- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
 - c. Other public benefits, if any, to be provided.
- 5. Community Process
 - a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
 - b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the filing.

A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

C. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the filing of supplemental information to the BPDA. Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

APPENDIX A
COMMENTS FROM BPDA STAFF

MEMORANDUM

TO: Tim Czerwienski, Project Manager
FROM: BPDA Staff
DATE: December 27, 2018
SUBJECT: BPDA Staff Comments on 776 Summer Street Draft Project Impact Report

TRANSPORTATION

In the aftermath of a severe traffic crash resulting in a fatality in the Summer of 2018, several physical changes have been implemented to the transportation network in South Boston. Future transportation analysis should consider all pending, current, and future efforts by City staff for improvements to surrounding streets. Vision Zero should be the paramount consideration for transportation improvements in this district.

Key transportation elements that should be responded to include:

- Number and location/siting of Bluebike stations that are consistent with BTM guidelines for bikeshare accommodations.
- Condition of East First Street that provides better accommodations for cyclists.
- Better connect Butler Park to Summer Street with dedicated bike accommodations.
- Improve garage and loading access:
 - Elkins Street has the appearance of a loading/parking service road. A better design that minimizes this impact to the public realm is possible.
 - Coordinate with the MBTA about using the City Point Terminal access road to provide loading for Block A and connect this service road to the service road between blocks F and H.
- Improve the transit analysis, update transit mitigation, and work with the City on shuttle concepts.

These issues are further articulated in this document.

TDM Management

A comprehensive Transportation Demand Management (TDM) program is vital to ensuring the success of the project site and providing a comprehensive suite of mobility options to individuals working at the site. The Proponent should consider additional measures for mitigating the impacts of vehicle trips to and from the site, including:

- The City welcomes the inclusion of a Mobility microHUB at the Elkins/Summer Street intersection. Mobility microHUBs, a recommendation of Go Boston 2030, should be included in additional locations on the site. This will facilitate efficient use and distribution.
- The City welcomes the inclusion of designated pick-up/drop-off areas on the project site. As the Proponent continues to refine site design and transportation analysis, the Proponent should work with City staff to help determine the final locations and sizes of these zones.
- The Proponent should include consolidated bike parking, showers, and repair facilities at key locations on the site.
- Given the multi-phase nature of this project site, the Proponent should monitor parking demand at each phase of the project and commit to evaluate and refine parking levels with BTDA and BPDA before execution of each project phase. This will ensure supply accurately reflects demand and city goals.

Site Access and Internal Circulation

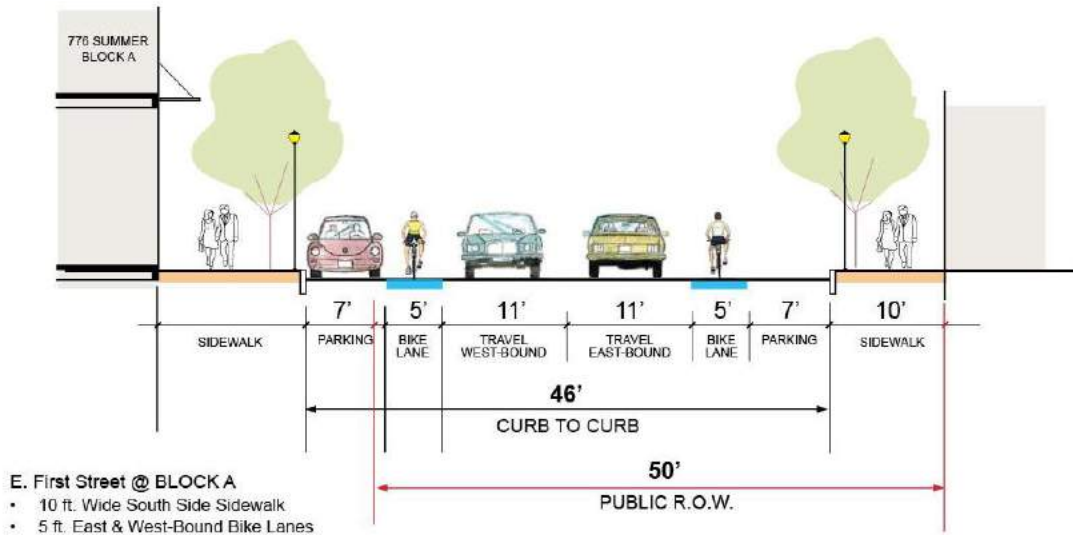
Efficient site access and internal circulation are vital to the success of the proposed project. Key project considerations should include:

- Continued acknowledgement and discussion of how Vision Zero principles incorporating into this site plan and are the paramount concern at this location.
- The Proponent should continue to work with the City on the design for Summer Street and East First Street:

- The City welcomes the inclusion of a northbound cycle track on Summer Street as included in the 776 Summer Street filing; this key bike corridor will help meet goals outlined in *Go Boston 2030* and aid overall neighborhood safety and mobility. As also noted in the filing, the Proponent should continue to work with City staff on further refinement of the Summer Street design. Improvements to the Summer Street corridor should be consistent with the findings of the Seaport Transit Strategic Plan, anticipated to be released in late 2019; and
- The Proponent should work with City staff to refine designs for East First Street. This includes recommendations for East First Street cross sections and layout proposed by City staff that would enhance bike and pedestrian accommodations. The following four diagrams from BPDA and BTM staff illustrate layouts for East First Street that provide accommodations for bikes, travel lanes, and parking along with generous sidewalk space. This layout significantly enhances safety for cyclists on the street.

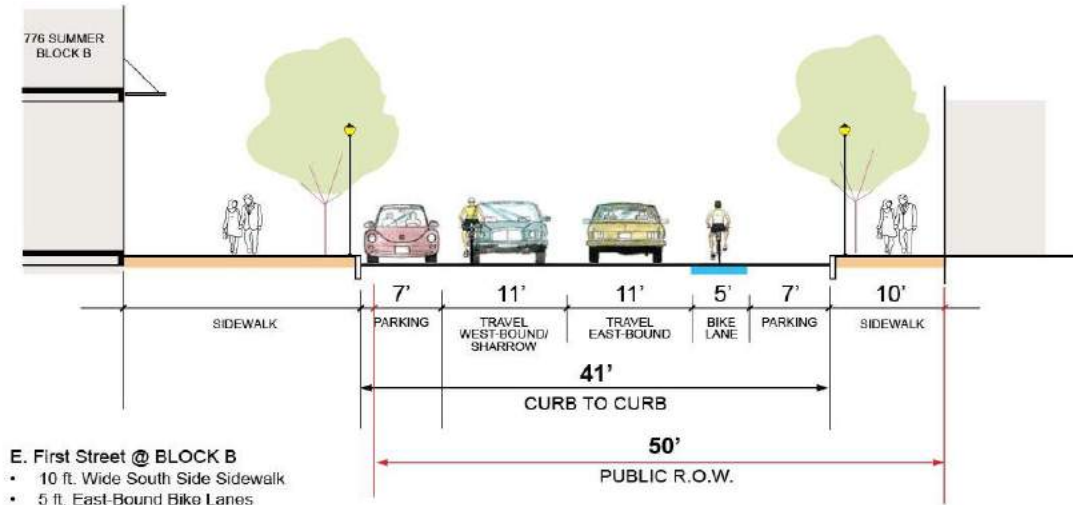
776 SUMMER STREET DEVELOPMENT
East First Street Improvement:

DISCUSSION PURPOSES ONLY



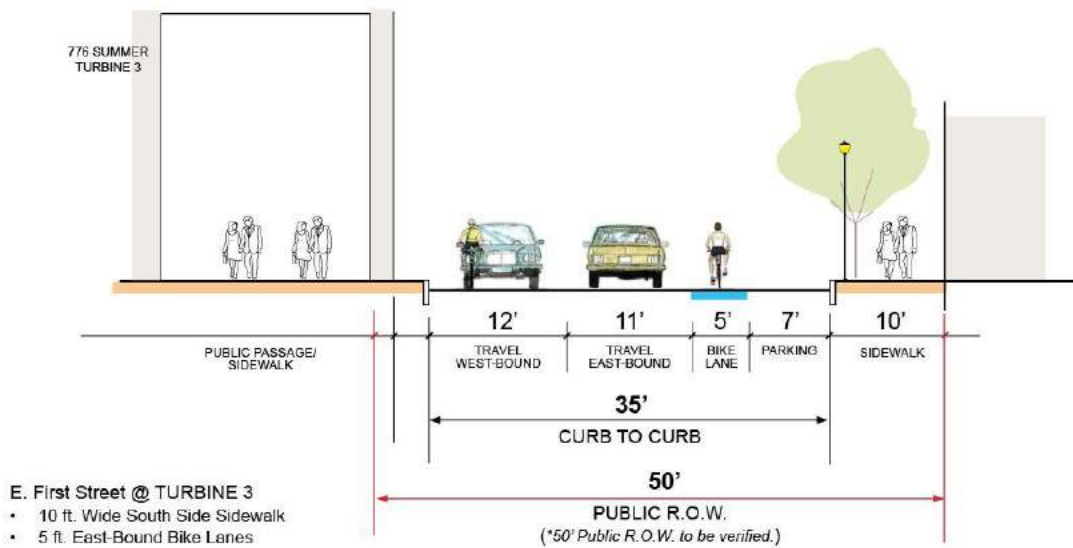
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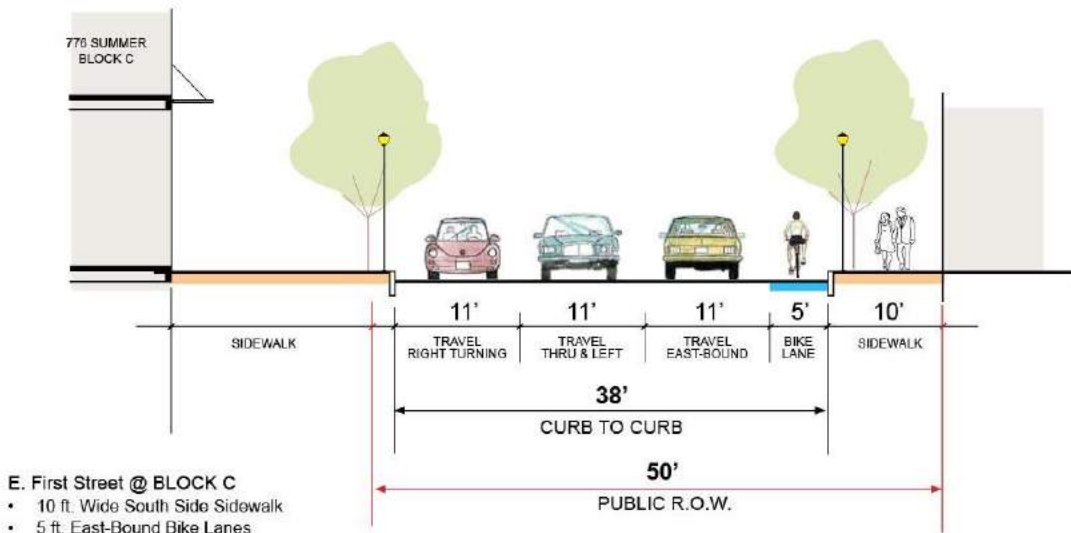
DISCUSSION PURPOSES ONLY



776 SUMMER STREET DEVELOPMENT
East First Street Improvement:

DISCUSSION PURPOSES ONLY





- The Proponent should further explore access to and use of the Butler Dedicated Freight Corridor. This should include improved access for MBTA vehicles. Allowing MBTA vehicles to use this corridor, particularly for non-revenue moves, will enable vehicles to bypass the Summer Street/East First Street intersection and more efficiently provide peak period service (Scoping Determination, 17).
- The Proponent should work with the MBTA to better utilize the corridor between the MBTA City Point Bus Yard and the 776 Summer Street project site:
 - Provide loading access to the proposed shared corridor to enable loading access to be moved off of M Street Extension;
 - Bicycle accommodations to enable better connections from the East First Street Corridor to Summer Street; and
 - Access for MBTA buses to the Butler Freight Corridor.
- The proposed internal street grid remains a concern of City planning, transportation, and urban design staff:
 - The Elkins Street “shared street” approach should be further refined given the primary function of Elkins Street as a main backbone to the project site with relatively high volumes of traffic and loading. A mix of traditional street design with raised areas and plaza demarcations will help reinforce the site design and ensure all users of Elkins and M Streets are safe and comfortable within the larger neighborhood street grid;

- Loading activity should not occur on the Elkins Street “shared street.” Relocating Elkins Street loading away from this important street in the proposed site will free up large swaths of the public realm currently proposed to be occupied by loading docks and zones (Scoping Determination 19). In general, the Proponent should strive to make loading zones and docks as narrow as possible to avoid the impact to the public realm. Further, parking entrances should be limited to 20’ wide (zoning minimum) unless justification can be provided by project Proponent;
 - Consider additional treatments for the Elkins Street/Summer Street and M Street/E 1st Street intersections to better accommodate bikes and pedestrians;
 - In general, the City supports alignment between Elkins Street and Elkins Street extension to create a regular intersection; and
 - Further, a signal warrant analysis for the East First Street/M Street intersection should be conducted. Given traffic volumes, connectivity to the neighborhood, and anticipated pedestrian and bike crossings, it is likely a signal here is necessary.
- The Proponent should articulate if new streets on the site are proposed to be public, private, or some combination, and explain the reasoning for this decision.
 - Bike accommodations through the site should be provided on dedicated cycle tracks or bike lanes (Scoping Determination 21).
 - A bike connection to Butler Park should be explored, as outlined in past City comments:
 - Inclusion of grade separated cycle track accommodations through the site either on Elkins/M Street or through the Harbor Park; and
 - Improved intersections for bikes - specifically M Street/East First Street and Summer/Elkins.

Transit Network and Accommodations

The Proponent provides an extensive transit analysis and proposes a service-based mitigation package. The City proposes further refinement of this analysis and mitigation concept.

Existing Transit Conditions & No Build Analysis

Existing transit demand in South Boston is substantial and, despite recent service enhancements made by the T, the service continues to experience challenges. Particularly during rush hours, these include bus bunching, delays due to traffic congestion, passenger crowding at bus stops, and missed buses. The result of these challenges is inconsistent conformance with published schedules and bus trips that frequently experience crush conditions.

While an analysis of ridership data may suggest capacity is available for current riders, user experiences will confirm that the existing bus service frequently does not meet existing transit service demand in South Boston.

Identified Project Transit Impacts

The analysis performed for the Draft EIR/PIR examines the existing transit service utilization and capacity, 2024 and 2030 No-Build Conditions, and 2024 Build and 2030 Full Build Condition. Inbound and outbound service during weekday morning and afternoon peak hours on MBTA routes 7, 9, 10, and 11 was studied for this analysis.

Some key findings and notes stemming from the transit analysis are:

- Route 7 buses will not have sufficient capacity to meet future ridership demands, with an anticipated v/c for AM peak inbound buses of 1.0 and a v/c of 1.33 for PM peak outbound buses.¹
- MBTA bus routes 9, 10, and 11 are expected to be able to accommodate the additional ridership generated by background growth and Project-generated transit trips, under theoretical ideal conditions. This is despite day-to-day user experience to the contrary in these neighborhoods: these routes frequently do not run on schedule and do not necessarily meet current--let alone anticipated future--neighborhood demand. The Proponent acknowledges this fact is not captured in

¹ A v/c of 1.33 on PM peak outbound route #7 buses (ridership of 787 with a capacity of 594) implies that each of the eleven outbound route #7 buses during evening peak have 72 people on board, creating very uncomfortable crush conditions for passengers, especially when coupled with bus bunching, traffic congestion, and dropped runs. Importantly, even a v/c of 1.00 *feels* uncomfortable for riders, with dozens of passengers standing around fully-occupied seats with ridership at these levels.

ridership data yet continues to rely primarily on these data to perform existing and future transit needs analyses.

Included Transit Mitigation

The Proponent has identified limited physical and hardscape improvements that will serve local transit:

- Summer Street reconstruction, creating widened sidewalks and bus stop improvements
- Signal improvements
- Accommodating forthcoming AFC 2.0 fare collection kiosks

To mitigate the identified service gaps and shortfalls in the City Point neighborhood's MBTA bus service, the Proponent has prioritized the development, funding, and operation of an "innovative" supplemental public bus service. This supplemental service would be designed to address current capacity and operational gaps and shortfalls in established MBTA service in South Boston. In the context of the Better Bus Project, this supplemental bus service is proposed as an opportunity to pilot routing options in assisting the MBTA in ongoing service planning. The Proponent reports entering into preliminary discussions with the MBTA regarding this supplemental service and its potential routing.

This bus/shuttle service, however, should be further explored and further refined. Furthermore, the Proponent should perform sufficient analysis regarding key features of the future bus service operations.

Supplementary Transit Modeling & Mitigation Discussions

This section is organized into comments about modeling methodology, mitigation proposals, physical and hardscape improvements, and the broader mitigation package analysis.

Given MassDOT's and the MBTA's Service Delivery Policy, adopted in January of 2017, the v/c ratio metric used in the submitted transit analysis is not the correct one. Following MassDOT's lead, the project team should provide a fuller picture of transit needs and capacity in the neighborhood given the most current and up-to-date transit analysis

methodology. The following elements should be considered when updating the transit modeshare analysis:

1. *Go Boston 2030*, Boston's Citywide long-term mobility action plan from 2017, sets aspirational commuting modeshare goals for the City. By 2030, the target is a one-third increase in the percent of Bostonians who commute by public transportation. The *Go Boston 2030* report gives the South Boston public transportation modeshare as 36.9%. Therefore, the aspirational value for this neighborhood is 49%. Given the long-term nature of the proposed project, all public transit analysis should be performed assuming the aspirational modeshare of 49% public transit usage instead of approximately 44%, the modeshare currently planned for (given in Table 5-20 of the DPIR).

Thorough consideration should be given regarding 1) how the proposed project can further the City's goals of reaching this target for site users and the surrounding neighborhoods, and 2) how the proposed project can mitigate impacts on, support, and enhance existing service based on the aspirational modeshare value.

2. The Draft EIR/PIR notes that existing transit conditions in South Boston are anecdotally worse than what the ridership data might suggest. Bus bunching, delays, overcrowding, and missed runs all contribute to a transit system which does not currently meet the needs of South Boston residents. Further quantified analysis into existing transit issues not captured in provided ridership data, beyond anecdotal and informal field observations, should be completed.
3. It appears that the Proponent analyzed bus ridership based on the load factor at the bus stop nearest the project site. Doing so does not capture the anticipated route-wide impacts of the proposed project on the public transit system in the neighborhood as a whole. Additional consideration for the downstream users affected by increasingly full buses requires using the "Maximum load" ridership value for a bus run, rather than the load at the stop nearest the project site.
4. Tables 1 and 2 show the sum of maximum loads of 19 Inbound Route #7 buses during one morning hour and 11 Outbound Route #7 buses during one evening hour. While the Proponent has selected intuitive hours as "peak"--buses that pass the project site between 8:00 and 9:00 am and between 5:00 and 6:00 pm--existing ridership data suggest these are not the true peak hours for Route #7 buses. It is

imperative that future analyses are more considerate to on-the-ground conditions of service and ridership on these bus routes.

Table 1: Sum of 19 Maximum Loads for Route #7 IB buses in One Morning Hour	
Start Time Ranges	Sum of Maximum Loads
7:55 - 8:55	725.2
7:53 - 8:52 (peak hour analyzed)	748.9
7:49 - 8:48	761.5
7:46 - 8:45	785.7
7:44 - 8:41	803.9
7:40 - 8:38	799.6
7:37 - 8:34	800.8
7:35 - 8:31	795.4
7:31 - 8:27	789.1
7:28 - 8:24	791
7:24 - 8:20	771.6
7:20 - 8:17	763.8
7:16 - 8:13	755
7:12 - 8:11	741.2

Table 2: Sum of 11 Maximum Loads for Route #7 OB buses in One Evening Hour	
Start Time Ranges	Sum of Maximum Loads
5:12 - 6:08	462.2
5:06 - 6:02	470.3
5:01 - 5:56	476.4
4:55 - 5:50	465.3
4:48 - 5:45 (peak hour analyzed)	466.2
4:40 - 5:39	463.9

5. The proposed project contains a mix of uses whose impacts will not necessarily be fully concentrated during peak times;
 - The evening peak hour v/c on the outbound Route 7 bus in the 2030 Full Build Transit Condition analysis is anticipated to be 1.33, suggesting the severe impacts remain in effect for more than simply the one hour analyzed;
 - It has been conceded that anecdotal and field observations suggest existing transit service does not meet existing transit demand as well as existing data suggest it does, suggesting that, even during off-peak times, there are transit needs that are not captured in existing ridership data that need to be analyzed and addressed; and
 - Off-peak operations of several routes, including the #7, are scaled back significantly, suggesting a need to analyze off-peak needs, connectivity, and access for anticipated users, the transit analysis should consider off-peak needs and operations, including the Route #5 bus (which runs only on off-peak hours) and weekend service of all studied routes.

Physical and hardscape transit improvements

- In order to alleviate existing and future transit issues and needs, the Proponent should provide complete, substantial, and meaningful physical and hardscape improvements that meet City and MBTA goals and standards to improve existing and future bus service; for example, given that MassDOT concluded there needs to be four additional trips as a result of this development, the proponent should identify the infrastructure improvements make those additional trips feasible. A universe of proposed solutions with an expanded scope which includes all bus routes to and from major nearby MBTA Red Line stations should be explored. This universe of improvements should include, but should not be limited to:
 - The proponent should investigate the feasibility of dedicated transit-only lanes in the vicinity of the 776 Summer Street site - this could include downstream sites where enhanced bus infrastructure will provide better service for the entire route. Alternatives, including peak hour parking restrictions, shared lanes, and other innovations may be necessary.
 - Additional transit priority infrastructure should be considered along important bus routes feeding the site. This can include, but should not be limited to, level boarding, transit signal priority, visibility improvements, and

other physical hardscape improvements to increase traffic and transit flow to and from the proposed site.

- Improvements to the City Point Bus Terminal should be considered as well, including improvements to the passenger waiting/pick-up/drop-off area with public wifi, heating elements, public art, and real-time arrival/departure information.
- The proponent should build improvements to Summer Street that are consistent with the City's Seaport Transit Strategic Plan and Summer Street Phase 2 design.

Project Transit Mitigation

1. This proposed universe of hardscape, physical, and service improvements should include a full analysis of the impact it will have on the transportation network in the neighborhood as a whole. This fully quantified analysis of broader transit improvements should demonstrably, fully, and meaningfully mitigate the impacts of the proposed project on its surrounding neighborhood and the existing and future transportation network.
2. The City appreciates the Proponent's consideration of additional service in the vicinity of the project site. The City will continue to work with the Proponent on service improvements at and around the project site. The Proponent should commit to working with the City once the findings of the Seaport Transit Strategic Plan are finalized.

Bicycle Network and Accommodations

Safe, comfortable, and connected bike infrastructure for people of all ages and abilities will enable and encourage residents, employees, and visitors to access the site by bicycle. Key elements for consideration should include:

- A two-way separated bike lane along East 1st Street and through the proposed project site to connect Butler Park to a reconstructed Summer Street. Proposed separated bike lanes should be separated with a raised concrete median, though consideration should be documented for raised cycle accommodations at all locations. Consider locating the separated bike lane through the project site behind Buildings A, F, and H and through the waterfront plaza area.

- Transitions from this separated bike lane to bicycle connections on Summer Street and East 1st Street should be logical, intuitive, and convenient, and should anticipate envisioned bicycle facilities along the project site to not preclude future high-comfort bikeways.
- Bike “sharrows” should be avoided at all costs on the proposed project site as they do not materially advance the safety and comfort of bicyclists.
- The City appreciates the addition of a Bluebike station at the plaza near Summer Street/Elkins Street. Additional Bluebikes stations should be provided and shown clearly at several locations throughout the project site consistent with BTD guidelines for projects of this size.
- Further consideration should be provided for showers and repair facilities for bicyclists in at least each office building, as required by Boston’s Off-Street Bicycle Parking Guidelines:
 - One shower/changing facility per office building with 100 planned workers or at least 40,000 square feet. One additional shower/changing facility per every 200 planned workers or 80,000 square feet.
- Bike Network Modeling should be further refined and conducted by the Proponent. This should include:
 - Existing Conditions
 - Adjusted seasonal bike counts
 - Area Bike Network Inventory
 - Road Network (Existing & Planned)
 - Bikeshare (Existing & Planned)
 - Size of existing Bikeshare stations and rightsizing for future growth
 - Bike Comfort Analysis
 - Bike Connectivity Analysis, including:
 - Jobs
 - Retail
 - Civic Buildings and Parks
 - Future Build/No Build Conditions
 - Future Mitigated Conditions

Parking and Loading

- More information should be provided regarding the parking and loading access points, including details on parking garage entrances, loading docks, and all other vehicular access points. Special attention should be paid to the impacts of these locations on the public realm in the internal and external areas of the site. Parking entrances should be limited to two drive isles not wider than 20' (Boston Zoning minimum) unless analysis shows a wider entrance is necessary.
- All parking and loading dock entrances should be consolidated as completely as possible, minimizing the impacts to the proposed project's public realm. Others should be located off Elkins Street and M Street. For example, a consolidated loading scenario for Buildings A, F, and H located to the east of these buildings and off M Street will be encouraged (Scoping Determination 19).
- As noted in the TDM section, the Proponent should commit to evaluate parking demand with each phase of the project to ensure parking supply meets site demand. The Proponent should evaluate designs that enable future repurposing of parking if demand decreases.

PLANNING AND URBAN DESIGN

These comments will address the information provided in the DPIR, not the more recent information presented by the development team.

Understanding that a PDA Master Plan is proposed, and therefore it is an unusually large project, the DPIR does not address fundamental Urban Design concerns as directly and clearly as it could, and would benefit from an enhanced exploration of urban design considerations. The following comments are offered to guide additional development of the site. Responses should be directed to the issues raised and provided primarily in graphic form.

Loading and Vehicular Access

- As referenced in the Transportation section of this memo, the Proponent should look at strategies to remove/minimize loading on the Elkins Street extension. This is one of only two streets proposed in the plan, and the amount of service located off of Elkins turns it into a service street rather than a lively extension of city street from the surrounding neighborhood grid. Particular attention should be paid to the Eastern half of Elkins where the loading adversely impacts the adjacent Elkins and Turbine plazas. The creation of a more recessed loading area between Building B and Turbine Hall would help limit the impact on Elkins St.
- A service alley along the Eastern edge of the site would significantly improve the vitality of M Street and improve site circulation overall. While the buildings on the rest of the site struggle to find to appropriate locations for loading, this edge is ideally suited for back of house access. Whether via easement with the MBTA's existing access road or through the creation of a driveway along the projects own property, this is a key opportunity that will have positive implications across the site. An alternative could be to create a single below grade garage linking Buildings A and F, with access off of the service road between Buildings F and H.

Public Realm Improvements

- The Summer Street edge should be designed to Boston Complete Street standards in coordination with transportation improvements [i.e. street trees within a permeable furnishing zone, 8' clear path of travel, and robust cycle facilities]. This should be highly coordinated with transportation.
- Provide cross sections of East 1st Street that coordinate with the plans/cross sections developed as a part of the Butler Street Park buffer, see proposed street layout in the Transportation section of this memo.
- Provide a break and ideally pedestrian access between Turbine Hall and Block B to increase porosity along East 1st Street.
- Improve the pedestrian connection between Blocks A and F to connect to future improvements at the adjacent dog park.
- Look at maximizing the amount of green on the site. At a minimum, provide street trees along Elkins and M Street Extensions, and increase greenscape along the waterfront open space and the proposed open space at Block E. In general, hardscape should be reduced significantly. Trees can help to provide a comfortable pedestrian scale for all of the streets and pedestrian connections interior to the site, which may be sorely needed with the heights that are being considered.

Additionally, greenspace will help with porosity of the site and abating heat island effect.

- Provide more developed street sections. Explain why dimensions of a traditional street cross section are employed in a curbless street proposal (for example in figure 3.8C). A curbless condition should encourage the creativity and flexibility of a shared street. If a standard street layout is desired then a standard street should be considered/implemented. The current street sections are both wide and lacking a sense of place. They are also employing a great number of bollards to define who goes where, which is not typically the point of a curbless cross-section. Provide a consistent layout of street trees and opportunities for planting/furnishing zones. Consider a shallow curb to provide functional definition to the street, while creating a channeling edge for stormwater runoff. BPDA Planning and Design Review staff feels strongly that standard street layouts may better serve the project for at least parts of the project. Look at how a standard street section might be blended with raised intersections, for example, to create a transportation network that is attractive and easy for all to understand and use.
- Provide sections at the proposed pedestrian shopping area between the turbine Hall and Blocks C and D. What is the dimension of this area? What is the proposed condition on either side? Is it possible to use this for service to the Turbine Hall and Blocks C and D? How does the character/use change when the use in the Turbine Hall Changes? How can this area accommodate trees or large plantings?
- Do street lights have to be atop poles? Look at different opportunities for building-mounted or catenary lights to reduce unnecessary elements in the streets and landscape.

Buildings & Massing

- Building heights, particularly for Buildings A and B, are still significantly taller than the neighboring buildings on the other side of East First Street. The existing fabric runs between 3-4 stories, while Buildings A, B and C are all 7 stories. The extreme narrowness of East First Street, particularly at Turbine Hall, compounds the concern around height on this edge. Provide sections drawn through at least Block A and B and the buildings on the other side of East First Street to show that relationship. Look at stepping back, reducing floor to floor height and other urban design tools to create a comfortable corridor along this block.
- A reduction in height on Building A would help reduce the scale of this building to the point that flipping the Courtyard from the East First side over to the Building F

side would significantly add to the sense of space and reduce the effects of shadows on this important interior open space. A version of an “H” shaped building with a larger courtyard facing Building F but still some recess facing East First would be positive for both sides of the building.

- Look at combined parking fields as a way to make below grade parking more efficient and to reduce the amount of above grade parking.

SUSTAINABLE & RESILIENT DEVELOPMENT

The L Street Station redevelopment will be constructing the next generation of buildings and doing so as Boston strives to ensure the long term sustainability and resiliency of the City. Projects of this scale also have the potential to capture the imagination and respond to the green and healthy building values of the new businesses and residents that will make this project their home. As the planning work progresses the project team should craft a visionary brand for the redevelopment that expresses the team’s long term sustainability and resiliency values and goals.

Article 37 Green Buildings

PERMITS AND APPROVALS

Please revise Table 1-4 List of Anticipated Project Permits and Approvals to include “Boston Interagency Green Building Committee” and “Article 37 Green Building compliance”.

GREEN BUILDINGS

The DPIR indicates the project will use the LEED v4 New Construction & Major Renovations (NC) rating system for the existing buildings and the new residential and hotel buildings which will be designed to achieve LEED Gold. And that the project will use the LEED v4 Core & Shell (CS) rating system for the new office use buildings which will and be designed to achieve LEED Silver. The IGBC accepts the rating system selections.

- The project team should target LEED Platinum for all buildings with a minimum commitment of at least one LEED Platinum building, no more than one LEED Silver and all remaining buildings LEED Gold **OR**, as an alternative minimum commitment, LEED Gold for all buildings.
- Please provide a LEED for Neighborhood Development (ND) Sustainability Narrative including a LEED ND Checklist.

Following are specific credits that the project team should give priority to achieving:

- Optimize Energy Performance—include additional strategies for achieving a 30% or greater reduction in energy use (+5 to 10 points).
- Demand Response—include strategies for reducing energy loads in response to utility (+3 points).
- Renewable Energy Production—include solar PV (+1 to 3 points).
- Regional Priority—the project appears eligible for additional points (+2 to 3 points).

In support of Boston's Carbon Neutral 2050 GHG goal, please include the following strategies for reducing GHG emissions:

- Prioritize passive strategies such as improved building envelope performance by increasing building envelope air tightness and insulation.
- Reduce active building systems and sizes to reflect improved passive performance and ensure systems cost savings are fully captured.
- Include solar PV and provide system(s) location, size, and output information along with any related analysis. At minimum the buildings should be solar ready.
- Assess the feasibility of CHP and analyze opportunities for on-site battery energy storage systems for reducing peak electrical loads and providing secure energy services for residents.

CARBON REDUCTION

Thank you for the Energy Model Analysis and Passive House memo; both provide useful insight into project planning and potential. The office and mixed use buildings are only meeting minimum energy / GHG reduction standards (2.1% to 3.6%) and, overall, the development is only 7.5% above minimum standards.

- For the Master Plan / PDA permitting review it might be more reasonable to focus on the three or four primary new building typologies: office, hotel, and residential or mid-rise and high-rise residential buildings. This will allow for more specific consideration of potential GHG reduction strategies and analysis. Building specific analysis can follow.
- The project team should identify additional measures to more significantly reduce GHG emissions with a top priority for passive building strategies that reduce demand and promote occupant comfort and health.
- GHG emissions analysis should consider both the additional costs for added insulation and air tightness strategies AND the cost savings attributable to reduced system sizing and alternative systems.

- Project and building analysis should include potential onsite solar PV and co-gen systems and related GHG reductions.

CLIMATE RESILIENCY

- The Climate Resiliency Report included in the DPIR is a WORKING DRAFT. An online version of the CR Checklist should be completed for each of the three or four building types with the resulting PDF submitted with the filing.
- The DPIR indicates all building first floor elevations will be at 21.5' (BCB) which is above the BPDA Climate Change Resiliency target elevation for the site. Given the long term sustainability goals of the City and the development, the project team should identify areas where higher ground floor elevations can reasonably be achieved.

SMART UTILITIES

- **District Energy Microgrid:**
 - The project team is working towards completing the District Energy Feasibility Assessment, which will be followed by the preparation of the District Energy Microgrid Master Plan.
 - The Feasibility Assessment and Master Plan will define the District Energy Microgrid commitment to be included in the Cooperation Agreement.
- **Telecommunications Utilidor:**
 - Provide a map/diagram highlighting the sections of the roads on the development area where a Telecom Utilidor will be installed, including access points to the Utilidor (i.e., manholes).
 - Provide the following information:
 1. Dimensions of Telecom Utilidor:
 - a. Cross section dimensions (i.e., diameter or width X height)
 - b. Length
 2. Capacity of Telecom Utilidor: (i.e., number of interducts, 2 inch (ID) pipes, etc.)
- **Green Infrastructure:**

- Provide a map/diagram highlighting where on the development Green Infrastructure will be installed
- Provide the following information:
 1. Types of Green Infrastructure included in the project: (drop down)
 - a. Bioretention basins
 - b. Bioretention planters
 - c. Infiltration chambers
 - d. Tree pits/trenches
 - e. Dry wells
 - f. Permeable paving
 - g. Other (specify)
 2. Total impervious area of the development: (Number field)
 3. Volume of stormwater that will be retained: (Number field) - Note: Should equal to at least "Total impervious area times 1.25 inches"
- **Adaptive Signal Technology:**
 - Provide a map/diagram highlighting where on the development AST new signals and improvements to signals will be installed
 - Provide the following information:
 1. Describe how the AST system will benefit/impact the following modes:
 - a. Pedestrians
 - b. Bicycles
 - c. Buses and other Public Transportation
 - d. Other Motorized Vehicles
 2. Describe the components of the AST system (system design and components).
- **Smart Street Lights:**
 - Provide a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made
- **Smart Utility Standards:**
 - Provide typical below and above grade cross section diagrams of all utility infrastructure in your development area (including infrastructure related to the applicable SUTs)
 - Provide typical below and above grade lateral diagrams of all utility infrastructure (including infrastructure related to the applicable SUTs)

APPENDIX B

COMMENTS FROM ELECTED OFFICIALS, PUBLIC AGENCIES, AND THE GENERAL PUBLIC

STEPHEN F. LYNCH
8TH DISTRICT, MASSACHUSETTS

Congress of the United States
House of Representatives
Washington, DC 20515-2108

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS,
SECURITIES, AND INVESTMENTS
SUBCOMMITTEE ON TERRORISM AND
ILLICIT FINANCE

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

RANKING MEMBER, SUBCOMMITTEE ON
NATIONAL SECURITY
SUBCOMMITTEE ON INFORMATION TECHNOLOGY

ASSISTANT DEMOCRATIC WHIP

2268 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
202-225-8273
202-225-3984 FAX

1 HARBOR STREET
SUITE 304
BOSTON, MA 02210
617-428-2000
617-428-2011 FAX

37 BELMONT STREET
SUITE 3
BROCKTON, MA 02301
508-586-5555
508-580-4692 FAX

1245 HANCOCK STREET
SUITE 41
QUINCY, MA 02169
617-657-6305
617-773-0995 FAX

LYNCH.HOUSE.GOV

October 30, 2018

Mr. Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Ma 02201

RE: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I am writing regarding the proposed development at 776 Summer Street in South Boston, formerly the Boston Edison Plant. As the U.S. Congressman for the 8th District in Massachusetts, I am privileged to represent the families and businesses of South Boston. I have also been involved for the past 20 years in the efforts to clean up and revitalize the area around this proposed project.

The proponents, Hilco Redevelopment Partners LLC and Redgate Capital Partners LLC, also known as HRP 776 Summer Street LLC, are proposing to redevelop an approximately 15.2-acre site located at the corner of Summer Street and East First Street in the South Boston neighborhood. Their proposal, according to their *Draft Environmental Impact Report/Draft Project Impact Report*, includes approximately 1.93 million sq. ft. of occupiable space, 1,334 residential units, 368,070 sq. ft. of office uses, 85,630 sq. ft. of retail uses, two hotels totaling 344 hotel rooms, and up to 1,397 parking spaces along with 2.5 acres of open space on the waterfront.

The proponents, Hilco/Redgate have made some limited progress during the recent series of community meetings; however, there are major issues which remain to be addressed if this project is to be allowed to move forward. A singular point of agreement seems to be the unanimous view of all parties desire to have the 15.2 acre site cleaned of toxic waste and environmental hazards. The proponents have verbally agreed to pay for an independent Licensed Site Professional (LSP) to oversee the cleanup phase of the project on behalf of the local community. This concession was welcomed by local residents. The through-street grid design which extends M Street and the South Boston neighborhood to the water's edge and additional park area are improvements.

Meanwhile, the central opposing concern expressed by many residents is the dense massing of buildings on the site and the traffic that will likely result. The proponents have informally ordered some reduction in the number of residential units and offered to increase the percentage of "workforce affordable housing" but more discussion and compromise is needed. In addition, there was some confusion regarding the wide range of estimated vehicle trips that were expected as a result of the project. More accurate data and greater certainty in traffic analysis would be very helpful.

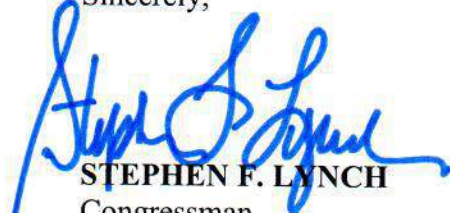
Over the past 15 years significant efforts by City, State and MASSPORT have mitigated environmental hazards and re-engineered neighboring parcels to this site. Significant resources have been dedicated to remove heavy trucks and commercial traffic from East First Street and to transform the area into a pedestrian-friendly street. There is a palpable fear that the addition of 1300 apartments, two hotels and 450,000 sf of office and retail space might overwhelm the area and negate all the progress made so far. It is fair to say that scaling back the mass of the project would be helpful. It is reasonable to expect that with 15.2 acres to work with, the proponents can thoughtfully scale back their proposal and yet still have a very successful and profitable result.

A severe lack of available parking is the bane of our existence in South Boston. The proponents need to find a way to provide some off-street parking to their neighbors in perpetuity. Discussions with the MBTA and MASSPORT may offer a way to collaborate. Based on the size of this project and current demand, it would require about 120 South Boston Resident-Sticker-only parking spots to relieve the current situation for their long-suffering neighbors. A modest fee for such parking could be acceptable.

These outstanding concerns must be adequately addressed to the satisfaction of my neighbors and our elected officials before I can consider offering my full support for this proposal.

In closing, I would like to thank you for the opportunity to comment on this proposed project. If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



STEPHEN F. LYNCH
Congressman
8th District
Massachusetts

SFL/nz



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR NICK COLLINS
First Suffolk District

STATE HOUSE, ROOM 410
BOSTON, MA 02133-1053
TEL. (617) 722-1150
FAX (617) 722-2191
WWW.MASENATE.GOV

October 29, 2018

Tim Czerwienski, *Project Manager*
Boston Planning and Development Agency
1 City Hall Square, 9th Floor, Room 900
Boston, MA 02201

Re: Public Comment for 776 Summer Street

Project Manager Czerwienski:

We are writing to respectfully request that the Boston Planning and Development Agency extend the public comment period for the proposal at 776 Summer Street, which has a current deadline of October 30, 2018. At last week's public meeting, several residents similarly asked for an extension of the public comment period. In light of the size, scope, and complexity of the proposal, we believe an extension is warranted and would allow residents to provide thoughtful comments on the proposal. We would also like the proponents to publically present Alternatives A and B to their primary proposal so that the community can carefully consider all options.

For these reasons we respectfully request that the comment deadline be extended until November 30th, 2018. Thank you for your time and attention to this important matter, and please do not hesitate to reach out to our offices should you have any questions.

Sincerely,

NICK COLLINS
State Senator

ED FLYNN
City Councilor

MICHAEL FLAHERTY
City Councilor

DAVID BIELE
State Representative-Elect

cc: Mike Christopher, *Deputy Director for Development Review / Government Affairs*

BOSTON

Martin J. Walsh, Mayor

October 30, 2018

Ms. Teresa Polhemus
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: DEIR/DPIR for the L Street Station at 776 Summer Street in South Boston

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) has reviewed the concurrent *Draft Environmental Impact Report* (DEIR) and the *Draft Project Impact Report* (DPIR) for the L Street Station (a.k.a. Edison Plant) located at 776 Summer Street in South Boston. This project is across the street from, and within 100' of Christopher Lee Playground / Medal of Honor Park.

BPRD previously reviewed the ENF/EPNF for the project in a letter dated August 4, 2017. Many of the issues in that letter remain open. Comments on the DEIR/DPIR are provided below.

This project will also be subject to design review by the Boston Parks and Recreation Commission under Municipal Code Section 7-4.11 prior to the issuance of building permits.

Impact Mitigation

Christopher Lee Playground and Medal of Honor Park will be amenities to this project. As presented below, the scale and proximity of the project will significantly impact this open space.

BPRD respectfully requests that mitigation commensurate to the scale of the development be provided in the form of a contribution to the City's Fund for Parks, to be used for the reconstruction of Christopher Lee Playground. BPRD estimates the improvements to be about \$3,600,000 for the creation of clean and safe public open space through the renovation of the playing fields, energy efficient lighting, irrigation, fencing and retaining wall stabilization.¹

Additionally, BPRD requests consideration of a maintenance endowment and a maintenance agreement to provide ongoing turf management and other services at these public parks.

Project Description

This 15 acre site will be developed with 1.9 million sf of residential, office, hotel, retail, restaurant and parking uses. The project consists of eight large blocks of buildings which will range from 82 to 210 feet in height. The two blocks sited closet to Christopher Lee Playground will be seven stories (82 feet high). There are 1344 residential units currently proposed. The submittal does not include the number of expected residents, employees, shoppers, or visitors.



Boston Parks and Recreation Department

1010 Massachusetts Ave., Boston, MA 02118 / Tel.: 617-635-4505 / Fax: 617-635-3173

Onsite Open Space

The DEIR/DPIR states that there will be 5.5 acres of publicly accessible outdoor open space on the site, including 2.5 acres of open space on the waterfront. The previous ENF/EPNF plan included 2.4 acres of open space with 1.15 acres of open space on the waterfront. It is not clear from the plans how the open space is being measured or how it has changed so significantly.

The Conceptual Landscape Plan in the DEIR/DPIR shows the Chapter 91 waterfront area with storm water management features, HarborWalk and plaza space. The onsite open space appears to be mainly passive use green nodes; hardscaped event plazas, retail plazas and terraces, and pedestrian alleys between buildings. A play area is shown between blocks A and F. The remainder of the onsite open space is provided as rooftop decks. With the exception of the play area, there is no active recreational open space to serve the residents of the project.

Further detail is needed to understand the open space proposed in the DEIR/DPIR as the submittal has changed since the ENF/EPNF but only a conceptual plan and narrative is provided. The proponent should clarify how it is counting the acreage and list the type and use.

The public realm of streets, sidewalks, retail plazas and parking areas is distinct from public parks, though it can be complimentary. This type of space should be counted separately.

Regulations for Open Space

This project is subject to State and local regulations and requirements for open space including those below. The proponent should detail how the project will meet or mitigate the following:

- Open space required under Chapter 91;
- Open space approved by the EOEEA Secretary as Public Benefits Determinations;
- Open space required by the underlying Article 42A Harborpark District zoning which requires that a project devote at least 50% of the lot area to open space;
- Open space mitigated for the Article 80 Planned Development Area in lieu of zoning;
- Open space for public access required for the City's HarborWalk system;
- Open space intended to protect the project from coastal impacts of climate change;
- Open space which serves the needs of the users of the development;
- Open space which serves the needs of the neighborhood as identified in the *Imagine Boston 2030* and the *Open Space and Recreation Plan*; and
- Mitigation for impacts to existing public open space in the neighborhood.

Open Space Phasing

The proponent should explain the proposed phasing of the open space. The Article 80 and MEPA approvals should consider a requirement that the waterfront open space be implemented in the first phase of development. This will ensure that the public benefit to the neighborhood of South Boston is fully realized in the near term and is not subject to ongoing amendment.

Protection in Perpetuity

Open space required under regulation such as zoning or provided as mitigation of a PDA, or required under Chapter 91 or approved as a public benefit by the EOEEA should be permanently protected to ensure that it remains a public benefit in perpetuity. It may be managed privately.

A relevant example is the A Street Park in Fort Point which was created as a public benefit in exchange for development rights in the 100 Acre PDA. The ownership was then transferred to BPRD thereby ensuring permanent protection of the park land. A long term agreement was created for the proponents to maintain and improve the park.

Needs Analysis

The DEIR/DPIR does not detail the number of residents, employees, shoppers, or visitors expected to use the site at buildout. A needs analysis should be completed based on projected users of open space. This analysis should estimate of the demand for active recreational needs, the ability to accommodate those needs onsite, and/or the reliance on existing public open space.

Impact Assessment

South Boston is currently underserved by public parks, playgrounds and athletic fields suitable for active recreation. Significant new development is putting pressure on existing public open space. This project will add 1.9 million sf of development with 1344 households, and will require new parks to meet the active recreational needs of the population that is created through the PDA. An impact assessment should be conducted to determine impacts to public open space.

The proponent should address how it is meeting the public open space needs outlined in *Imagine Boston 2030*, which includes the *Open Space and Recreation Plan 2015-2021*. The proponent should explain how it is helping the neighborhood to achieve the city average of 3.24 acres of active recreational open space per 1000 residents, at a minimum.

Shadow Impacts

The project will be 82 to 210 feet tall and will be approximately 50 feet from Christopher Lee Playground. The proponent should provide detailed shadow studies showing impacts to public open space year round, from dawn until dusk. This information may have been provided already, but was not readily evident in the DEIR/DPIR filing online. Any impacts should be mitigated.

Environmental Impacts

The proponent should summarize and mitigate any potential project impacts (noise, air quality, traffic congestion, etc.) on Christopher Lee Playground / Medal of Honor Park.

Construction Impacts

The proponent should detail any potential construction impacts (noise, air quality, traffic impacts, street closures, etc.) on Christopher Lee Playground / Medal of Honor Park.

Dog Recreation Space

The project should include a dog recreation space onsite. This project is adjacent to a dog park, but the high density of development would burden one of the few dog parks available in the city. The project should therefore plan to accommodate the needs of its own canine residents onsite.

Conclusion

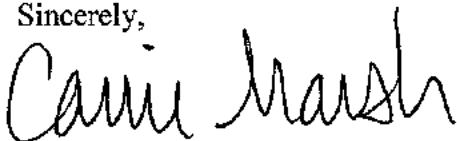
The scale and proximity of the project will have a significant impact on Christopher Lee Playground and Medal of Honor Park. BPRD respectfully requests that mitigation commensurate to the scale and impact of the development be provided in the form of a significant contribution to the City's Fund for Parks, to be used for recapitalization and maintenance of this public space.

BPRD further requests that the proponent enter into a maintenance agreement to provide turf management and other services at Christopher Lee Playground / Medal of Honor Park.

Finally, onsite open space that is provided as mitigation for Article 80 or MEPA approval should be publicly owned and protected in perpetuity to ensure access for generations to come.

Thank you for your consideration.

Sincerely,



Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

CC: Christopher Cook, Commissioner, BPRD
Liza Meyer, Chief Landscape Architect, BPRD
Jon Greeley, Director of Development Review, BPDA
David Carlson, Deputy Director of Urban Design, BPDA
Tim Czerwienski, Project Manager, BPDA
Alex Strycky, Analyst, MEPA

¹ BPRD Capital Budget Estimate, Christopher Lee Playground, 775 East First Street, South Boston, FY18 Update

Boston Parks and Recreation Department
CAPITAL BUDGET ESTIMATE

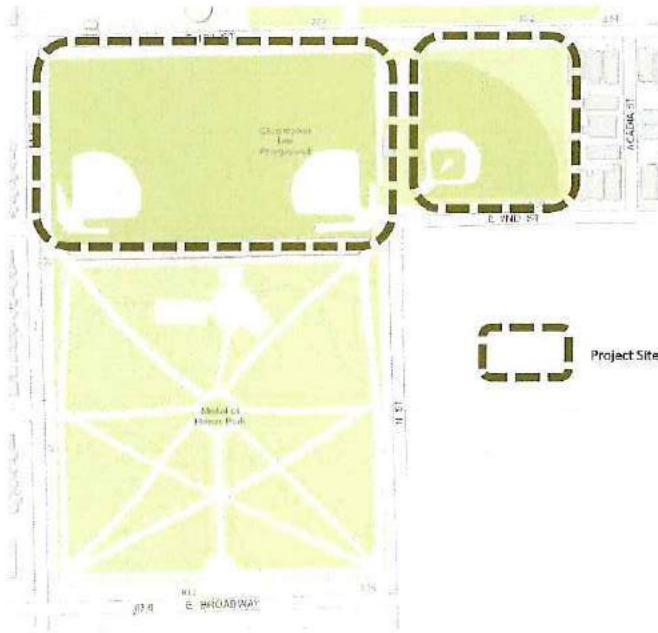
Christopher Lee Ballfield Improvements FY'18 Update
 Christopher Lee Playground - 775 East First Street, South Boston
 Park Acreage: 5.5 acres

Project Mission

Renovate ballfields for Little League play including energy efficient lighting, irrigation, fencing and retaining wall stabilization.

Budget Justification

Create clean and safe open space for Little League play in South Boston that will include energy efficient lighting and water systems. The existing athletic field light poles are in significant decline and fixtures are not energy efficient. The natural turf field suffers due no irrigation and the forty+ year old fencing is in decline. The perimeter retaining walls are in need of stabilization. The project could look into the feasibility of opening the fieldhouse to the leagues if an agreement could be made regarding cleaning of the building.



Project Estimate \$ 3,600,000

Construction	
Site Preparation	\$ 208,500
Utilities	\$ 1,296,000.00
Hardscape & Landscaping	\$ 468,600
Amenities	\$ -
SUBTOTAL	\$ 2,477,608
Primary Work Tasks (00 70 00) (12%)	\$ 297,313
Overhead & Profit (5%)	\$ 123,880
Escalation (4%)	\$ 99,104
Design Contingency (5%)	\$ 123,880
Construction Contingency (5%)	\$ 123,880
TOTAL	\$ 3,248,666
SAY	\$ 3,250,000

Design	
Base Fee	\$ 325,000
Supplemental Fee	\$ 20,000
SUBTOTAL	\$ 345,000
Design Contingency (0%)	\$ -
TOTAL	\$ 345,000
SAY	\$ 350,000

Total Estimated Working Budget	\$ 3,595,000
CAPITAL BUDGET ASK	\$ 3,600,000



CITY of BOSTON

Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA
From: Joseph Fleury, PWD
Date: October 30, 2018
Subject: 776 Summer Street DPIR - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for 776 Summer Street DPIR.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer should include the sidewalk abutting the Medal of Honor Park/Christopher Lee Playground in the proposed reconstruction of East 1st Street, to provide an assesible pedestrian path of travel on the south side of East 1st Street.

The developer shall work with the City to explore expanding the redesign of Summer Street/L Street from the current proposed limits (Freight Corridor to East 1st Street) to East Broadway, to provide a cohesive design of the corridor. This design should complement the City's current design efforts in the Seaport.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

Driveway Curb Cuts:

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements associated with this project must be processed through the PIC.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499



CITY of BOSTON

Martin J. Walsh, Mayor

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

New Roadways:

All new roadway shall confirm to the Public Works Department's Roadway Design Standards.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at joseph.fleury@boston.gov or at 617-635-2220.

Sincerely,

Joseph Fleury
Senior Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Zach Wassmouth, PWD



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment Support

Todd Boghigian <

Fri, Nov 16, 2018 at 10:25 AM

To: Tim.Czerwienski@boston.gov

Dear Tim,

I am writing you in regards of my support the L Street Station Redevelopment project. I bought a condo in South Boston ~4 years ago (at the corner of L and Emerson) and have loved being a part of the community ever since. I have seen the work along L street (and all of Southie quite frankly) transform this part of Boston by changing vacant lots, into usable commercial, residential and retail space. My belief is that the L Street Station project will be exactly the same.

A few highlights of the project in my opinion:

- The project will turn what is currently an environmental hazard site, into a usable, clean and safe site for all of the community to enjoy.
- The project will take down walls and open up a large water front area which is currently not being utilized or enjoyed by the residents of Boston.
- The project will create a year round space (similar to Assembly row) for all to enjoy.
- My understanding from reading the filing is that there will be ample parking, and create new parking spaces for residents (which would be great!)
- Improved transportation in and out of South Boston would also be a huge plus as someone who rides the 7, 9 and 10 buses all the time.

I often run down on E 1st St., and the new Thomas J Butler Memorial Park has been a fantastic addition to the street. But, when I get to the Edison site, the sidewalk is narrow and cracked, there is an odd smell coming from the site, and it is quite an eyesore with the walls partially falling over. I look forward to the day when I can run the full length of E 1st Street while seeing a new and vibrant development leading to L street.

Thank you very much for your time and service to the city fo Boston.

Best Regards,
Tod Boghigian



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project - South Boston

Woronowich, Lauren <[redacted]> Thu, Nov 15, 2018 at 1:58 PM
To: "Tim.czerwienski@boston.gov" <Tim.czerwienski@boston.gov>
Cc: "ED.FLYNN@BOSTON.GOV" <ED.FLYNN@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>

Good afternoon Tim,

This morning, I took the attached picture of the bus stop at L St. and Broadway during rush hour. I put two arrows - at the beginning and the end of the line for the #7 bus (rough count, maybe 50 ppl). While I'm not opposed to developing the Edison plant parcel, I wonder what the plans are for the commuters in Southie. The amount of people that will fill 1300+ apartments/condos as well as the 300+ hotel rooms who will commute into Boston daily will obviously add to the already long lines at bus stops. You could add dozens of more buses but that would only contribute to the already problematic traffic situation.

This article states:

<https://www.bizjournals.com/boston/news/2018/08/17/here-s-what-developers-are-planning-for-southie-s.html>

“The proposal also pitches supplemental MBTA bus service to provide “better public transit service for the neighborhood.”

Honestly, adding more buses hasn't worked yet, the commuters of Southie have been complaining about this for years. My picture is an example of added buses not working. Why do you think that additional bus service is the solution here?

Lauren Woronowich

526 East 7th St, #2

South Boston, MA 02127

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IMG_8849.jpg
788K

11/16/2018

City of Boston Mail - Edison Project - South Boston





Tim Czerwienski <tim.czerwienski@boston.gov>

Support of 776 Summer Street

Adam Dubeshter <

Wed, Nov 14, 2018 at 8:55 AM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tim,

I know the comment section has closed, but I did want to provide my support for this project. I have lived in South Boston for 11 years now and have seen a lot of changes, most of it via a residential development here and there with no long term impact to the community. I am confident that this project will bring a lot to the community. Not only through the remediation of the site, which will provide a cleaner neighborhood, but it will also provide jobs and economic prosperity for many people in the area. The reconfiguration of the streets will make for safer roads for both cars and pedestrians and the added parking will benefit all in the community. On top of all of that, the developers are responsible and intend to do right by the community. I think, while this is a shock to many, in the end everyone will realize that this is the best use for this site.

Best,

Adam Dubeshter

Adam Dubeshter
SVP | Commercial Real EstateRadius Bank
[1 Harbor St, Suite 201 | Boston, MA 02210](#)www.radiusbank.com

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Jim Covenio

721 East Sixth Street

Unit # 2

Boston, ma. 02127

This letter contains my comments regarding the proposed 776 Summer street project. As a member of the IAG, I take this responsibility very seriously and offer comments from me personally and comments I have received by simply listening to my neighbors in the City Point neighborhood.

First off the largest and longest lasting impact to the neighborhood and "Southie" in general will be traffic and its associated pollution. This is by far the greatest concern of all residents, as evidenced by the quantity of and the persistent nature of the comments voiced at the numerous public meetings. In Redgate's own admission the management of site access by vehicles and pedestrians will determine the ultimate success of the project. Many residents including myself believe that traffic management is a requirement for the project. The Redgate team is proposing multiple signal improvements from the intersection of Summer and D street to Columbia Road. It is essential that these improvements are required and not viewed by the city and state officials as a "benefit" or mitigation measure. In the Redgate's own presentations they repeatedly state that movement of people in and out of the project when completed is essential for its success, therefore these improvements must be a requirement of the project. These signal improvements are coupled with various physical changes required at almost all the intersections along the summer street corridor. Again these are a required element and not a benefit. The timing of these improvements in relation to the overall proposed project schedule should be the prerequisite to any portion of the facility being open for use. I am personally frustrated by the elected officials' complete opposition to the project, on the grounds of traffic and pollution resulting from the project's completion. It is these same elected officials who have over the past 5 years not only allowed the expansion of the Seaport and Summer street corridor to grow beyond, what the streets can handle. All of the current traffic woe's being experienced by the residents of South Boston is solely due to the complete lack of planning by these officials. Coupled with their obviously short sighted support of countless projects, that include no traffic management measures. It is their (the elected officials) failings in the past that have resulted in the traffic problems. They now are placing all the burden of correcting their own past mistakes on the Redgate team. It is my impression that Redgate by and large has stepped up and is addressing the city's prior failures. Besides the obvious impact to quiet enjoyment of our homes the traffic will bring, the traffic brings additional pollutants into the air. Recent air quality monitoring performed by MASSPORT has revealed that due in part to the MASSPORT efforts the air quality has actually improved in the first street corridor. The Redgate project will certainly roll back some of these improvements. It is unclear if the added trees and plantings contained in the project will mitigate some the pollution impacts. I encourage Redgate to increase the quantity of trees. Trees are beneficial to the air quality and add a proven noise control element.

Redgate's vehicular projections are in line with all accepted industry traffic management parameters, and have been accepted for the most part by city officials. That being said it is a strong feeling among the residents that the numbers generated by the traffic management industry's standard methodology, do not result in an accurate prediction of volume. The actual vehicle trip count will be much higher than the project data has put forth, this is a widely held belief of residents. The trip counts can somewhat be mitigated by the creation of an additional access point to the site. Currently there are two public access points and one commercial point. The addition of one more will serve two purposes. First it will disperse the vehicles across a wider area, secondly it will give the access roads an additional stacking lane, thus allowing the area's through traffic to move because it will not be burdened by a potentially excessively long line vehicles trying to gain entry at the singular access point on Summer Street.

Redgate's proposal to provide a shuttle bus to South Station from the site is in my opinion a good service for the new residents of the Edison Village, but will not be utilized by the residents of South Boston to any great extent. The MBTA has recently expanded its level of service from the 1st street terminal and their (MBTA) data does not show any

significant increase in ridership from that location. Indicating me that most residents are not willing to walk the distance to that terminal, so it is also unlikely that the residents will be willing to walk to the Redgate shuttle locations. The shuttle will most likely see its majority ridership from the residents and employees of the businesses proposed at the Edison site. It (the Edison shuttle) will elevate the added burden the residents and employees from the Edison site would place on the MBTA bus routes currently operating, so in that respect could be considered a mitigation.

Edison projects impact on the Conley terminal operations cannot be understated. This port facility currently enjoys an unprecedented level of efficiency. Due in large part to the freight truck access. The impact of added vehicles to the summer street corridor will decrease the efficiency of the operation by reducing the truck trip times in and out of the terminal. Redgate has not adequately addressed this impact. Redgate's proposed signal improvements will help but at this time they (Redgate) has not presented enough data to account for the projected increase in terminal truck trips. Redgate should more fully explore this impact and have in place a plan to augment the traffic patterns should the traffic to and from their site become problematic to the terminals operations.

The Redgate proposal as is, simply does not address parking to the extent the residents are comfortable with. Every effort must be made to, at a minimum double the current scheduled parking spaces. It is felt by many residents that a partnership with MBTA and Massport might be the solution. 1. To share burden of costs and also minimize the real-estate require to house a parking garage. With this public private partnership all three interested parties would ultimately benefit and the residents of South Boston will get what has been a steady mantra for more than a decade, that being a parking facility in the neighborhood.

Another little discussed impact on the residents of South Boston is that the Edison project will further worsen the burden on recreation facilities currently happening. With the expansion of the Seaport there are many sports leagues associated with the businesses. These leagues are over burdening the baseball fields. Resulting in youth and little field conferences in south Boston being forced to travel to other areas of the city to play games. Now this may seem trivial but it is a quality of life issue for families in south Boston. Where in the past parents could send their children out the door to walk to a field to play a game. Now because of the multiple seaport based company leagues they must get in the car and drive to other areas. Upon return the parking spot they had is no longer available. To me if Redgate increases parking facilities and provides (either off site or on site) recreational field's it would be viewed by residents as a direct benefit to them.

It is my impression that the Redgate's proposal has addressed the environmental clean-up required on the site adequately with the singular exception of the potential presence of coal dust at the site. Redgate should perform tests to determine if this insidious contaminate exists on the site. The MEPA plan does not specifically address this contaminate. The commitment of Redgate to provide funding for an additional LSP on the project is encouraging. This LSP would be evaluating the data with the specific intent of resident protection. That is not to say that the projects LSP would perform inadequately, this LSP is motivated by in compliance with the regulations not resident safety. The addition LSP will not be looking for minimum compliance, this LSP will be the watch dog for the neighborhood and potential areas where the regulations could be surpassed resulting in better conditions for the residents of South Boston. This resident representative LSP should be routinely posting to a website the goings on and progress of the project. These updates should contain simple language descriptions of contaminates being treated, their potential health hazard, and just how the process being employed at the site is eliminating the risks to the extent possible the health risks to the residents.

I am encouraged by Redgate's supplemental plan to increase the amount of historical preservation of buildings. Additionally applaud the basic designed use of these elements.

In my opinion *which is not shared by a good amount of neighbors*, the massing and density as currently presented project is acceptable. My fellow residents view the current proposal as to dense, and are adamant the residential unit count be reduced. I feel that if Redgate augments the parking this density could be supported.

Diversity in the housing stock on the site should be more fully explored. With the recent announcement of the Marion Manor property will be sold, the need for additional senior housing in South Boston is becoming acute, and nearing critical. Redgate could add senior housing to the site which would be perceived as benefit to the community allowing elderly residents to stay in South Boston. The problem with this is that in order to be a true South Boston Benefit the application process must include preferential acceptance for the residents of South Boston. This "top of the list" acceptance may be considered discriminatory. The Redgate group should explore the legal maneuvers necessary to get this type of arrangement in place. Affordability of the housing units should be made a greater priority by the proponent across the entire project. By their own admission the current level is only the minimum. Redgate also claims to want to do better than the minimum on this project on all fronts. Thus far when it comes to affordable housing, they Redgate is not coming close to meeting their own stated goals let alone come near to the communities expectations for affordability. This should be a top priority of Redgate and the city officials. Let's get creative and have specific meetings regarding affordable housing. There are many residents willing to participate in this endeavor if the result could be staying in South Boston with their families.

The potential community amenities of the project is a welcome change from all the seaport district development. Unlike those projects the Redgate proposal is offering markets, dining and exterior open spaces that are family friendly. These amenities have long been sought by the residents and will certainly be enjoyed by many. But the question about being truly public keeps cropping up. This site is private and solely held by the Redgate. Bringing up questions regarding access restrictions, which could be imposed after permits have been issued and full build-out is complete. A covenant should be instituted with the zoning relief being sought to mandate access remain public to all. The revenues gained from parking meters and ticketing will become the sole asset and revenue stream of Redgate. These revenues should be shared with the community in some manner. Perhaps 1% could be placed into a fund for the South Boston residents to utilize for improvements and beautification across South Boston. Planting trees, park maintenance and landscaping of intersections would in my opinion be some of the uses of these funds.

The discussion about what could be a mitigation for the community has yet to happen. I feel that the site as currently planned could not sustain many more additions as it is utilized fairly efficiently. The addition of a parking facility should be made part of the plan, but this will eat-up nearly all the surplus real-estate on the site, therefore the mitigations in my opinion should by and large be off site. Items like the improvement of the sidewalks on both sides of 1st street is one such benefit I would support. Completion of the M street park fencing is another. Establishment of a community room for civic organization use and the arts is yet another. Setting aside a structure for the greater community use will assist in this developments goal of integration into the neighborhood. With the free migration of existing residents into the site and interacting with the new Edison residents will foster and maintain the integration process.

Overall I am in support of the project, but feel the current proposal falls short in the areas described above. The Redgate proposal should not be granted approval until these issues are fully answered, and the framework set-out for true legally enforceable commitments from Redgate.

Jim Coven

IAG member for 776 Summer street project

Chairman of the South Boston City Point Neighborhood Association



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

josephjoycecappuccio.417 <[redacted]@gmail.com>

Fri, Nov 9, 2018 at 8:50 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: ed.flynn@boston.gov, charles.levin@boston.gov

Hello Tim,

There is no benefit to the community anywhere in this proposal.

Firstly, this development is for 1%ers, who care nothing for the working class.

Secondly, this will eventually be a gated community, not a welcome community. Our real estate tax will skyrocket, we can't afford the tax now forcing seniors to move.

Lastly, the city is practicing economic apartheid against this community. It is a very clear message to the working poor/low wage earner, if you can't afford it, move.

Thank You,

Joe Cappuccio

Sent from my T-Mobile 4G LTE Device



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station: Opposition Comment

Matthew P. O'Connor <

Thu, Nov 8, 2018 at 2:29 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: ζ

Good afternoon Tim,

I write today to express my opposition the L Street Station/former Edison plan project underway by, amongst others, the firms in copy here.

I am a resident of the neighborhood (I live on 1st Street), and at first welcomed the news that the old neighborhood eyesore would be taken down. But the proponents' insistence on constructing towers *that exceed the height of the current structure* has changed that view. I understand the profit motive, and certainly hope that the proponents are well compensated for their efforts. And I understand that the scale of the project correlates with profits available to the proponents. But it is not in keeping with the character of our neighborhood to impose lurking, shadow-casting monstrosities on the little guys. Surely the proponents can turn a profit without imposing a taller-than-the-existing-structure, square-box monstrosity (a-la the Seaport) on our neighborhood.

Until the proponents agree to live within the existing heights of the site, I stand opposed. In the event that those plans change, I would welcome the project and move to the "support" side.

Best,
Matt

--

Best Regards,

Matthew P. O'Connor



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Project DPIR Comment

James A. McGee <

Wed, Nov 7, 2018 at 12:54 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

To whom it may concern:

I am writing to express my support for the development of the [776 Summer Street](#) site by Redgate and Hilco. My wife and I are homeowners in the City Point neighborhood of South Boston, just a few blocks East of the development site. We chose South Boston because of its unique characteristics, small-town feel, and strong sense of community. In addition to joining the City Point Neighborhood Association and the South Boston Historical Society, I have attended numerous community meetings, including most of the public meetings regarding the proposed project at [776 Summer Street](#).

I am excited about the project and I look forward to the many benefits that the development of the site will bring to the neighborhood, most importantly:

- (1) usable open space and access to the waterfront in an area which has been closed off from the public for generations,
- (2) neighborhood conveniences including shopping and restaurants,
- (3) space for the arts and entertainment, and
- (4) many job opportunities for Southie residents (both during construction and beyond).

I am also very happy that the development team has proposed to preserve many of the historically significant structures on the site and will feature some of the power-generating equipment as exhibits to inform future generations about the site's history.

Nevertheless, I still have several concerns which I believe are shared by some of my neighbors - most notably impacts on traffic, the environment, and the general density/level of congestion in the neighborhood. To address these concerns, I hope that the development team considers some of the following potential measures:

- (1) set aside an adequate number of housing units as affordable and/or micro units in order to allow more neighborhood residents the opportunity to live on the site,
- (2) route as much as possible of the construction traffic and future commercial traffic along the Massport Freight Corridor rather than on Summer Street and East 1st Street, and
- (3) consider reducing the overall number of housing units to a level which more closely matches the density of the surrounding City Point neighborhood.

I believe that with a few changes, this project will have a substantial net positive impact on the South Boston community. I am eager to see it underway!

Sincerely,
James A. McGee



Tim Czerwienski <tim.czerwienski@boston.gov>

comment letter for 776 Summer St. (IAG MEMBER)

White, Anna ·

Wed, Nov 7, 2018 at 2:11 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

I am an IAG member for [776 Summer Street](#) and I have comments for the BPDA as this phase of the development process ends.

1. I am afraid that we are rushing through things. I don't think we should move phases until we, as an IAG, fully discuss Inclusionary Development at this site. We have not spoken about it as an IAG and we need to have an in-depth discussion. South Boston needs more deeply affordable units so people of all means can continue to call this neighborhood home.
2. I do not believe this project has enough usable active recreation space. All of South Boston's active recreation sites are overcapacity already. How will the developers address this? I believe this should be a major focus of mitigation and it is an issue we haven't really discussed as an IAG.
3. Our transit system is also at capacity. Adding 1000+ units, plus offices, hotels, and shopping, will tax it even more. As a part of their mitigation, I would like the developers to fund a transit study that would find the true cost of expanding the Red Line to City Point and the cost of extending the Silver Line to City Point. I think that is an option that should be explored before 1000+ units are built.

Thank you very much,

Anna White



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant (776 Summer St.)

John M <[redacted]>
To: Tim.Czerwienski@boston.gov

Tue, Nov 6, 2018 at 6:11 AM

Hi Tim,

My name is John Moran and I live at [20 Telegraph St.](#) in South Boston. I am writing to convey my support for the project proposed at [776 Summer Street](#). This development appears to be well designed and phased. I see the long term benefits to South Boston of having this underutilized parcel developed.

Sincerely,

John Moran
[20 Telegraph St.](#)
Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Boston Edison Project)

Peggy Kelly ·
Reply-To: Peg
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Tue, Nov 6, 2018 at 1:05 PM

Dear Mr. Czerwienski;

It rare for an opportunity to exist that can transform a large unused section of land into a vibrant economic center within a developed a developed area of a major city. The 776 Summer Street development is such a project.

This well conceived and thought out development proposal is one of which I strongly support and endorse for numerous reasons and I will list a few:

A clean up of this area is long overdue and extremely unlikely to be conducted by any entity except for private equity in our current political climate.

This development is in keeping with the current commercial and residential use of the adjoining area. It will provide an aesthetic enterway to the existing Broadway area of South Boston.

The economic opportunities for the growth of jobs and small business in this abandon and under used area are too many to list.

Therefore, as a long term resident South Boston I wish to express my support of Phase One of the project.

Sincerely,

Margaret Kelly
[1424 Columbia Road](#)
[South Boston, MA 02127](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Art and cultural center

Joe · Tue, Nov 6, 2018 at 9:25 AM
To: tim.czerwienski@boston.gov

Tim, I am in favor of an art and cultural at the old Edison plant on Summer street! Thank You! Joe Kebartas



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Peter Venti
To: Tim.Czerwienski@boston.gov

Mon, Nov 5, 2018 at 3:18 PM

Dear Tim,

I am writing to voice my support for the L Street Station development project. I believe that the opportunity would be a boon the the community and energize a section of Boston that is desolate, despite it's geographic relevance.

Regards,

Peter Venti, *Boston resident*



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: Contact Us Submission: # 3705 // Development

Michael Christopher <

Sun, Nov 4, 2018 at 9:39 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

FYI

----- Forwarded message -----

From: <

Date: Sun, Nov 4, 2018 at 6:45 PM

Subject: Contact Us Submission: # 3705 // Development

To: <BRAWebContent@boston.gov>, <michael.christopher@boston.gov>

CommentsSubmissionFormID: 3705

Form inserted: 11/4/2018 6:44:39 PM

Form updated: 11/4/2018 6:44:39 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: Virginia

Last Name: Watkins

Organization:

Email: <

Street Address: 881 E 2nd St

Address Line 2: [Unit 4](#)[City: Boston](#)

Subject: michael.christopher@boston.gov:Development

State: MA

Phone: (617) 851-4270

Zip: 02127

Comments: The Edison Project at [776 Summer Street](#) is much too large for the location. However, my primary concern is the danger to all residents when dangerous substances are released into the area when development starts. We MUST have an outside study determine how all those substances will be handled before we literally ruin the neighborhood. As a double lung transplant who is also particularly sensitive to micro particles because of my alpha one (genetic) deficiency, I am particularly concerned.

--

Michael Christopher
Boston Planning and Development Agency

11/6/2018

City of Boston Mail - Fwd: Contact Us Submission: # 3705 // Development



Tim Czerwienski <tim.czerwienski@boston.gov>

Southie Ederson Plant Development

Sandeman, Roy @ Boston

Fri, Nov 2, 2018 at 9:55 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim,

I think that I may have missed the deadline to submit comments for the Power Plant redevelopment so hopefully this email is still valid. As I said in the first neighborhood meeting at the Tynan School, I am in full support of the development and extremely excited to see it come to fruition.

I should state, however, that I do have concerns relative to parking and hopefully Hilco/Redgate can address that in its final plan.

Thanks again for your transparency throughout this process and giving us all an opportunity to raise our collective voices.

Roy Sandeman
Homeowner - [265 Emerson Street, Apt. 4](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: Support for the Arts possibility at the old Edison plant on Summer and L streets.

I
To: tim.czerwienski@boston.gov

Thu, Nov 1, 2018 at 7:20 PM

Tim..... Southie needs a cultural center. There are tremendously talented local artists and a neighborhood who enthusiastically supports the arts including visual arts as well a music, drama, and writing/poetry. Please include space for art expression and appreciation for the community in the Edison plant project.

Thank you Lorraine Walsh, born, raised in Southie, my parents born and raised in Souhie, a history of over 100 years.

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

Sent: Tue, Oct 30, 2018 4:30 pm

Subject: Support for the Arts possibility at the old Edison plant on Summer and L streets.

Friends of the ARTS:

I have emailed the letter of support (shown below) for the Arts and Industry development at [776 Summer Street, South Boston](#). The site od the former Boston Edison power plant. If anyone ... member or person of interest ... could send a similiar message to the Boston Development and Planning Authority (even a simple sentence showing of support by this evening (the deadline) would be a great step forward for the South Boston Arts Association. Reasons for the support of a Cultural Center are apparent

Suggestion:

To: tim.czerwienski@boston.gov,

Text: I am a member of the South Boston Arts Association and I am in full support of the arts and Industry concept in the development of the former Edison plant at [776 Summer Street](#).

Very Simple!

October 28, 2018

Tim Czerwienski - BDPA

Dear Mr. Czerwienski

Please accept this as a letter of support for the Arts and Industry concept proposed by Hilco-Redgate the developers of the former Edison power plant located at [776 Summer Street](#), in South Boston.

I am writing this letter of support as president of the South Boston Arts Association, with the approval of our Board of Directors and the general membership ... as well as myself ... individually.

My name is Dan McCole, an active professional artist, and I live at [516 East Second Street](#), just three (3) blocks from the former Edison site. I was born and spent the first 28 years of my life at 853 - 854 East Broadway, (between N' and 'O' streets) just 3 and a half blocks from the site. I am very familiar with the property.

As an active artist and a community minded activist ...for the past eight years I have served as the head of a sub group seeking to create an Arts and Cultural center for our community for the benefit of the residents and the arts in general.

When Hilco-Redgate reached out through a well-advertised program of public meetings, asking the residents of South Boston for their ideas concerning the development, I joined with many members of our arts group, attending all eight public meetings in 2917 and subsequent meetings by the BPDA in 2018 and offered our proposals for an arts based cultural center to be included in their plans.



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment

Scott Scarpato Jr.

Thu, Nov 1, 2018 at 9:16 AM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Hello Tim,

My name is Scott Scarpato Jr. and I am a resident of South Boston. I am emailing you to voice my support for the L Street Redevelopment project.

I understand that there are some hesitations to moving forward with the project but from my perspective majority of the cons of the redevelopment project are short term. This project will improve South Boston environmentally, economically, and socially. Our short term hesitations should not impede the growth of South Boston where we shall receive long term benefits.

As a Public Official I ask you to consider how much this project can benefit the people of South Boston. Boston is experiencing mass growth and this is an opportunity for our community to be part of the betterment of our society.

We have the opportunity to build a legacy for that will benefit many generations of South Boston residents. When making your decision I ask you to ignore the short term costs and think about the long term benefits.

Thank you very much for taking the time out of your day to hear my concerns.

All the best,

**Scott Scarpato Jr. | Operations Manager**Automatic Laundry Services Co., Inc. | [45 Border Street, West Newton, MA 02465](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Tim Mulhall ·

Thu, Nov 1, 2018 at 3:33 PM

To: Tim.Czerwienski@boston.gov

Tim,

I am writing you to voice my support for this project. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. I personally will enjoy the year-round open spaces for the entire neighborhood to enjoy.

Thank you,

Tim Mulhall

[320 D St Boston MA](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Redevelopment

Blake Lanford <

Thu, Nov 1, 2018 at 10:55 AM

To: Tim.Czerwienski@boston.gov

Tim,

I live a few blocks to the west of the old Edison site, on East 1st St., and pass by it almost daily while jogging or waiting for the bus.

I support the redevelopment of this site for a number of reasons, most importantly as follows:

There are lots of industrial uses in the neighborhood that are not so neighborly with respect to their aesthetic, smell, and/or noise pollution, but few rival the old Edison Plant when it comes to environmental concerns. I do think some of the fears are slightly overblown, but the waterfront site does have many known environmental issues. Taking down the walls, cleaning up the contamination, and opening the site and waterfront to the neighborhood will be one of the best things to happen to City Point since constructing the causeway to create Pleasure Bay in the 1950's.

Currently the South Boston neighborhood is cut off from the Seaport in a way by an industrial corridor. Walking down E Street, Pappas Way or L Street from South Boston to the Seaport at night hardly feels safe. This 15-acre site will act as a bridge between the two areas with wider sidewalks, good lighting, green space, and much more pedestrian traffic.

I have seen the development plans and the developers have an audacious vision. I know there are some concerns about the size and scope of the project, like it's a mini Seaport right in Southie, but it seems the developers are trying to mitigate those concerns and work with the community for a workable solution e.g., an infrastructure and transportation plan. Boston needs more housing and we cant reasonably expect it all to go elsewhere. In this case I think our neighborhood (twelve to fifteen years in the future) will find it compatible and will benefit greatly from the other uses like restaurant, retail, and hospitality.

Thanks,
Blake Lanford



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Marisa Etheridge <marisa.etheridge@boston.gov>
To: Tim.Czerwienski@boston.gov

Thu, Nov 1, 2018 at 3:39 PM

Hello Tim,

Thank you for taking the time to read this email. I am reaching out with my support for this project in South Boston. I have been a homeowner in South Boston as of February 2018 and would love to see this project continue. My reasons for support are below:

- The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
- The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades.
- The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
- The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you again and I am excited to see this project move forward.

Warm regards,

Marisa Etheridge

Sent from my iPhone

GAVIN FOUNDATION, INC.

AAWOL Program, Center for Recovery Services, Charlestown Recovery House, Cushing House Boys, Cushing House Girls
Devine Recovery Center, Gavin House, Graduate Centers, Hamilton House, Quincy ATS/CSS, Total Immersion Program, Walsh Community Center

675 East Fourth Street, P.O. Box E-15, South Boston, MA 02127
617-268-5517 www.gavinfoundation.org

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and President/CEO of Gavin Foundation a Non profit, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

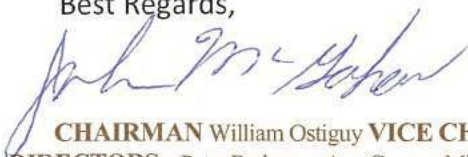
The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 13% minimum City of Boston requirement of affordable housing on site. I strongly believe that this development site should include at least 25% deed restricted affordable units. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the needs of low income workers who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,



CHAIRMAN William Ostiguy **VICE CHAIRMAN** Brian Nee **TREASURER** Katie Kenneally Kelly **CLERK** Dorothy Dunford
DIRECTORS • Peter Barbuto • Ann Casey • Michael Charbonnier • Andrea Flaherty • William J. Halpin, Jr. • Tommy Howard • Margaret M. Lynch
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PRESIDENT/CEO John P. McGahan



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St comment

Denison Clark Penney
To: tim.czerwienski@boston.gov

Wed, Oct 31, 2018 at 1:05 PM

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: [776 Summer Street](#), South Boston

Dear Mr. Czerwienski:

In general, I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

I still have concerns over public transportation improvements that will benefit the entire South Boston neighborhood and limited parking onsite.

I do support the clean up this contaminated property, creation of construction jobs, new housing and commercial property, and new tax revenue for the City.

Denison Penney
South Boston resident

--

Denison Penney

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

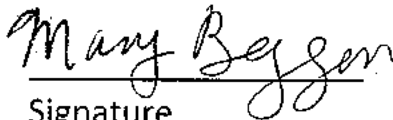
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

MARY Beggan

Name (please print):

482 Eighth St

Address: South Boston 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

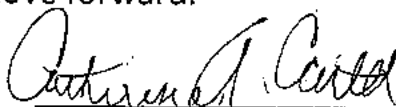
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print):

Catherine Carter

Address:

70 G St. S.B. 02107

Email:

carter@mail.com

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

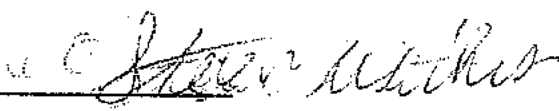
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

Name (please print):

Address: Steven Watkins

64 L St.

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

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Please allow this project to move forward.


Signature

Name (please print):

James Carter

Address:

70 G St. S.B. 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

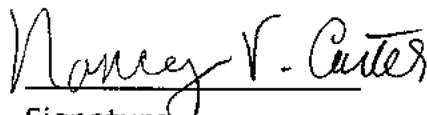
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

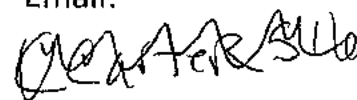
Please allow this project to move forward.

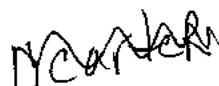

Signature

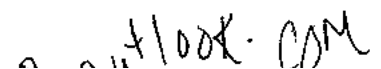
Nancy V. Carter
Name (please print):

Address:
70 G St. S.B. 02127

Email:









Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Redevelopment

William Gray <

Wed, Oct 31, 2018 at 9:54 PM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

My name is Will Gray and I'm a resident of South Boston. I seem to have missed the comment period for the [776 Summer Street](#) redevelopment by one day, and I understand that reaching out to you directly may be unconventional, but I felt compelled to follow up after I had the opportunity to tour the site this past Saturday morning.

I've been driving past the power plant for as long as I can remember. My dad's photography studio was at [840 Summer Street](#) for decades and I immediately moved into this neighborhood upon college graduation in 2014. I've called it my home since then and am fortunate enough to have bought my first property down on I & E 1st Street. I'm proud to be a part of this community and believe that the [776 Summer Street](#) redevelopment is an incredibly exciting opportunity for all of the residents, both young and old.

The power plant site has incredible history that I hadn't witnessed until Saturday, and the redevelopment team's recognition of this in their plans is very impressive. The spark this project could provide to our public transportation system (I'm very interested to see the result of the city's Seaport transportation study beginning in January and how this project could be additive to the necessary improvements) and the public access to that valuable public space could be beneficial for everyone.

Again, apologies for missing the comment period but I hope you can sense my belief that this redevelopment will be a truly great opportunity for this neighborhood to continue progressing.

Sincerely,

Will Gray



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Jill Browne <

Wed, Oct 31, 2018 at 3:46 PM

To: Tim.Czerwienski@boston.gov

Hello, I am a South Boston resident, living at 616 East 4th Street and I would like to express my support for the L Street Station development. I attended two of the neighborhood meetings that took place and was very impressed with the developers' willingness to listen to neighborhood residents. As a result of these exchanges, the developers adjusted much of their plans to reflect what they heard.

The power plant is an eyesore and, when developed will provide many things that appeal to me, such as green space, proximity to the water and retail opportunities.

Thank you for reading my note of support,

Jill Browne



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Development Project - Comment

Browne, Aidan F.

Wed, Oct 31, 2018 at 12:53 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr Czerwienski

I am a resident of South Boston residing at 616 East 4th Street. I have attended two of the four public hearings held at the Tynan School and wish to state that **I strongly support** this creative and far reaching project. This project represents the missing link between the City, the Seaport and South Boston, it eliminates the eyesore of the power plant while preserving the historic integrity of the site and its several beautiful buildings. It imagines a host of urgently needed amenities including parks, waterfront access, retail and services to the community. I applaud the transportation mitigation proposal by the developer which address public and private transportation needs, including parking and access.

Best regards.

Aidan F Browne

Aidan F. Browne
Partner

One Post Office Square

[Boston, MA 02109](#)[vCard](#) | [bio](#) | [sandw.com](#)

Boston New York Washington London Tel Aviv

[LinkedIn Profile](#)

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2 attachments

11/16/2018

City of Boston Mail - L Street Station Development Project - Comment

 **image001.emz**
16K

 **oledata.mso**
15K



Tim Czerwienski <tim.czerwienski@boston.gov>

Redevelopment of L Street Station

Blake, Alex <

Wed, Oct 31, 2018 at 6:01 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr. Czerwienski,

I wish to voice my support of the redevelopment of L Street Station. I'm in favor of this project for a multitude of reasons including, but not limited to, the following:

1. The redevelopment will help to improve safety in the surrounding areas by cleaning up a building that is environmentally contaminated.
2. The redevelopment will open up a piece of land for community use for the first time in decades.
3. The redevelopment will put an end to industrial use of the site.

I sincerely hope this letter makes a difference in effecting change.

Very truly,

Alex M. Blake

119 W 3rd Street

Boston, MA 02127

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Tim Czerwienski <tim.czerwienski@boston.gov>

RE: 776 summer street development project

Linda Lynch ·
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Wed, Oct 31, 2018 at 8:24 AM

Hi Tim,

I do have one main concern at this point. The clean-up. I know at the meeting, on the screen there was a 1 sentence prompt about the rodent problem. It was never spoken about. I know Redgate will bring in a company to do something, but there is no way that any one company will be able to control the problem. There are large water and land rats all over the place and many have, by now, made their homes on this space. When the plant was in process, there were rats always running around that space. What I am requesting is that Redgate doubles or even triples their efforts to control the rodent problem. Like I said, there is no way only one company will be able to control the problem. As the saying goes, two heads are better than one. Well, two companies can control better than one.

Thank you for your consideration in this matter.

Linda Lynch

[850 E. 4th St](#)

[South Boston, MA 02127](#)

Sent: Tuesday, October 30, 2018 5:18 PM
To: City Point Neighborhood Association <sbcnpa@gmail.com>
Subject: Re: [776 summer street](#) development project

Dear members,

Below is a link to the BPDA project [776 Summer Street - Edison](#) plant. This is the largest project ever to occur in South Boston. This will change the entire look of E First Street. The project will take down the walls that have obstructed the view of the channel from City Point residents. There is a plan to clean up all contaminants in the soil, create housing and 5 acres of open space.

Click on the link to review the project

Today is the final day for comments however they will be accepted should you send in after today.



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts and Industry Concept: L Street Station

Rick Winterson ·

Tue, Oct 30, 2018 at 7:02 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Cc:

Tim -

We know each other from my position of Senior Editor at South Boston Online, which has included press coverage of the proposed L Street Station Project. I am also an artist, a published poet, and professional actor.

Please count me in as a strong supporter of the Arts and Industry effort that has been brought forth as an integral part of that key development.

Thanks, and call me if you have any questions,

Rick Winterson

George F. "RICK" Winterson

617-267-2222



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment

Sheridan, Amy E.

Tue, Oct 30, 2018 at 11:31 AM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim – I wanted to write to express my support of the L Street Station Redevelopment. What an eyesore! The alternative looks beautiful and will be great for South Boston residents.

Amy E. Sheridan
Attorney at Law

Sullivan & Worcester LLP
One [Post Office Square](#) • [Boston, MA 02109](#)

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Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support for development at 776 Summer Street

Tue, Oct 30, 2018 at 4:00 PM

To: tim.czerwienski@boston.gov

October 28, 2018

Tim Czerwienski - BDPA

Dear Mr. Czerwienski

Please accept this as a letter of support for the Arts and Industry concept proposed by Hilco-Redgate the developers of the former Edison power plant located at [776 Summer Street](#), in South Boston.

I am writing this letter of support as president of the South Boston Arts Association, with the approval of our Board of Directors and the general membership ... as well as myself ... individually.

My name is Dan McCole, an active professional artist, and I live at [516 East Second Street](#), just three (3) blocks from the former Edison site. I was born and spent the first 28 years of my life at 853 - 854 East Broadway, (between N' and 'O' streets) just 3 and a half blocks from the site. I am very familiar with the property.

As an active artist and a community minded activist ...for the past eight years I have served as the head of a sub group seeking to create an Arts and Cultural center for our community for the benefit of the residents and the arts in general.

When Hilco-Redgate reached out through a well-advertised program of public meetings, asking the residents of South Boston for their ideas concerning the development, I joined with many members of our arts group, attending all eight public meetings in 2017 and subsequent meetings by the BPDA in 2018 and offered our proposals for an arts based cultural center to be included in their plans.

During the planning sessions, the developers proposed their ideas, listened and answered questions. It was apparent that the developers wanted a sense of what South Boston residents would prefer, and what the community in general wanted the developers to do to ensure and enhance the life style and safety of the South Boston community.

South Boston has changed dramatically during the past ten years. Many long-time residents find themselves with more traffic, less parking and a loss of the Southie community life style and independency. A new and younger generation has moved in and as much as they are welcomed ... they will, hopefully, be more involved in our community life. A Cultural Center will be in the best interests of South Boston as it will create a venue that would bring the new and the long-time residents together for betterment of the community.

Hilco-Redgate has heard our proposals and have agreed to the creation of Arts and Industry concept in their development plans and are seriously considering a South Boston Community Arts Center.

This is an excerpt from the latest Hilco-Redgate promotional flyer.

"We would like to have an indoor and outdoor programming on the ground floor across the site in a way that creates an 'Arts and Industry' district that is inviting to artists, artisans and makers of all kinds. We are working with some local South Boston arts, cultural and history groups to better understand what indifference spaces and places best work at the site."

I believe, along with the SBAA Board and membership, that a Cultural Center would be in that best interests of the community, creating a reading, painting walking and meeting venue for all long-time and newer residents in very positive ways.

Sincerely,

Dan McCole, president

11/16/2018

City of Boston Mail - Letter of Support for development at 776 Summer Street

South Boston Arts Association
516 East Second Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Project South Boston

Rexinis, Jason <

Tue, Oct 30, 2018 at 2:27 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hi Tim,

I am a South Boston resident and I clearly support the plan for the redevelopment of L Street Station submitted to the City.

Some of the reasons I support the plan are:

- The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
- The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades.
- The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
- The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Looking forward to a positive outcome!

Jason Rexinis

Vice President | Brokerage

Colliers International

160 Federal Street | Floor 11

Boston, MA 02110 | United States

www.colliers.com





Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston - L Street Power Station

Real, John ·

Tue, Oct 30, 2018 at 2:33 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hi Tim,

I'm writing to you in support of the proposed redevelopment project that Hilco would be conducting at the L Street Power Station. As a resident of South Boston (Mercer Street), I think this project would be extremely beneficial for the community as a whole. There are many positives in my mind that this project poses, including creating a new, repurposed space that residents of Southie can enjoy year round. As opposed to an industrial environment, this site has the opportunity to become more in tune with the lifestyle and trends that make South Boston an attractive place to live.

Thank you,

John

John Real

Suburban Brokerage – Southwest Team

513-341-2415 ext 2000 | 1111 W. 14th St. #2007, 6507

Colliers International

160 Federal Street | Floor 11

Boston, MA 02110 | United States

www.colliers.com

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

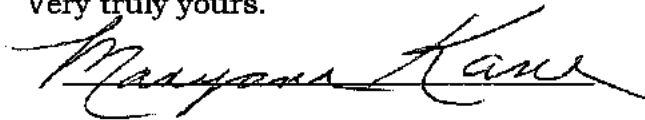
Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.



Signature

Name: (please print):

Address: 168 West 7th St.

Email: So. Boston, Ma 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

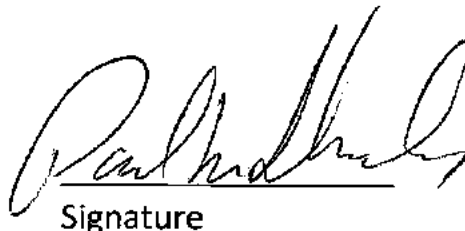
Re: 776 Summer Street, South Boston

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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print):

PAUL W. SIKORIDIS

Address:

1762 Columbia Rd So. Boston

Email:

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

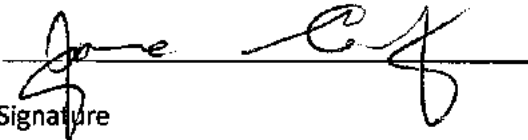
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Please allow this project to move forward.

Very truly yours,

A handwritten signature in black ink, appearing to read "Joanne Cody", written over a horizontal line.

Signature

Name: (please print):

Address:

Email:

JOANNE CODY
279 Dorchester St
South Boston
MA 02127

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

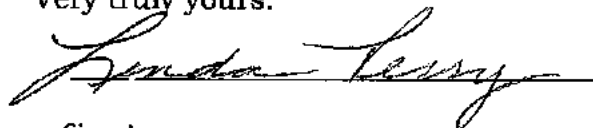
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Please allow this project to move forward.

Very truly yours.



Signature

Name: (please print): LINDA PERRY

Address: 82 P STREET
BOSTON, MA 02127

Email;

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

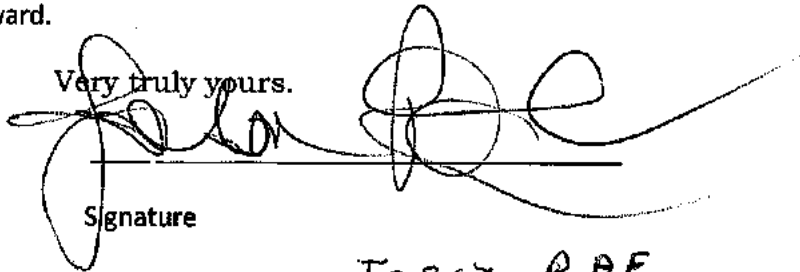
Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.

A handwritten signature in black ink, appearing to read "Jason RAE", written over a horizontal line. The signature is stylized and cursive.

Signature

Name: (please print): JASON RAE

Address: 1722 COLUMBIA RD

Email: NONE

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

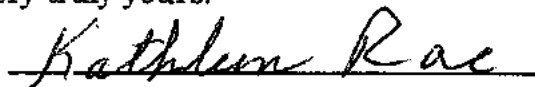
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,



Signature

Name: (please print): KATHLEEN RAE
Address: 1410 COLUMBIARD
S. BOSTON MA
Email: NONE

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

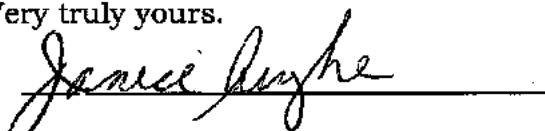
Dear Mr. Czerwienski:

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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.

A handwritten signature in cursive script that reads "Janice Hughes". The signature is written over a solid horizontal line.

Signature

Name: (please print):

Janice Hughes

Address:

1410 Columbia Rd.

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,



Signature

Name: (please print): MARIE MARSHMAN

Address: 1410 Columbia Rd.

Email: 50 BOSTON, MA 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

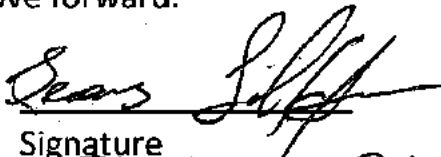
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

SEAMUS GALLAGHER

Name (please print): 100 ST S BOSTON

Address:

Email:

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

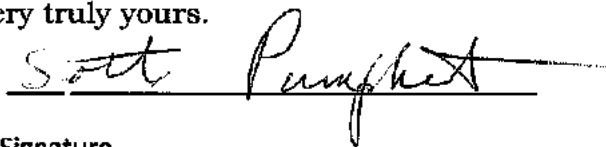
Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,



Signature

SCOTT PUMPHRET
Name: (please print):

Address:

594 E. 8th St
and
837 Summer St
So. Boston, Ma.



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support for L Street Station Project

Matthew Martinelli

Tue, Oct 30, 2018 at 10:57 PM

To: Tim.Czerwienski@boston.gov

Hi Tim,

As a nearby homeowner on E. 1st Street, I'm writing in support of the L Street Station. I believe the project will be a tremendous asset to the community, with the renovated turbine halls serving as a much-needed gathering space for South Boston. I believe that they've made the proper adjustments on the size of the project, available parking, etc. to quell fears of the public.

In my opinion, the biggest concern that's been aired at public meetings—traffic—is incredibly overblown. Due to the location of the project, most of the residents who are commuting into the city will simply use Summer Street to get into their jobs in the city. That means there will be little additional commuter traffic going through most parts of the residential areas of Southie. If the alternative to this project is a large amount of office space, then it would lure commuters through Day Blvd/L Street to this project site. That would be additional traffic through mostly residential areas of Southie. But the current plan avoids that scenario. The project site is ideal for residences, helping balance the BPDA's misguided lack of residences in the Seaport.

If there are any shortcomings to this proposal, it's the lack of specifics as to the contribution to transit. I do believe that all funds from the developer should go to the MBTA, but there appears to be little precedent for a monetary contribution such as this. It would be wise if the MBTA allowed for such a thing—and if they pushed for it from future developers.

Also, I do hope that the setbacks from the property on L/Summer allow for a bus-only lane to be installed on that road, and I hope that the setbacks from the road on E 1st allow for a cycle track to be built on E 1st. I believe that 1st Street — being so flat from this proposed project to B Street—is an ideal road for a cycle track, not now but perhaps in 15-20 years once the empty lots on the northern side of 1st Street have turned from light industrial to residential/retail. As this is the first project on the northern side of 1st Street from M Street down to B Street, it will set the standard for how wide 1st Street could be. The BPDA could ask for an additional setback, creating a precedence for future development on this stretch. As a lot of the southern part of 1st Street has already been built on, there is no chance for widening on that side. I know the facade of one of the turbine halls will front directly onto E 1st Street, thereby creating a conflict with a cycle track. But if the area that is now proposed to be a sidewalk under the overhang could also allow room for a cycle track as well, that would be ideal for the future of 1st Street. I also hope that the other, new parts of the project would also be setback from the street enough to also allow for a cycle track on 1st Street.

Yet, even without these two fixes, I still support the L Street Station for all of the good it will do for the neighborhood, removing an eyesore and enlivening a dead stretch. I hope the BPDA will, however, consider my requests.

Thanks,

Matt Martinelli

October 30, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will help it become an active part of the South Boston community. I do think that the number of condo units should come down by several hundred and more detailed plans should be in place to improve public transit in the area. But overall, I think this project is a positive one for the community and should move forward.

The criticism of the project at public meetings has been too focused on the voices of a few and their concerns about street parking. That is not representative of the values and priorities of the overall community. Many of us rely on the MBTA bus service to get us downtown and would opt to commute via the bus if it were a more reliable and efficient option.

Please allow this project to move forward.

Mary Chalifour

Name: Mary Chalifour
Address: 637 East 1st Street

776 East Broadway
South Boston, MA 02127
October 30, 2018

Tim Czerwienski, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
tim.czerwienski@boston.gov

Re: South Boston Edison Draft Project Impact Report Comments

Dear Tim,

I write to you today as a participating member of the IAG and a concerned resident. After attending the open meetings with Redgate Capital Partners and Hilco Redevelopment and discussing the topics as follows, Introduction to Project Changes on September 12, 2018, Transportation on September 26, 2018, Land Use and Design on October 10, 2018 and Climate Change and Resiliency on October 24, 2018, I see no substantial changes in the scope of the development nor do I see any significant changes to lessen the impacts to the South Boston neighborhood. I remain concerned with the size of the project and I remain in opposition as well. I certainly do not see any public benefits.

Mitigation is not working and the issues of traffic, public safety, utility studies, wastewater capacity studies, density, height, parking, privatization of transit, public property becoming private, possible traffic interruptions and loss of efficiency at Connolly terminal as well as the lack of independent state and city traffic studies, remain outstanding. Environmental concerns remain and environmental studies are needed as South Boston has had the highest rates of lupus and scleroderma in the state. South Boston also has high cancer and respiratory illnesses. In addition, the project jeopardizes the health of our community with creating more traffic. My suggestions for future planning must include continued air and noise monitoring. Advanced notification of all demolition processes and permitting should be noticed to residents in local newspapers. Additionally, a publication notice of team member information must be available to all residents for future contact. Proposed demolition should not be from 7am to 7pm including Saturdays. This proposed schedule is in total disregard for the entire community and requires additional city review. Other questions remain; who will be policing this

development and will the development have their own police department.

I was told in 2014, the Neighborhood First organization, projected the expansion of Connolly Terminal trip projections would be approximately 4,820 trucks everyday by 2022. Adding potentially over 15,000 vehicles a day (including more buses) in a community already experiencing traffic and gridlock, creates serious health concerns as well as deteriorating air quality. The 5 1/2 acres of open space in the development plan is inaccurate. There is deception when discussing the amount of open space within reports and presentations. The 2.5 waterfront acreage in time will be affected by climate change. Pursuant to the climate change/ resiliency review meeting, by 2050, the North waters will not exist from the acceleration of sea level rise resulting in unusable open space. The inclusion of open space shown in the report has enlarged sidewalks and walkways, car entrances to the development, pedestrian corridors, a play space, an ice skating rink thus creating an illusion of open space. There needs to be more open green space with trees similar to Castle Island where one can enjoy looking at the ocean's calming waters and landscape. The overall design proposal for open space has more of a carnival/circus lawn on D feel to it. It does not enhance the public realm. Open space will decrease with activities. Utilization of M Street Park will increase with the overdevelopment thus eliminating both green and open space. Also, Logan airport flights, cruise ship and freight activity, new hotels and the Seaport development all focused in our neighborhood are affecting open space and air quality. There is a strong need for a Master plan. The pressure on our open air infrastructure is questionable. There is a lack of transparency and the truth about open space is needed.

Transportation issues remain behemoth and require organization and real planning. A joint course of involvement including the T, Massport, State and City is necessary. There must be a combined effort to electrify future transportation. The proposals or amenities being introduced by Tom Tinlan, VHB are troubling and complicating our already heavily burdened transit. More buses are not the answer. VHB's proposal is to privatize MBTA services. I do not support their request to begin a community shuttle service prior to approval. When asked for details regarding the transportation bus company name, size of said vehicles and where they would be parked, I was told they are the size of standard buses. Consideration should be given to trolleys being placed on 4th Street to L Street along Summer Street to South Station and rotating back and forth.

Additionally, I believe returning outgoing buses to 4th street will generate a better traffic flow. Currently, 4th Street is one way from Farragut to P Street. Making it one way all the way to L Street would allow an easier flow of buses not being stopped at the L and East Broadway traffic light. I would like to see a street analysis for not returning buses to E 4th Street. I support some buses running on 1st Street with express service to South Station and others continuing along 1st Street, taking a right onto D Street and continuing to South Station and the Seaport area to service all areas of South Boston. There is a strong need for a number 7 bus on Sundays. However, that service is not being offered by VHB. Sunday number 7 bus service would certainly be a community benefit. Transportation services are needed throughout the entire community. ADA and senior accommodations are being ignored by VHB. Their interest is to service only their development. The Redgate/Hilco promises of today are not guaranteed. Private companies can change their promises, sell said property or worst case scenario, and file for bankruptcy.

The T needs to work more efficiently and this could easily be done simply by adjusting bus schedules. Starters should not send three number 7 buses together at the same time resulting in traffic back-ups, idling and pollution. Buses need to be staggered and better monitored. Double deck buses are an option. Adding more buses both T and privately owned is not a viable solution. The Boston Herald's recent article dated October 2, 2018 "Choking on Growth" dated October 2, 2018, stated in part discussed "environmental experts and activists are sounding the alarm on Boston's air quality, with high asthma rates as an economic boom fuels, the region's worsening traffic congestion." The article also refers to "electrifying our transportation." The City is asking the T for the red line, blue line connection. Transportation suggestions are being ignored and are not the full responsibility of the Edison proposed project.

As previously discussed, this property will remain private property, not inclusive and without connection to the South Boston neighborhood. The proposal includes widening sidewalks and building legal walls, which will eventually become private. The City needs to intervene and own newly created public streets. The current project design for vehicle access is unacceptable. There needs to be additional street entrances other than M Street and Elkins Street for vehicular traffic. Additional street entrances on 1st Street are needed. As suggested, another new entrance on 1st Street could follow behind building blocks A, F and H with a left turn at the end

which would take one through the development and exit onto Powerhouse Street. The Summer Street entrance reflects a four sided stop. Elkins street serves no purpose in decreasing traffic since it is a private way.

Article 68 was established for 1st Street residential use. The Edison project was never a consideration. Now it is another 15 acre monster to South Boston and the City Point neighborhood. The initial development proposal called for 1588 units of housing with 987 parking spaces and heights at 220 feet, two hotels with office space. The newest proposal includes 1344 units with 1397 parking spaces and height of 206 feet. These changes reflect 244 less units and 14 feet removed from the height and 53 added parking spaces. **It is just too big** and out of character for the City Point neighborhood.

Instead of hotels, it would be nice see a nursing home and/or assisted living facility, a smaller office building and a much larger parking lot with discounted parking for South Boston residents. The parking needs to have Massport's involvement. The proposal includes 13% for affordable housing. This is an insignificant amount of affordable housing and must increase. A dedicated museum in the Belco building reflecting the Edison history would be a welcome addition. Also, a historical trade school on site offering real job opportunities could benefit our neighborhood. There is so much need for more discussion.

The entire development currently has no connection to City Point. Once again, the Edison project redevelopment should be beneficial for all South Boston residents especially with regards to the City Point neighborhood.

Very truly yours,
Eileen Smith

mayor@boston.gov

stephen.lynch@mail.house.gov

nick.collins@masenate.org

michael.f.flaherty@boston.gov

a.e.george@boston.gov

ayanna.pressley@boston.gov

michelle.wu@boston.gov

ed.flynn@boston.gov

October 30, 2018

Boston Planning and Development Agency

One City Hall Square
Boston, MA 02201

Attn: Mr. Tim Czerwienski, Project Manager

Subject: Comments on: HRP 776 Summer Street LLC Proposal for Redeveloping the 15.2 Acre Coal Power Plant Site on the South Boston waterfront

Submitted on behalf of **South Boston Open Space, Mr. Joseph Cappuccio** and **Gate of Heaven Neighborhood Association, Mr. Kevin Lally, President**

Comments:

1. The proposed development with the combination of Housing, Commercial Space, Office Space, Retail Space and Hotel Space is of immense concern to residents. The traffic, parking problems and congestion in the area is already at a critical point. The addition of this proposed development would create a nearly impossible situation for residents and those who use the already crowded streets for their personal lives and business;
2. The primary subject of this comment set, however, is the risk to the neighborhood's residents, especially children, from the known contamination associated with demolition, decommissioning, remediation and redevelopment of an old, coal burning power plant;
3. The specific issues are: (a) Establishing a complete picture of the hazardous substances within the coal plant buildings, both qualitative and quantitative, and in the on-site soil and groundwater within the plant property boundaries. **The residents want the assessments to be done immediately and results made available to residents before demolition is carried out. This includes each contaminant and its exact location on the site. Residents want the testing on plant surfaces carried out, the results made available within 90 days of this letter. At that time, another public meeting must be called to discuss results and review specific plans.**

(b) Also, residents want the open areas around the plant, **particularly the existing playing fields, to be assessed as a baseline along with the building and soil/groundwater assessment inside the plant boundaries, and results made available to residents before any approvals to proceed are made final;**

(c) Should approvals be obtained for some scaled down version of this project which properly consider traffic and congestion, the playing fields and open areas should be reassessed to be sure that the demolition, trucking and transport of contaminated

building materials, particularly the creation of airborne contaminants, has not impacted public spaces where children are frequently present.

(d) In-plant surfaces as well as the soil and groundwater should be assessed for **asbestos, 14 MCP metals, PCBs, a full spectrum of petroleum product residues, including SVOCs. Soils and groundwater must also be assessed for chlorinated solvents, i.e., PCE, TCE, DCE and VC.** Tabulated results should be sent to residents within two weeks of sample collection. Work should proceed only after sufficient time has been allowed for discussion. **The Dust Control, Monitoring and Reporting Plan** must be made available to residents for careful review before any demolition is carried out;

4. In terms of the **increased congestion that must result** from this project in any form, consider use of a ferry terminal (such as the one that is part of the casino development in Everett), and innovative "people mover" solutions like a monorail to the MBTA. The Developer must pay for these additional solutions to ease the increased crowding, traffic and parking issues bound to result from it. One immediate suggestion is to consider utilizing existing untapped capacity on inbound buses from South Station that come to City Point during AM peak hours and from City Point during the PM, essentially empty. Utilizing this existing infrastructure will keep bus emissions the same. Also, consider any other means of minimizing exhaust emissions from vehicles.

The residents insist that these issues all be answered specifically and in detail, with adequate timelines for response, not just in "broad-brush" assurances. The developer's comments, that he does not know the type of contaminants in the building or the extent of contamination does not instill a sense of safety or confidence for residents. His comment that everything will be taken care of according to state regulations also is cause for concern. The residents should know what contaminants are present and what the actual remediation plan looks like, prior to any permits being issued. Construction management procedures will need to include specific plans for mitigation of possible impacts to loading, transport and cleaning of vehicles to minimize the potential for spreading contamination into the neighborhood. These all will fall under the realm of construction management, which has not been addressed sufficiently.

Respectfully Submitted:



William J. Mallio, Ph.D., LSP

20 Westland Avenue, Winchester, MA 01890 N

Cc: Mr. Glen Hannington, Esq.



273 D Street
South Boston
MA 02127
617.268.9610
617.268.4813

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

On behalf of South Boston Neighborhood Development Corporation and as a resident of South Boston, I respectfully submit the following comments regarding Redgate/Hilco's proposal to redevelop the former Boston Edison plant at 776 Summer Street in South Boston. South Boston NDC represents over 250 low and moderate income residents of South Boston: working people, families, Veterans and the elderly. These residents would likely have been priced out of this community without the housing SBNDNC is able to offer. Several hundred households are on our waiting list, and we have few apartments available.

The proposed development of the Edison Plant will have serious negative impacts on our neighborhood, including displacement due to increased real estate costs. It fails to address the urgent need for affordable housing. The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to at least 25% affordable housing on this site. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the

needs of low income workers and seniors who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,



Donna Brown

Executive Director



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St.

Bob Russell

Tue, Oct 30, 2018 at 4:50 PM

Reply-To: Bot

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Dear Mr. Czerwienski,

I'm a member of the South Boston Arts Association and am in full support of the arts and Industry concept in the development of the former Edison plant at [776 Summer Street](#).

Sincerely,

Robert Russell
[561R E 5th St.](#)
[South Boston](#)

POWER HOUSE COMPANY
C/O KING ASSOCIATES, LLP
60 K STREET
BOSTON, MA 02127

October 30, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: L Street Station Redevelopment Project (776 Summer St)

Dear Director Golden:

I am writing to you regarding the above referenced project (the "Project") proposed by HRP 776 Summer Street LLP (the "Proponent"). I am one of the partners of Power House Company ("PHC"), which owns the property known as King Terminal, sited directly across Summer Street from the Project.

As noted in my letter of July 11, 2018 (the "Letter", copy attached), the proposals that have been submitted to the BPDA by the Proponent raise concerns for PHC relating to traffic congestion, possible increased use of PHC's private ways and public safety.

Upon receipt of the developer's DEIR/DPIR dated August 2018, PHC engaged BSC Group to perform an independent review the potential traffic impacts of the proposed project. Their report is attached.

We ask that the Proponent respond to the issues raised in the BSC report, in particular with regards to detailed analysis and design of the intersections where Elkins Street and Power House Street meet Summer Street.

PHC continues to be concerned that extending Elkins Street into the Project will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street. We are also concerned that increased traffic will make Power House St attractive as a cut through as well.

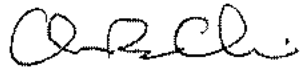
The August DEIR/DPIR does not appear to have addressed these concerns. PHC is hopeful that careful and collaborative design of the intersections will reduce or eliminate this possibility.

As previously noted, the Proponent has been very cordial with us and the neighborhood, and PHC is generally supportive of the Project, which should be a great enhancement to the site.

However, we want to make sure that our concerns are addressed in a concrete manner, to include detailed intersection designs agreed to as part of any approvals issued by the BPDA for this project.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon B. Coughlin". The signature is fluid and cursive, with a prominent initial "G" and "C".

Gordon B. Coughlin

POWER HOUSE COMPANY
C/O KING ASSOCIATES LLP
60 K STREET
BOSTON, MA 02127

July 11, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 776 Summer Street, South Boston (Edison Power Plant) Proposal

Dear Director Golden:

I am writing to you regarding the project proposed by HRP 776 Summer Street LLP (the "Proponent") for the 15.2 acre site at 776 Summer St., South Boston (formerly the Edison Power Plant). I am one of the partners of Power House Company ("PHC"), which owns the property commonly known as King Terminal, which is sited on over 12 acres directly across Summer Street from 776 Summer Street. As a direct abutter, we have reviewed the PNF and Scoping Determination, and have met with the developer on several occasions.

The development proposal submitted to the BPDA by the Proponent raises concerns for PHC relating to traffic congestion, possible increased use of our private ways, environmental issues, and public safety.

Traffic congestion in the neighborhood has increased dramatically in the last few years, and this proposal would contribute to an increasingly unmanageable situation. We would like to understand how traffic impacts of this and other projects in the area will be mitigated.

The Proponent's plans show a new road into the 776 Summer Street parcel, which lines up with and apparently is considered by the Proponent to be an extension of Elkins Street. Elkins Street is a private way owned by PHC that runs between Summer Street and K Street. In addition, there is another private way that crosses King Terminal, Power House Street, which runs parallel to Elkins Street. Both Elkins Street and Power House Street lie entirely on property owned by PHC, and both streets are reserved for the use of tenants and guests of King Terminal, and certain abutters.

We are concerned that extending Elkins Street into the new 776 Summer Street development will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street, causing additional traffic and congestion within King Terminal, and increasing risks to

pedestrians and drivers using Elkins Street. We are also concerned that with increased traffic in the area Power House Street also might be used as a cut through between East 1st Street and Summer Street.

We would like to know how the Proponent will limit their customers, visitors, tenants, etc. from using Elkins Street and/or Power House Street.

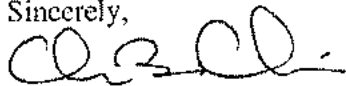
Other concerns with the current proposal include public safety and environmental issues during the demolition and cleanup process, with potential health risks of contaminants drifting into our property, as well as maintaining unimpeded access to our property during construction.

While the developer has been very cordial with us and the neighborhood, we want to make sure that our concerns are addressed in a concrete manner. I strongly encourage the developer to continue further dialogue with us and the neighborhood with a comprehensive transportation study, more accurate descriptions and renderings of the project and measures to address our concerns.

We would like to reserve the right to supplement this letter as we get new information and further review the impacts and issues raised by the proposed development.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,

A handwritten signature in black ink, appearing to read 'Gordon B. Coughlin', with a horizontal line extending to the right.

Gordon B. Coughlin



803 Summer Street
Boston, MA 02127

Tel: 617-896-4300
800-288-8123

www.bscgroup.com

October 30, 2018

Mr. Bart Coughlin
King Terminal LLC
60 K Street
Boston, MA 02127

RE: Review of L Street Station Redevelopment Traffic Study
South Boston, Massachusetts

Dear Mr. Coughlin:

BSC Group (BSC) has completed a review of traffic and transportation impacts relative to the L Street Station Redevelopment located at 776 Summer Street in South Boston, Massachusetts. The Proponent, 776 Summer Street, LLC, proposes to redevelop an approximately 15-acre parcel located at the northeast corner on the intersection of Summer and East 1st Streets with 1.93 million square feet of mixed use development. King Terminal LLC is an abutter to the proposed redevelopment and is concerned about potential traffic and transportation impacts from the L Street Station Redevelopment.

BSC Group has performed the review based on the following information:

- L Street Station Redevelopment Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR), prepared by VHB, August 2018
 - Chapter 5: Transportation
 - Chapter 12: Response to ENF Comments
 - Chapter 13: Response to PNF Comments
 - Appendix D transportation – Supporting Information
- Field visit performed on Tuesday October 29, 2018

BSC’s review was focused on traffic and transportation impacts from the L Street Station Redevelopment on the current and future use of the King Terminal property and offers the following comments:

Project

1. L Street Station Redevelopment is a proposed 1.93 million gross square feet mixed-use development that will include:
 - a. 1,344 residential units
 - b. 344 hotel keys
 - c. 368,000 square feet of office
 - d. 85,630 square feet of retail

Engineers

Environmental
Scientists

Custom Software
Developers

Landscape
Architects

Planners

Surveyors



analysis summary for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition.

2. The graphical representation of the modeled queues shown on Figures 5.17a through 5.17h only show the queues at the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. Currently, the morning peak hour queues from the Summer Street/Drydock Avenue/Pappas Way extend to the Summer Street/DFC intersection. **The Proponent should show graphically the queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections to show how the queues interact and to determine if the queues will affect operations at other signalized intersections in the study area.**

Mitigation

1. The L Street Station Redevelopment proposes phasing the transportation mitigation consistent with the Project development phasing. At full-build, the potential mitigation will include the following roadway and signal improvements:
 - a. East 1st Street right-turn lane striping
 - b. Signal equipment, phasing and timing changes at Summer Street/L Street at East 1st Street
 - c. Signal timing changes at L Street at East Broadway
 - d. Summer Street reconstruction from East 1st Street to DFC
 - e. Signal installation at Summer Street at Elkins Street

In addition to the physical roadway and signal mitigation identified above, the Proponent is also proposing potential mitigation to include additional MBTA bus service, bicycle and pedestrian accommodations and a service drive connection to the DFC.

It is important to note that recent changes have been made to the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. A right-turn lane has been added to the East 1st Street westbound approach and all legs of both intersections have been signed No Turn on Red. **The Proponent should update the analysis to include these recent changes and modify the mitigation commitment as required.**

2. As part of the Massachusetts Department of Transportation (MassDOT) review of the Environmental Notification Form (ENF), MassDOT stated that “the DEIR should include sufficiently detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements in order to verify the feasibility of constructing such improvements. These plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and land uses adjacent to areas where improvements are proposed.” No detailed conceptual plans were included in the DEIR/DPIR submission. **These detailed conceptual plans are required to adequately review the proposed roadway and signalized intersection improvements and their impacts, if any, on the King Terminal property. The Proponent should provide detailed conceptual plans as requested by MassDOT.**
3. Further discussion of the proposed signal at Summer Street/Elkins Street is required to fully understand the intersection operations and any potential impacts to the King Terminal property. Elkins Street is a private way that provides access to FedEx and the King Terminal buildings and parking. Elkins Street also connects to East 1st Street via K Street. **The Proponent should present solutions to prevent Elkins Street from**



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St

Elizabeth Rhodes

Tue, Oct 30, 2018 at 6:11 PM

Reply-To: elizabeth

To: tim.czerwienski@boston.gov

Dear M. Czerwienski,

I'm a ten-year resident of City Point. I attended several of the initial resident meetings for the Redgate project but when it became clear that none of the neighbors' concerns about traffic, transportation, and greatly increased population density were being addressed in the planning, I gave up.

In the development plans I've seen, and having listened to the desires of the advisory committee resident members (who proposed low-rent artist studios, for example, or public interior meeting spaces), I don't see any benefit that this project brings to City Point.

The cost to current residents, in contrast, will be quite high. Traffic and so pollution will increase. Demands on local resources of water and electricity will increase in proportion to the inordinately high number of residential units planned for the project.

Consequent to indiscriminate development in South Boston, public transportation is already stretched to the breaking point, and truck traffic from the port area - currently being expanded - has made exiting/entering South Boston via Summer St. a traffic nightmare at peak hours, and, as we have recently seen, dangerous. And to this mix you plan to add thousands of residents more?

The plans - as I read the documents - include a tower whose height is completely out of proportion with the neighborhood and, as the architectural rendering suggests, out of character (postmodern industrial).

In short, our taxes will increase, our natural resources will be challenged, our traffic and transportation problems will get more severe than they already are, and current residents' lives will be worsened by the failure of the city to take an imaginative role, in partnership with Redgate, in solving the serious problems this project poses.

How does this project fit with city planning for water rise and tidal flooding?

What neighborhood concerns has the project actually addressed or what ideas of current residents have they accepted?

Sincerely and in sadness,

Elizabeth Rhodes

742 East 4th St.

--

Elizabeth Rhodes

Professor, Hispanic Studies, Director of Undergraduate Studies RL&L

Boston College

Chestnut Hill MA 02467 EEUU

Also at [SANet](#)

latest publication: "Living with Rodolfo and Cervantes's 'La fuerza de la sangre.'" *MLN*, vol. 133, no. 2, 2018, pp. 201-23.

Orcid: <https://orcid.org/0000-0003-3412-8494>

[Seymour Magazine interview about *The Watermark Archive* project](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer street

Christina Reynolds <
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 5:41 PM

Hi!

I don't believe a sufficient traffic study has been put into place to fully understand the impact of what is planned at [776 Summer street](#). I am concerned that traffic on Summer in the morning with the trucks is already horrible. I am opposed to the scale of the planned development.

Thanks!
-C



Tim Czerwienski <tim.czerwienski@boston.gov>

Summer Street / Edison

O'Toole, John <

Tue, Oct 30, 2018 at 1:41 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: Representative Stephen Lynch <MA08SLima@mail.house.gov>, Ed Flynn <info@edforboston.com>

Tim I want to take this opportunity to voice my oppositions to the Summer Street / Edison project as currently proposed by Ralph Cox / Redgate Hlico .

I will list just a few concerns that were NOT addressed by Ralph Cox & company.

The proposed housing & hotel units, in excess of 1,400 units, would increase the population of South Boston by at least 15%. This area would be one of the most densely populated area of all of South Boston.

The increase in traffic as a result of this project, estimated to be between 8,000 to 10,000 trips a day per the proposal, would overwhelm an already overburdened the local streets and road ways.

Most people in the South Boston community believe that the 8k to 10 K trips a day is grossly underestimated.

The proposal spoke of the Global warming impact of this project but did not address the more localized impact of the 10,000 + car, truck , bus etc. increased smog emissions poisoning the community breathing the polluted air.

The proposal did not adequately address the concerns about the increased noise , light pollution that this project will have on the South Boston community.

Ralph Cox & company continue to present this project as a "enhancement " to the neighborhood BUT anyone who has an honest appraisal can't help but view this as a "Must see tourist attraction", a South Boston Faneuil Hall destination. Why else would they want 2 hotels on the property?

Ralph Cox & company have little if any credibility left with the South Boston community.

When Congressman Lynch suggested an Independent Traffic Engineer (ITE) by appointed Ralph Cox agreed it was a good idea. At the very next meeting when I asked Mr. Cox if her spoke to Congressman Lynch which he replied he did BUT he later said they haven't spoken yet.

At every subsequently meeting Mr. Cox has indicated that he had yet to speak to Congressman Lynch's office regarding the ITE.

At the last meeting I asked Mr. Cox is there a plan B he immediately said there was no plan B. Less than 5 minutes later one of Mr. Cox's minions admitted there was a plan B but chose not to present it because of the negative financial and negative impact on the community.

Mr. Cox may have heard our concerns but he did not listen to any of them.

This project is far away from any sort of consensus between the proposal and the South Boston Community.

I have come to the conclusion that Mr. Cox never really wanted to work the community and that he believes that if he continues having these meeting he can string us along with out having to make any meaningful changes.

As initially stated these are just a few of my concerns.

John O'Toole





Tim Czerwienski <tim.czerwienski@boston.gov>

Edison/L Street Project - Feedback

Namas Monahan

Tue, Oct 30, 2018 at 9:06 PM

To: tim.czerwienski@boston.gov

Hi Tim,

Initially, I was in favor of the Edison/L Street Station project. I was excited about the prospect of high quality retail options, and I was under the impression that the development would be relatively separate from the surrounding neighborhood, thereby insulating City Point from unwanted traffic, noise, and people.

However, this was before...

... the results of a narrow traffic study were released this summer, in which it was revealed that there have been instances when cars have been found to be driving upwards of 60 mph on N street between East 5th and Broadway. The same traffic study confirmed that thousands of cars take this route, during the summer which is when traffic is at its lowest. I cannot begin to imagine the effect that the Edison/L Street Project will have on traffic on L Street, and subsequently N Street.

... the full completion of the refurbishment of M Street Park, which I enjoy almost every day, often multiple times a day, to walk my dog. The refurbishment has brightened up the park with healthy greenery and lawn, and I love that it's a quiet, peaceful place that accommodates sunbathers, games of toss, and picnickers with plenty of room for everyone. I cannot begin to imagine the effect that the Edison/L Street Project will have on the number of people who use this park, putting its peacefulness, calm, greenery and lawn at risk.

... I became pregnant with my first child, who is due in January. The death of Colin McGrath this past summer happened right around the end of my first trimester, and it forced me to see how the city and developers have swept traffic concerns under the rug in an effort to accommodate commuters at the expense of families with children in Southie. Without a comprehensive traffic study, it's impossible to plan the Edison/L Street development to accommodate the increase in traffic.

... I visited the site and attended a community meeting in which:

- The developers said they were using Fort Point as visual/design inspiration, when there are plenty of gorgeous examples of architecture in City Point that could be used as visual/design inspiration, including but not limited to 1) K Street between the beach and Broadway, 2) Broadway between L Street and M Street, 3) all of the buildings surrounding M Street Park, 4) 928 East Broadway, 5) 848 East Fifth St, plus 6) numerous private ways featuring shared patio and/or greenery. Any and all of these are much more representative of City Point than Fort Point.
- The renderings featured mature trees. There is no way that the development will have trees as depicted in the renderings, at least not for another 15 to 30 years.
- In response to concerns that the development doesn't do enough to attract families, the developers said they are building a playground and they are open to exploring the possibility of building one-bedroom apartments with offices, because those sorts of units tend to be attractive to parents with young children. First of all, a playground doesn't mean a thing, and won't be used, if the surrounding environment, including retail, caters to adults without children. Second of all, I'm appalled that the developers think it's acceptable to suggest that 1 bedrooms plus office might be included to attract families. No parent wants to use a windowless, closet-less room as a bedroom for their young children; they do so because it's the only affordable option for them in new developments in Southie. There was no commitment to including an actual supermarket, pre-school, or elementary school to serve the community.
- The developers promised there would be parking available to Southie residents, but didn't discuss how much they would charge us to use that parking.
- The developers had no plan for increased public transportation or non-car modes of transportation

I have concerns that this project

- will bring too many people to Southie
- will reduce the number of parking spots in City Point
- will increase traffic to/through City Point
- seems designed to serve visitors/commuters more than City Point residents
- will be too big
- is expected to be in an architectural style that isn't a good fit for City Point

The developers have not done research to understand the needs and desires of the City Point community. Instead of engaging with the community to develop a plan that is aligned with the long-term needs and desires of the residents of City Point, the developers created a plan on their own and have tried to force it, like a square peg in a round hole, down the throats of residents while trying to distract us with pretty renderings that they think we'll find believable. It's insulting on so many levels, and it does nothing to engender trust that they'll do anything in good faith.

I'm opposed to the Edison/L Street project, unless they can provide some plan that addressed my concerns listed above.

Sincerely,
Namas Monahan



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street development

Mathew McNamara <
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 11:52 PM

Hi Tim,

I am a resident of South Boston and want to voice my opposition to the 776 Summer Street development . I feel the increased traffic will create a more dangerous neighborhood. I also have concerns about environmental wellness of the site. I have attended multiple meetings about the project and don't feel the development group has the neighborhood's best interests in mind.

Thank you,
Mathew McNamara

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Abutter comments re: 776 Summer Street development

McCulloch, Charlie <
To: "tim.czerwienski@
Cc: Charles McCulloch

Tue, Oct 30, 2018 at 7:56 PM

Hi Tim,

Please find below my comments regarding the Edison Project development at [776 Summer Street](#) which I would kindly request be added to the record of abutters comments.

Thank you,
Charlie McCulloch

* * * * *

Dear sir or madam,

I am a resident of South Boston and am submitting the below comments regarding the proposed development at [776 Summer Street](#) (a.k.a "Edison Project" a.k.a "L Street Station").

In my opinion, the updated proposal put forth by Redgate / Hilco is an absolute and total failure which has done nothing to address the concerns raised by abutters, neighborhood associations and elected leaders in South Boston. The reasons for this are several:

- The project density is too high and has not been amended to conform to the nature and character of the neighborhood at large
 - A project of this size is completely out of character with the surrounding neighborhood
- The building heights in this amended proposal are too tall
 - Any building over 6 (six) stories is entirely out of place on this side of the Reserve Channel
 - None of the drawings or illustrations provided by the developer show a perspective that encompasses the entire height of the proposed buildings
 - Illustrations included in the proposal are deceptive and do not allow readers to accurately picture the density and size of the project
- The neighborhood infrastructure cannot support an influx of residents and visitors of this scale
 - Proposed mitigating factors are insufficient to support a project of this size
- Induced traffic demand caused by the proposed use cases for this property is underestimated in the project documents
- Parking for residents, guests, and customers is insufficient in light of the proposed uses for the property at the scale to which they are proposed

- Project does not adequately provide housing for limited-income residents above a legally mandated minimum amount

I respectfully request the BPDA reject the amended proposal and send the project back to Redgate / Hilco for redesign. In a new forthcoming proposal I would like to see the following:

- A greatly reduced Floor Area Ratio for the project resulting in:
 - Reduced building heights no greater than 6 (six) stories
 - Reduction by at least half in number of proposed residents allowable within the project
- Re-focusing of retail uses specifically tailored to Neighborhood / South Boston residents
 - Retail / commercial uses focused on neighborhood amenities will reduce vehicle traffic while promoting walking / biking by customers to the site
 - Example use cases are:
 - Full-service grocery store of at least 40,000 sq. feet in size
 - Gym or fitness studios
- Innovation-focused commercial or office spaces that allow nearby residents the opportunity to walk to work
- Designation of this parcel as outside the South Boston Resident Parking Zone
 - This would prohibit residents of this project from applying for South Boston parking stickers and mitigate worries about loss of on-street parking

Thank you very much for your time and consideration.

Charlie McCulloch

[1 Onslow Terrace](#)

[South Boston, MA 02127](#)

J.F. Bennett
South Boston, Mass.
October 30, 2018

To whom it may concern:

I have been and must remain opposed to the Edison development as presented. It is too large-it will overwhelm the neighborhood not blend with it and I have serious questions regarding what has been presented and what would be built. As a member of the IAG I have spent the past summer reading what I could of current urban renewal schemes, Privately Owned Public Spaces, Common Interest Developments, intelligent street design, gentrification and anything else I thought might help me understand this proposal.

Everything I have read gives me pause. A development of this size and scope will radically alter the surrounding community displacing many long time residents and decimating City Point's institutional memory. Such a radical change will have a serious negative psychological effect on our community. We are already in the throes of an ongoing drug and depression crisis. The displacement caused by this sort of major change can only make matter worse. This sort of project is akin to the renewal schemes of the fifties and sixties, those projects failed miserably-shouldn't we learn from past mistakes.

Below in no particular order are some of my concerns and comments in no particular order. I have other concerns that I feel others many more clearly annunciate, so I leave those to them.

CIDs/POPS

If this is not a Common Interest Development what is it? It is fifteen acres of land privately owned and developed on which stakeholders will contribute to its maintenance and upkeep. As this development ages and maintenance costs increase it will become less attractive to investors and those who do buy in will be less willing to ante up the increased costs of major repairs and upgrades. When this happens who will end up paying for necessary upkeep? If an area as large as this, in the midst of our neighborhood, goes into decline what effects will that have on the surrounding area? What guarantee do we have to protect our long-term investment in our community?

Where do the laws of the Commonwealth and the ordinances of the city stand regarding liability and civil rights on this sort of POPS (Privately Owned Public Space) How much does the average citizen understand about these hybrid spaces? If for example a union or other group feels the need to picket or protest a business on the Edison Development land on one of the private ways, can Redgate or it's designated "common area entity" force the removal of these picketers from the entire development? What of liability responsibility? How is police authority modified? Zuccotti Park in New York City comes to mind.

What mechanisms doe the city and state have in place to guarantee all public realm agreements are completely fulfilled? The city has a poor record up to now

supervising POPS (as does NYC, the birthplace of POPS.). Last year's issues with the Intercontinental Hotel and ICA Harborwalk areas is indicative of a lack of oversight. This record causes me to further doubt the reality of some of the promised benefits of this development.

I am less than enthusiastic about handing off oversight of our commonweal to private management-I believe this to be an abrogation of the responsibilities vested in government hands by the public.

Professor Jerold Kayden speaks of profit motive bleed into what is claimed to be public space; as I read the materials provided I see private enterprise continually conflated with what is sold as public amenities. Outdoor seating is not a public amenity if it's adjacent to a café-it's extra seating for a profit making enterprise. Not having a street across the north face of the buildings between them and the 1.5 acre open space fronting the Reserved Channel creates a sense of private front yard for the businesses located there. A narrow street there creating an extension of, possibly, Powerhouse street across Summer St. fronting the N^o. 1 Turbine Room and the BELCo building (and perhaps the remaining section of the N^o. 1 Boiler Room) then running to join another street at the eastern border of the property would open up the park space creating a true sense of shared amenity rather than outdoor seating for private business. In my, admittedly unsophisticated reading of the PRMP for the Fan Pier I got the idea that passive open space adjacent to properties can be assigned to those businesses for their use, that must not be allowed to happen here. Concerns have also been raised concerning emergency vehicle access-an actual street there and along the Eastern edge of the property would allay those fears.

“UN Habitat...public ownership “guarantees more stable access and enjoyment over time” while “privately-operated open spaces and facilities are subject to restrictions not governed by the community” (Garau 2115:25)

“Also, as ‘many private spaces open to the public are created to attract consumers,’ their profit motive alters the nature of public [the] spaces.” (Garau 2015:25)

“Authorities engaged in gentrifying the areas they govern often operate with a very exclusive idea of ‘the public’, addressing their services to certain publics and keeping others out of them” (Angotti 2008)

Some “POPS architects willingly create spaces designed not to be attractive” for actual use by the public.

SIDEWALKS/STREETS

Redgate's plan to widen the sidewalks adjacent to their property by moving it onto their property does nothing to address the accessibility issues of the sidewalk along the rest of First St. It also allows for a widening of Summer St. and creates a legal wall of private property along the project's border; this reinforces the sense of a private, isolated development while doing nothing to address South Boston's growth and traffic problems. The sidewalks beyond the Edison lands are not ADA compliant, they are less than inviting to pedestrians and discourage walking along the First street corridor this is in direct conflict with Redgate's stated desire of encouraging

residents of the surrounding community to visit and feel the development is a part of the greater community. The surrounding sidewalks are hardly adequate and allowing Redgate/Hilco to push the walks along their property inward lets the city off the hook, they can continue to ignore the problem until further development along First St makes it a critical issue. The issue is already beginning to negatively impact the neighborhood-the property across First St. has to put their trash out in the street for pick-up, sometimes three barrels deep. In winter where will the snow from these narrow sidewalks end up?

As traffic increases due to this development, and adjacent growth, vehicular traffic will increase without wide inviting sidewalks offering vibrant and varied views and activities, which encourage and reward walking. It will not matter how wide the sidewalks are at the Edison if all the walks leading to it are narrow broken and uninviting.

Actual full, intermodal streets allowing all modes of transportation fully integrated into the surrounding, established street grid would work best to tie this development in the greater community. This would provide most inviting and varied opportunity for exploration and discovery of any proposed offerings. Allowing for full pass-through traffic invites all members of the community to wander, try new routes and discover new retail and leisure opportunities. Business dies in dead traffic eddies. Also full city streets as opposed to private ways impart a sense of ownership and community-to all residents. An easement granted to the public to access the development's lands is a far cry from ownership. To be allowed to enter the site on the sufferance of the private owners is not enough, nor is it a guarantee of full liberty.

While Redgate's promoters talk of inclusion their own traffic experts have admitted that their design is meant to discourage through traffic and they more than once referred to their "streets" as driveways (Sept. 26 IAG meeting). This is very telling. At the same time the rest of the community is being forced to accept increased traffic and all the problems this entails; to allow the Edison development to isolate it's future tenants from this hazard is a slap in the face to the community.

The proposed street plan as already mentioned is designed to stymie through traffic. This is antithetical to inclusive urban design. This is meant to deter, if not outright prevent integration (ironically) with the rest of South Boston. Nearly half the streetscape serves merely as driveways for internal residents or outdoor space for onsite business.

A real benefit for this community stemming from this development would be the narrowing of First St, in conjunction with the already outlined widened sidewalks. Since rail and truck traffic no longer needs First Street (First Street is wider than the other east-west streets because it once had a rail line down it servicing the heavy industries located there. Narrowing First St. would benefit the neighborhood by slowing down traffic and creating a safer and more inviting environment for pedestrians and bicyclists

While this is not the responsibility of Redgate/Hilco the city and state must address the issue of through traffic impacting South Boston before any major development is allowed-especially adjacent to arterial corridors.

Throughput traffic must be drastically slowed and reduced before any more density is foisted upon us. Traffic must be slowed and South Shore commuters need to be encouraged to seek alternative routes or alternative methods of commuting. Summer St. should be narrowed to one auto lane each direction like L St. the traffic signals should be timed to further slow traffic during rush hour, although transit priority signaling should be in place. First St., likewise would be narrowed to the width of our other east/west streets by the widening of its sidewalks. It is patently unfair for the BPDA & Redgate/Hilco to talk about shared streets and pedestrian ways within the development without addressing the problematic conditions around the site.

PUBLIC TRANSPORTATION

Our existing bus service is inadequate and adding more buses, private or otherwise will do nothing over the long term to address the problem. Ongoing development and marketing to young professionals will only continue to increase transit demand throughout South Boston. You can't keep adding more cars and buses to a finite road infrastructure. The only solution for the long term is light rail. LR is cheaper to run per passenger mile. The life expectancy of rail cars is nearly treble the life expectancy of buses, LRV capacity is greater and they provide a superior ride. A "trolley" from North Point down First to P St. to Fourth St. to L St. down Summer to South Station and returning via E. Broadway using the right lane of Summer/L Sts. exclusively would be a step in the right direction. Eventually a branch could be added turning down D St. to serve the South Boston Waterfront by linking up with the Silver Line. The equivalent of busbulbs could be used as surface street stops and the lane could be utilized for emergency vehicles as well. This would also fit in with accepted traffic calming measures by narrowing the Summer/L St. corridor discouraging throughput traffic.

Redgate's jitney bus plan only lets the MBTA off the hook for the time being and it doesn't provide the greater community with any guaranteed long-term benefit. There is a long history in this city of developers altering agreements a few years down the line once they receive approval. If we are to have greater density thrust upon us there must be mechanisms in place to maintain, if not improve our quality of life.

Tinkering with our current bus routes by eliminating stops or abbreviating the return trips is a reduction in service not a solution to our problems. The should not be simply to speed up bus trip times, it should to provide more efficient service to greatest number of passengers.

While it hasn't been discussed I have a suspicion that the developers are expecting a large majority of their target audience to utilize ride sharing-this form of transportation is showing itself to be anything but efficient. Flooding our community with more automobile trips and increased pollution that comes with that and excessive idling as drivers sit waiting for passengers.

PARKING

In general more parking means more cars, however less parking doesn't necessarily mean less cars-if viable options don't exist. Creating a situation where car ownership becomes unaffordable only hurts those too poor or too slow to obtain limited off-street parking. It is an inequitable situation. The extremely limited number of on-street parking spaces on-site further serves to isolate the development from its surroundings. Streets should be a public asset and as such, be available to all. Just as my neighbors can freely park in front of my house, so too, should they be able to park anywhere within the Edison site. If the streets within the development are not a public asset, available to all, at all times, then residents of the site should not be issued South Boston parking permits. The developers also propose grade level parking in two buildings; grade level parking creates dead, blank first floors, which discourage walkers, and lessens the "eyes on the street". Interior parking should be required to be below grade or above occupied ground floors. Some part of this development should be set aside for a moderately sized parking structure free to all South Boston residents with a South Boston parking permit twenty four hours a day, seven days a week, paid for with a small surcharge on the rents or condo fees of all market rate units on site. That would be a fair and decent contribution to the surrounding community for the burden imposed on it.

SECURITY/LIABILITY

If this site is to remain private property, who is going to police it and what authority will they have over persons traversing the site? To whom will they be accountable? What recourse will a member of the public have in case of a conflict? Private security is not usually up to the level of police in training. Will there be security cameras? If so who will have access to the footage and for what purpose? How long will it be saved? Will Boston police or Massport police patrol the site? What will be the level of that coverage if any? How will their authority be affected by the fact that it's private property?

In this era of increased violence against the public what liability is Redgate/Hilco willing to accept regarding public safety? How much thought, regarding violence against public gatherings, have the designers put into the design of their pedestrian only, shared streets and boardwalks?

I mention this again: What of the right of citizens to peaceably assemble: to protest or picket a business on site for example? There have been numerous court cases in various states regarding this issue. Where does Massachusetts law and city ordinance stand on this? What rules will exist regarding use of "public space"? Will a not-for-profit "common area entity" similar to the one on the Fan Pier be set up? Will rules be written to control who is granted access to the "public amenities" like on the Fan Pier? What sort of oversight will the city and state exercise?

Who will oversee enforcement of any rules regarding delivery vehicles and the like? What's to stop delivery trucks from entering the site any way they choose and blocking travel lanes as is done all along the South Boston Waterfront daily?

HISTORIC PRESERVATION

Sadly, I believe, the developers are only paying lip service to historic preservation. The current claim is they are saving three buildings. In my opinion that is a piece of semantic acrobatics. In reality they are only “saving” one very small structure—the original fireproof document storage building. The other structures are only parts of two other buildings. They plan to leave standing, for the most part, the three turbine rooms of the original Edison Electric Illuminating Co. and the engine room of the Boston Electric Light Co. while demolishing the boiler houses of both and all other associated structures. The word preservation can only be applied in the very loosest terms when reviewing their plans.

The half of the BELCo plant is to become hall of some sort with one wall replaced by a glass curtain (in the plans presented) While the team claimed the proposed hotels wouldn't have large function rooms it was stated this structure could be used to host events for the hotels!

As for Edison Station N^o. 4 Turbine rooms, all will have their tile work pierced along the side walls for windows. The first room is to become a sort of Quincy market/Eataly affair while the next room will be pierced by a street and housing a small museum style space. The final room is slated to become an office building—this is the room facing first street, so the much ballyhooed grand turbine hall would be cut off from the adjacent community and of course not all on view as was initially implied. I would also note the side walls of the turbine rooms were never meant to be exposed to the elements, nor the interior dividing wall of the BELCo building. As a result they have no architectural features on what will be their exteriors. Will they have features such as cornices added? Will the cornice of the north face of turbine room N^o. 1 be restored? Will it's ornate lanterns be replaced?

I am disheartened that no effort seems to have been made to preserved the unique and beautiful remains of the original sections of the EEICo boiler room walls facing the Reserved Channel and Summer St. In nearly a year of research I have found not a single historic power station with large segmental arch windows with or with out the capping lunettes on the Summer St. side. Since they will not be imploding or knocking down any structure on site, but dismantling them I see little reason these two magnificent wall sections cannot be saved and repurposed. Many much more monumentally scaled structures have been preserved across the globe and a few minutes on the web will provide a plethora of innovative repurposing of similar structures. Preserving these wall would in fact help knit this development into the surrounding community. We have been looking at these elegant walls for over a century they are as much a part of this neighborhood as Castle Island or Dorchester Heights. Removing the New Boston station and the 1922 boiler house extension allows a tremendous amount of flexibility in what can be done with the remaining walls and surroundings. Without at least some sections of the boiler rooms the turbine/engine rooms of the two plants are removed from any sort of context explaining how they functioned. Without the steam generated by the boilers, the engines could do nothing. The “preservation” proposed is in my opinion the barest of minimums designed to maximize the developer's profits. This city does a very poor job of preserving its history with the noted exception of its colonial history. This

power plant is an important part of the history of power generation in the U.S. we should be looking at a much more serious level of preservation and interpretation.

CLIMATE RESILIENCE/HARBORWALK

While I am fully in favor of climate resiliency and restoring flexibility to our coastlines I am disappointed in the manner Redgate/Hilco presented their plans. Originally we were told there would be a 1-1/2 acre park on the waterside of the project. Then we began hearing larger numbers as all the open space on site was factored in. Talk of open-air theater/concert space and water taxi was heard multiple times. In reality about half the space presented as park land on the water side of the site will be set aside for flood control and may well be submerged by high tide in fifty years. This reality should have been clearly and succinctly presented to the community on day one. The neighborhood needs all the facts laid out clearly and right away if we are to craft an informed opinion on the proposal.

The remaining open space other than the boardwalk takes on the appearance of commercial space set aside for the hotel or other business onsite. There are important psychological factors involved in designing open space in an urban environment. Space can be made to be appealing and inviting to everyone or it can send subtle signals that only certain people are welcome. None of the drawings I've seen seem inviting to me.

Since so much of the space currently set aside is at risk of loss to the harbor, I feel Redgate must supply more open space. They must provide enough space to counteract the increased demand on our public parks that their residents will create. The playing fields of M St. Park are already feeling pressure from the residents of the South Boston Waterfront much further away. A nice, small park could be created in the shadow of a saved Boiler house wall along Summer St. I would also propose a large adult organized playspace on the roof of a building onsite: basketball or touch football, maybe a batting cage to take some pressure off the playing fields of M St. Park.

TRANSPARENCY

Throughout the series of meetings I have attended I can't help but feel a certain lack of transparency and real give and take discussion. Many questions get non-answers and follow-up is limited. And, unfortunately there has been some contradictions presented. It's important that when all is said and done that any agreements and promises must be enforceable by a legal mechanism. The community must have a way to hold Redgate/Hilco and any successor firms to all agreements and those agreements made permanent.

GOVERNMENT

South Boston is, as are many other neighborhoods across Boston, under assault. Our very fabric is under attack. Our institutional memory is being erased by a rush for private profit and tax revenue. Our poorest and most vulnerable neighbors are being trampled in the gentrification stampede. All we have known is at risk. As an example, Realtors are renaming sections of our neighborhood with the apparent blessing of

city officials and wiping away decades of history. We are overrun with wealthy transients who have no regard for the rest of us. As I have said I am opposed to this development, even though I have little doubt it will be built much as presented with or without community approval. Our elected officials must act and work to put real, working solutions to our problems in place before this project is built. Amelioration of the problems this development will exacerbate is not only the responsibility of Redgate/Hilco; the Commonwealth and the City must find the political will and the money to give us real improvements in transportation, publically owned open space, schools, housing, police and fire protection. The city of Boston is the heart that keeps the blood of the Commonwealth pumping, but our arteries are severely clogged and unless something is done soon something is going to give. And it will cost us much more to deal with it after the fact.

Yes, neighborhoods change. Change is, in fact, as has been said so very often, the only constant. But as Jane Jacobs teaches us it must be at a measured pace so not to overwhelm. This development as presented overwhelms.

Regards,
J.F. Bennett



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Comment

Anna Albani ·

Tue, Oct 30, 2018 at 5:10 PM

To: tim.czerwienski@boston.gov

Hi There,

I would like to go on record in opposition of this project. I think it will create huge transportation issues and will also decrease the quality of life for existing South Boston residents.

We need to stop development in South Boston that's detrimental to current residents.

Thank you,
Anna

October 30, 2018

Mr. Bart Coughlin
King Terminal LLC
60 K Street
Boston, MA 02127

RE: Review of L Street Station Redevelopment Traffic Study
South Boston, Massachusetts

Dear Mr. Coughlin:

BSC Group (BSC) has completed a review of traffic and transportation impacts relative to the L Street Station Redevelopment located at 776 Summer Street in South Boston, Massachusetts. The Proponent, 776 Summer Street, LLC, proposes to redevelop an approximately 15-acre parcel located at the northeast corner on the intersection of Summer and East 1st Streets with 1.93 million square feet of mixed use development. King Terminal LLC is an abutter to the proposed redevelopment and is concerned about potential traffic and transportation impacts from the L Street Station Redevelopment.

BSC Group has performed the review based on the following information:

- L Street Station Redevelopment Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR), prepared by VHB, August 2018
 - Chapter 5: Transportation
 - Chapter 12: Response to ENF Comments
 - Chapter 13: Response to PNF Comments
 - Appendix D transportation – Supporting Information
- Field visit performed on Tuesday October 29, 2018

BSC's review was focused on traffic and transportation impacts from the L Street Station Redevelopment on the current and future use of the King Terminal property and offers the following comments:

Project

1. L Street Station Redevelopment is a proposed 1.93 million gross square feet mixed-use development that will include:
 - a. 1,344 residential units
 - b. 344 hotel keys
 - c. 368,000 square feet of office
 - d. 85,630 square feet of retail

Engineers

Environmental
Scientists

Custom Software
Developers

Landscape
Architects

Planners

Surveyors



2. The L Street Station Redevelopment will include two vehicular access points/driveways:
 - a. Summer Street at Elkins Street
 - b. East 1st Street at M Street

3. The L Street Station Redevelopment will be constructed in five phases over approximately 12-years
 - a. Demolition Phase: 2019
 - b. Phase 1A: 2020 – 2022
 - c. Phase 1B: 2022 – 2024
 - d. Phase 2: 2024 – 2030
 - e. Phase 3: 2030 – Beyond

Study Intersections

1. A study area comprising fourteen (14) intersections (both signalized and unsignalized) was analyzed. **It is important to note that Power House Street and 803 Summer Street driveway unsignalized intersections were not included in the 14 intersections analyzed.** Turning movement counts from 8/16 were included in the Appendix for the Power House Street intersection but the intersection was not included in the analysis. **Given the volume of FedEx trucks and the number of parking spaces that use Power House Street, the Proponent should include an analysis of this intersection.**

Traffic Volumes

1. Traffic data was collected for the study area intersections in June 2017. **It is important to note that the Dedicated Freight Corridor (DFC) did not open until Fall 2017.** It appears that supplemental traffic data was collected for the Summer Street/DFC/FedEx driveway in October 2017 and June 2018 and included in the Appendix. Based on our observations, it appears that the current volumes exceed those included in the analysis.

Crash History

1. Crash history was provided for the 5-year period from 2011 to 2015 and stated that all study area intersections have calculated crash rates that fall below the District 6 average values for signalized and unsignalized intersections. In July 2018, there was a fatal accident at the intersection of L Street and East 6th Street. **Several traffic and safety improvements have been implemented in the L Street corridor since July that should be considered in the Proponent's analysis.**

Queue Analysis

1. A queue length analysis was conducted for the morning and evening peak hour conditions for the following:
 - a. 2017 Existing Conditions
 - b. 2024 No-Build Conditions
 - c. 2030 No-Build Conditions
 - d. 2024 Build Condition
 - e. 2030 Full Build Condition

No queue analysis summary was provided for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition. The Proponent should provide a queue



analysis summary for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition.

2. The graphical representation of the modeled queues shown on Figures 5.17a through 5.17h only show the queues at the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. Currently, the morning peak hour queues from the Summer Street/Drydock Avenue/Pappas Way extend to the Summer Street/DFC intersection. **The Proponent should show graphically the queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections to show how the queues interact and to determine if the queues will affect operations at other signalized intersections in the study area.**

Mitigation

1. The L Street Station Redevelopment proposes phasing the transportation mitigation consistent with the Project development phasing. At full-build, the potential mitigation will include the following roadway and signal improvements:
 - a. East 1st Street right-turn lane striping
 - b. Signal equipment, phasing and timing changes at Summer Street/L Street at East 1st Street
 - c. Signal timing changes at L Street at East Broadway
 - d. Summer Street reconstruction from East 1st Street to DFC
 - e. Signal installation at Summer Street at Elkins Street

In addition to the physical roadway and signal mitigation identified above, the Proponent is also proposing potential mitigation to include additional MBTA bus service, bicycle and pedestrian accommodations and a service drive connection to the DFC.

It is important to note that recent changes have been made to the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. A right-turn lane has been added to the East 1st Street westbound approach and all legs of both intersections have been signed No Turn on Red. **The Proponent should update the analysis to include these recent changes and modify the mitigation commitment as required.**

2. As part of the Massachusetts Department of Transportation (MassDOT) review of the Environmental Notification Form (ENF), MassDOT stated that “the DEIR should include sufficiently detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements in order to verify the feasibility of constructing such improvements. These plans should clearly show proposed lane widths and offsets, Layout lines and jurisdictions, and land uses adjacent to areas where improvements are proposed.” No detailed conceptual plans were included in the DEIR/DPIR submission. **These detailed conceptual plans are required to adequately review the proposed roadway and signalized intersection improvements and their impacts, if any, on the King Terminal property. The Proponent should provide detailed conceptual plans as requested by MassDOT.**
3. Further discussion of the proposed signal at Summer Street/Elkins Street is required to fully understand the intersection operations and any potential impacts to the King Terminal property. Elkins Street is a private way that provides access to FedEx and the King Terminal buildings and parking. Elkins Street also connects to East 1st Street via K Street. **The Proponent should present solutions to prevent Elkins Street from**



becoming a cut-through to East 1st Street.

Summary

The Proponent should provide the following additional information and analysis to demonstrate the proposed L Street Station Redevelopment will not create traffic or transportation impacts that will affect the current or future use of the King Terminal Property:

- Inclusion of Power House Street as unsignalized intersection in the Study Area
- Additional review of intersection volumes at the Summer Street/DFC intersection
- Inclusion of the recent traffic and safety improvements to the L Street corridor in the analysis
- Queue analysis for the 2024 Build Mitigated Condition and the 2030 Full-Build Mitigated Condition should be included
- The queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections should be shown graphically to show how queues interact
- Detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements should be provided
- Further discussion of the proposed signal at Summer Street/Elkins Street

Please do not hesitate to contact our office with any inquiries you may have.

Sincerely,

BSC Group, Inc.

Sam Offei-Addo, P.E., PTOE
Senior Project Manager/Senior Associate

cc: John. Hession, P.E.



Tim Czerwienski <tim.czerwienski@boston.gov>

In Support of a South Boston Cultural Center

Susan Entin ·
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 9:59 PM

I am a member of the South Boston Art Association and am very enthusiastic about culture and industry coming together at the old Edison Plant at [776 Summer Street](#). Susan Entin



Are you on board?

15 State Street, Suite 1100
Boston, MA 02109
617.223.8671
bostonharbornow.org

October 30, 2018

Via email to: tim.czerwienski@boston.gov

Director Brian Golden
Attn: Tim Czerwienski, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: L Street Station Draft Project Impact Report

Dear Director Golden,

On behalf of Boston Harbor Now, thank you for the opportunity to comment on the Draft Project Impact Report (Draft PIR) for the L Street Station Redevelopment submitted by HRP 776 Summer Street LLC (HRP). Our policy and planning team has reviewed the project presentation, toured the project site on several occasions, and attended a series of public meetings held throughout the summer.

As presented in the Draft PIR and following the May 2018 Designated Port Area (DPA) Designation Decision issued by the Office of Coastal Zone Management, the landward portion of the proposed 15-acre redevelopment is no longer part of the South Boston Designated Port Area along the Reserve Channel. Of the total land area, 4.1 acres are on filled tidelands and within Chapter 91 jurisdiction. Because the proposed development is for a non-water dependent use, the project requires a new Chapter 91 license.

Project Description

As described in the Draft PIR, the current proposal is for the redevelopment of 15 acres of land along the Reserve Channel in the South Boston waterfront. Since the filing of the Project Notification Form, the project has been reduced from 2.1 million SF to 1.93 million SF. The

amended building program proposes to increase retail use, increase office use, more than double hotel use, increase parking options, and decrease residential use. The seven-building proposal now includes:

- 85,630 SF of retail space,
- 368,070 SF of office space,
- a 344-key hotel,
- 1,397 parking spaces to be shared between office and residential users, and
- 1,344 residential units

The height of the proposed buildings ranges from 82 feet to 210 feet with the lowest buildings facing the South Boston neighborhood and the tallest buildings located along the Reserve Channel and Summer Street.

Existing Maritime Industrial Uses

The project site is bordered by the South Boston neighborhood to the south, the Conley Terminal Dedicated Freight Corridor (DFC) to the north, and maritime industrial uses to the East and West. As well-known amongst stakeholders, Massport is investing nearly \$35 million in a series of facilities and operational improvements in anticipation of increased growth and container activity at Conley Terminal.

The Dedicated Freight Corridor is Boston Harbor's major truck route serving Conley Terminal with heavy industrial traffic at all hours of the day and night. It is essential that the proponent continue to work with the Massport Maritime Department to ensure that the proposed mixed-use development minimizes all potential impacts to truck access and existing working port businesses. To ensure that port activity continues to be a key component of the regional economy and also balance non water dependent use in the area, Massport has made significant efforts to move port traffic and activity away from existing residential uses.

The Draft PIR suggests expanding the use of the DFC to include service vehicles traveling to and from the 15-acre site. While this may be an alternative that is worthy of further discussion, we feel strongly that all DFC use must prioritize and benefit the existing maritime operations before a private non-water-dependent project considers using the route even on a limited basis. Section 1.4 of the Draft PIR offers signage as a means to deter passenger vehicles and pedestrians from accessing the DFC. Signage alone is unlikely to deter passenger vehicles, pedestrians, and cyclists from accessing the DFC.

To ensure that Conley Terminal operations and other related maritime businesses are not adversely impacted, the final PIR should clearly define "service vehicles," specify any potential time of day restrictions, limit the use of the DFC to off-peak truck traffic hours, and describe gates or security checkpoints under consideration.

Open Space and Programming

We continue to have concerns about the characterization of current maritime-industrial activities at DFC and nearby Conley Terminal operations. Boston Harbor, especially at Conley Container Terminal, is an active industrial area that inevitably adds a significant amount of noise, dust, and vibrations to abutting spaces.

The Draft PIR includes new details for the proposed public areas along the northern edge of the site, closest to the DFC. We understand the design challenge—given the nature of marine industrial operations nearby—and encourage the team to more carefully consider the layout and programming of the public areas along this edge. They must reconcile two very different uses—general public use and the continued industrial operations of Conley Terminal and other working port businesses. The final PIR should do more to describe and depict details of the observation deck, waterfront boardwalk, waterfront plaza, performance plaza, and overlook.

Figures 3.3, 3.4A, 3.4C, and 3.4E include a dozen examples of outdoor spaces and construction materials used in similar industrial areas around the country. We appreciate the proponent's efforts to present a diverse set of open space experiences for the general public. We are especially pleased with the focus on arts and culture and would welcome the opportunity to work with the proponent to further define the public realm plan and best practices for waterfront programming and activation.

Transportation

As proposed, this development will add a substantial number of new residents and workers to the sidewalks, bus routes, and roadways of South Boston.

The Draft PIR states the proponent will include a total 1,397 on-site parking spaces. As a general principle, we favor public transportation solutions that benefit a broader section of the population. Increasing the number of parking spaces does little to address the much-needed transportation improvements in South Boston. We understand that the project is responding to the community's current parking demands, but this approach directly conflicts with the City of Boston's efforts to be carbon-neutral by 2050.

There are five existing MBTA bus routes within walking distance (10 minutes or less) of the project site—route 5, 7, 9, 10, and 11. Only one, Route 7, has a stop immediately adjacent to the property along Summer Street and is the only bus option for inbound service across the Reserve Channel to the Seaport and Downtown. As confirmed by the Draft PIR, during peak commuting hours this route is near capacity and does not operate at all on Sundays. While we appreciate the proponent's willingness to kick off a supplemental bus service as soon as site demolition begins in 2019, we have questions about the proposed pilot program. For example, additional information about management, staffing, schedule of operation, and incorporation of the pilot into existing bus tracking technology should be provided in future project filings.

With the nearest T station more than a 10-minute walk from the site, increased access to public transportation is a critical issue that needs to remain a priority for this project. We encourage collaboration with the MBTA to fund expanded or enhanced service in this route, especially with a city proposal to add a bus only lane to Summer Street. We look forward to additional transportation discussions as the project progresses.

Finally, this 15-acre site and development is large enough to warrant a new Blue Bikes station. We are pleased to learn that the proponent is committing to installing at least one additional Blue Bike Station dock at this location.

Climate Resilient Design

As presented in section 4.4.2 of the Draft PIR, the finished floor elevation for the project will be 21.5' BCB, two feet above the base flood elevation of 19.4' BCB. The site resiliency plan found in Figure 4.3 proposes to increase the site elevation, improve stormwater collection, implement permeable paving, use light-colored materials, and increase the number of shade trees. These are commendable initial steps and we applaud the proponent for including them in the early design stages of the project.

After the project proponent submitted the Draft PIR and before the closing of the public comment period, Mayor Martin J. Walsh publicly announced the City of Boston's Resilient Boston Harbor vision plan and released the Coastal Resilience Solutions for South Boston report. Both the vision plan and the report present the City's district-scale climate adaptation solution for Boston Harbor. This site is part of the Reserve Channel mid-term and long-term solution that can provide flood protection critical to reducing flood risk across South Boston.

Design detail and strategies that embrace the City of Boston's district-scale solution should be a priority for climate resiliency at this site. We look forward to reviewing additional resiliency measures proposed in the Final PIR and continuing to refine site design measures as the project progresses.

Thank you for the opportunity to comment.

Sincerely

A handwritten signature in black ink, appearing to read "Jill Valdes Horwood". The signature is fluid and cursive, with a prominent horizontal stroke across the middle.

Jill Valdes Horwood
Director of Policy

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

Mary McGunagle

NAME: Mary R. McGunagle ADDRESS: 376 West Fourth St.
SO. BOSTON MA - 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

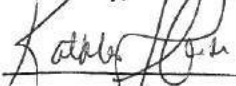
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Thank you for this opportunity to comment.

Sincerely,



NAME: Kathleen S. Frawley

ADDRESS: 295 West Third St. Apt 3

South Boston MA 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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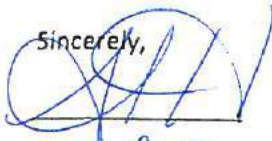
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Thank you for this opportunity to comment.

Sincerely,



NAME: Ashley Huteninsen ADDRESS: 33 G St So. Boston MA 02107

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: Kelli O'Brien

ADDRESS:

299 West 3rd St
SO. Boston MA 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: Edward Mahoney ADDRESS: 367 West Broadway

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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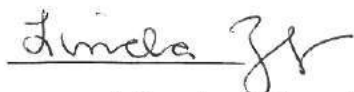
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Thank you for this opportunity to comment.

Sincerely,



NAME: Linda Zeng ADDRESS: 367 West Broadway #1

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: CAMPOT, JOSEPH ADDRESS: 232 ATHENS ST. UNIT #6

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,

Ms. Cheryl Conley
NAME: *Cheryl Conley*

ADDRESS: *50 West Broadway #215
So. Boston MA 02127*

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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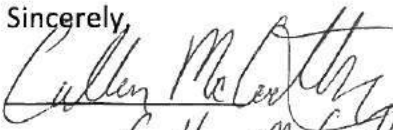
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Thank you for this opportunity to comment.

Sincerely,



NAME:

Cullen McCarthy

ADDRESS:

301 West Third Street
South Boston, Ma
02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

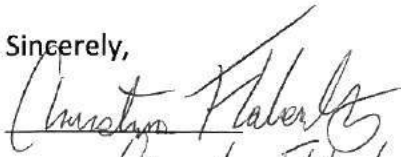
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Thank you for this opportunity to comment.

Sincerely,



NAME:

Christina Flaherty

ADDRESS:

301 West Third South Boston

ma, 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Owen T. McCarthy ADDRESS: 301 West Third St
South Boston, Ma 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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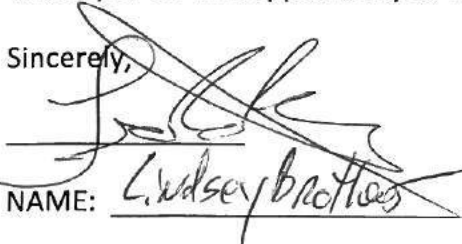
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Sincerely,

NAME:


Ludsey Brothers

ADDRESS:

367 W. Broadway

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

NAME:


Michael Chertok

ADDRESS:

367 W. Broadway

October 30, 2018

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Boston, MA 02201

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Sincerely,



NAME: Gabrielle Rogers ADDRESS: 50 West Broadway, #215

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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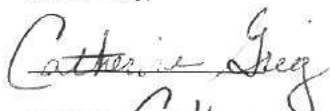
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Sincerely,



NAME: CATHERINE GREIG ADDRESS: 232 Athens St. #2
S.B.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

STEPHEN GREIG

NAME: STEPHEN GREIG ADDRESS: 232 Athens St # 2
S.B.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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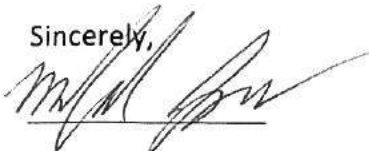
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Sincerely,



NAME: MICHAEL JOYCE ADDRESS: 234 ATHENS ST, # 2
SOUTH BOSTON, MA.
02127

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Boston, MA 02201

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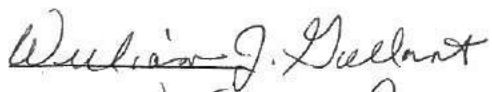
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Sincerely,



NAME: William J. Gallant ADDRESS: 234 Athens St. Unit 1

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

MaryAnn Gallant

NAME: MARYANN
GALLANT

ADDRESS: 234 Athens St, Unit 1
South Boston, MA 02127

October 30, 2018

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Boston, MA 02201

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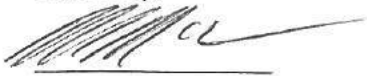
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Sincerely,



NAME: MARK MCLUNG ADDRESS: 232 ATHENS ST #5

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,

Noah white

NAME: Noah white ADDRESS: 33 mst

October 30, 2018

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Boston, MA 02201

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Sincerely,



NAME: Richard DOUCAS ADDRESS: 273 'D' Street Boston, MA 02127

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One City Hall Square
Boston, MA 02201

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Sincerely,

Robert Lee

NAME: Robert Lee ADDRESS: 239 E St. Boston, MA, 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Ms. Kevin Mahoney

NAME: Kevin Mahoney ADDRESS: 367 West Broadway
So. Boston

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Mike O'Sullivan ADDRESS: 1 Helena Rd Dorchester

October 30, 2018

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Boston, MA 02201

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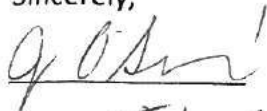
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Sincerely,



NAME: John O'Sullivan ADDRESS: 16 Helena Rd Dorchester

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Boston, MA 02201

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Sincerely,



NAME: Eileen O'Sullivan ADDRESS: 16 Helena Rd Dorchester

October 30, 2018

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Boston, MA 02201

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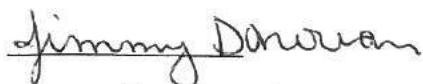
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Sincerely,



NAME: Jimmy Donovan ADDRESS: 351 West 2nd Street, S. Boston

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,

Paul Narrish

NAME: Paul Narrish ADDRESS: 10 Annavy Street, E. Boston

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Lawrence Jenkins

ADDRESS: 273 0st, south Boston
Boston, mass
02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

NAME:  ADDRESS: 822 E 5TH SO BOS

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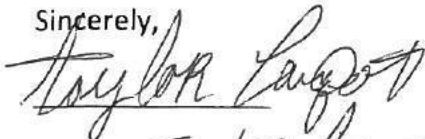
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Sincerely,



NAME: Taylor Campot ADDRESS: 232 ATHENS ST #6

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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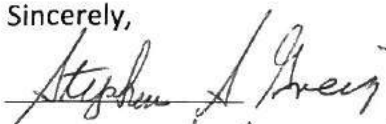
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Sincerely,



NAME: Stephen S Greig ADDRESS: 232 Athens ST # 2

So Boston MA 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

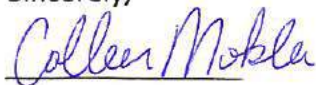
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Thank you for this opportunity to comment.

Sincerely,



NAME: Colleen Moxier ADDRESS: 232 Athens Street Apt 5
South Boston MA, 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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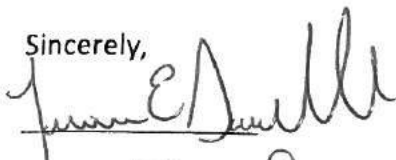
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Sincerely,



NAME: TERENCE SMALLWOOD ADDRESS: 232 ATHENS ST.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: ADRIA GONZALEZ ADDRESS: 232 ATHENS ST.

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,

Christine Conley-Doran

NAME: Christine Conley-Doran ADDRESS: 351 West 2nd Street
So. Boston MA

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Kate Gregorio

NAME: Kate Gregorio ADDRESS: 351 West 2nd Street
So. Boston

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,

Michael Mahoney

NAME: Michael Mahoney ADDRESS: 20 Oakridge Street, Mattapan

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Ashley O'Sullivan

NAME: Ashley O'Sullivan ADDRESS: 1 Helena Rd Dorchester

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Nicole Mahoney

NAME: Nicole Mahoney ADDRESS: 20 Oakridge Street, Mattapan

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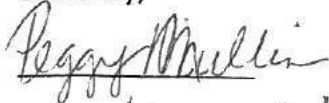
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NAME: Margaret Mollin ADDRESS: 358 Gallivan Blvd Dorchester

October 30, 2018

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Boston, MA 02201

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Sincerely,

Elizabeth Ahern

NAME: Elizabeth Ahern ADDRESS: 14 Annavy Street, East Boston

October 30, 2018

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Boston, MA 02201

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Sincerely,

Geraldine Ahern Norrish

NAME: Geraldine Ahern ADDRESS: 10 Annavy Street, East Boston
Norrish

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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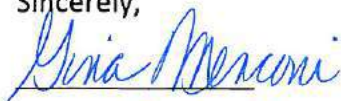
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Sincerely,



NAME: Gina Menconi ADDRESS: 297 West 3rd Street

October 30, 2018

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Boston, MA 02201

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Sincerely,

NAME: Scott Simpson ADDRESS: 234 ATHENS ST.

UNIT 5

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,

Raymond A. Little

NAME: Raymond A. Little ADDRESS: 293 D. ST APT 1

October 30, 2018

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One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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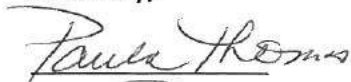
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Sincerely,



NAME: PAULA THOMAS ADDRESS: 234 Athens St - S Boston MA 02127

October 30, 2018

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One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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NAME: William Thomas ADDRESS: 234 Athens St S Boston MA 02127

October 30, 2018

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Boston, MA 02201

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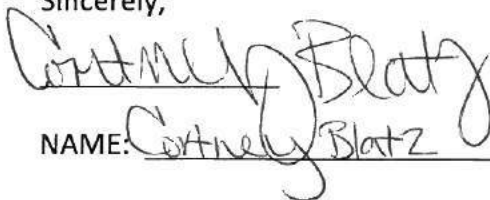
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Sincerely,


NAME: Cortney Blatz

ADDRESS: 367 West Broadway #5

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Koco Japo ADDRESS: 170 West Broadway, # 304

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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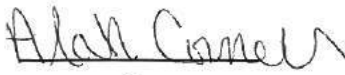
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Sincerely,



NAME: Alan Conroy ADDRESS: 367 West Broadway #5

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: MICHAEL J. Makler ADDRESS: 273 D ST. S. BOSTON, MA 02107



Nurturing Strength and Stability

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and Executive Director of Julie's Family Learning Program, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 13% minimum City of Boston requirement of affordable housing on site. I strongly believe that this development site should include at least 25% deed restricted affordable units. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the needs of low income workers who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,


Robert D. Monahan

Executive Director

133 Dorchester Street • South Boston, MA 02127
Phone: (617) 269-6663 • Fax: (617) 268-3176
www.JuliesFamily.org

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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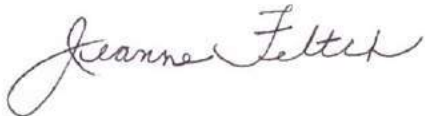
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Sincerely,

A handwritten signature in cursive script that reads "Jeanne Feltch".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Sincerely,

*Sister Eleanor Clancy
SRD!*

October 30, 2018

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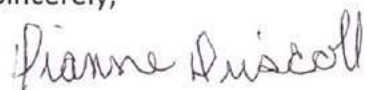
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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

The developer's proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

Andrea McKunes

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Taylor Rawton". The signature is written in dark ink and is positioned below the typed name "Taylor Rawton".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

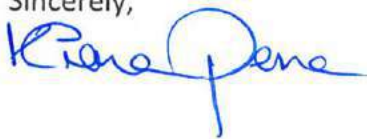
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Sincerely,



October 30, 2018

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Thank you for this opportunity to comment.

Sincerely,

 10/31/18

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anita M. Park".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Jean Charison". The signature is written in black ink and is positioned below the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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October 30, 2018

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Maureen Dooley". The signature is written in a cursive, flowing style with a long, sweeping tail on the final letter.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Donna Harlan". The signature is written in a cursive style with a large, looped initial "D".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

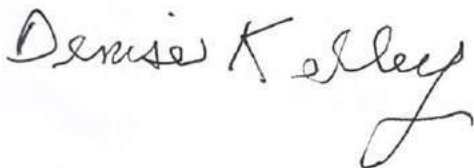
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Denise Kelley". The signature is written in dark ink and is positioned at the bottom left of the page.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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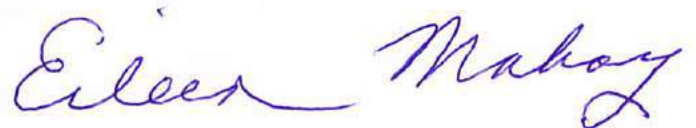
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October 30, 2018

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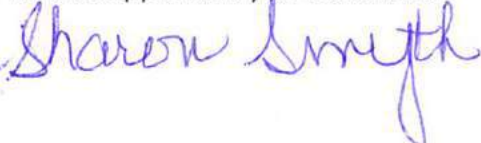
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Sincerely, 

October 30, 2018

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Edna T. Swanson". The signature is written in a cursive style with a small "Ed" at the beginning.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

Tahkessa Ellis

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Asha".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "Tim Czerwienski".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. While I am not a resident of South Boston, I have worked in a non-profit organization there and have seen many people forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for this site.

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Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Mary E. Boyle". The signature is written in dark ink and is positioned above the printed name.

Mary E. Boyle

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "Dudley", followed by several horizontal scribbles.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

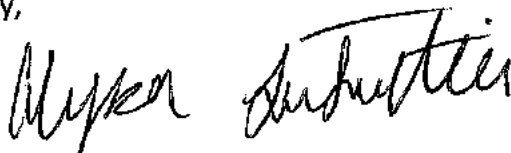
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Alyson Sabatelli". The signature is written in a cursive, flowing style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,

A handwritten signature in black ink, appearing to read "Ashley M. C.", written over the word "Sincerely,".

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul H. [unclear]", with a long horizontal line extending to the right.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony King". The signature is written in a cursive, flowing style with a large, prominent "A" and "K".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Sincerely,

A handwritten signature in black ink, appearing to be 'Matt', written in a cursive style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Luis Mercado

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Byrne". The signature is fluid and cursive, with a large, circular flourish at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

Arthur
Harvatis

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in black ink, appearing to read "Jan A. Aron". The signature is fluid and cursive, with a large initial "J" and "A".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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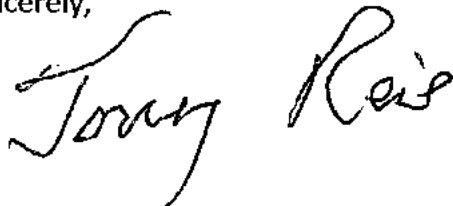
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Tony Reis". The signature is written in a cursive, flowing style.

October 30, 2018

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One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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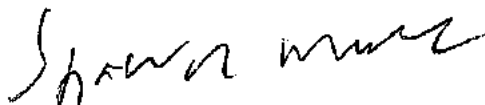
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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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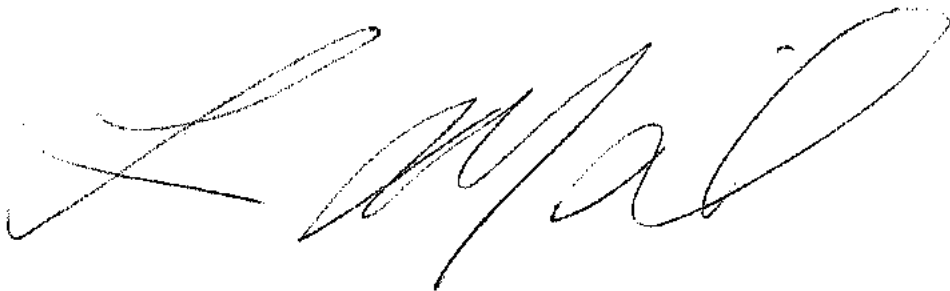
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'L. M. O.', written in a cursive style.

11-1-18

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in black ink, appearing to read "Rainey". The signature is fluid and cursive, with a large initial "R" and a long, sweeping tail that loops back under the name.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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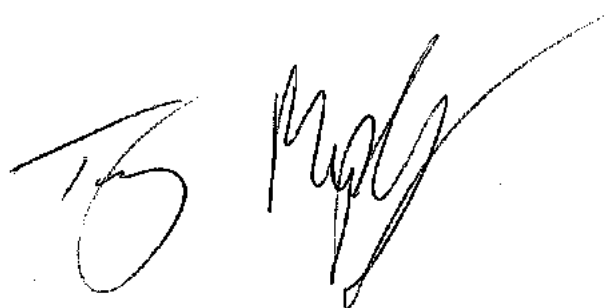
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'T. Czerwienski', written over a light blue horizontal line.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

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October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Wayne Burtell". The signature is written in a cursive style with a large, prominent initial "W".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,

A handwritten signature in black ink, appearing to be 'E. D. [unclear]', written in a cursive style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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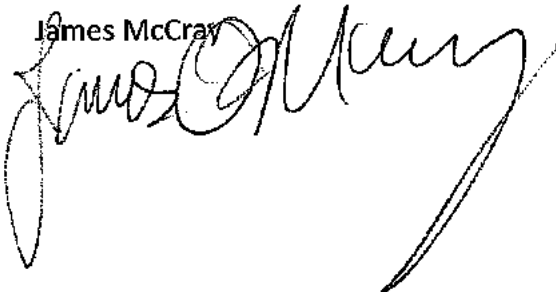
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Sincerely,

James McCray

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October 30, 2018

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One City Hall Square
Boston, MA 02201
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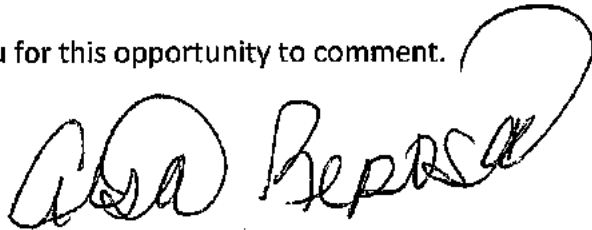
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ada Repasa". The signature is written in a cursive style with a large, looping flourish at the end.

October 30, 2018

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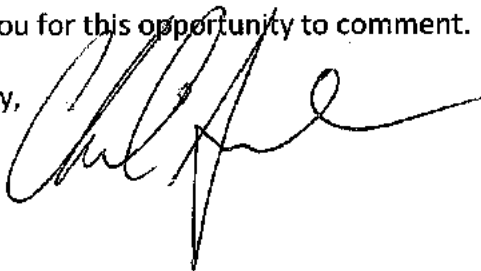
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Sincerely,

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October 30, 2018

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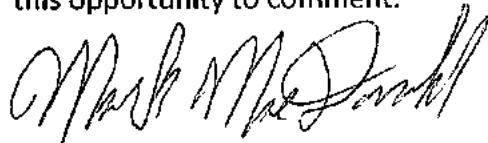
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Sincerely,

Handwritten signature of Jason Cormier in black ink.

October 30, 2018

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Boston Planning & Development Agency
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Boston, MA 02201
bostonplans.org

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Sincerely,



JASON HINES

October 30, 2018

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Boston Planning & Development Agency
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Boston, MA 02201
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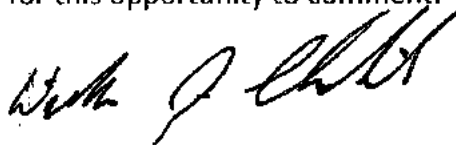
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Thank you for this opportunity to comment.

Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

William Curtis

A handwritten signature in black ink, appearing to read 'William Curtis', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'M. Czerwienski', followed by a long horizontal flourish.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'D. B.', written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Thank you, much appreciated,

Branley Hamel

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'D O'Brien', written in a cursive style.

Danielle O'Brien

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'D. L. O.', written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Thank you, much appreciated,

Blanka Hannul

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "M. Czerwienski", with a long horizontal flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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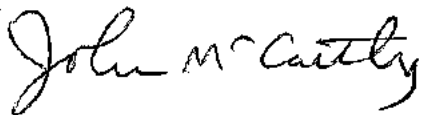
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October 30, 2018

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Boston Planning & Development Agency
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Thank you for this opportunity to comment.

Sincerely,

*Christina
Healey*

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Czerwienski". The signature is fluid and cursive, with a large initial "T" and a long, sweeping underline.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Anna Haberman". The signature is fluid and cursive, written in a professional but personal style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to be "Amy M. [unclear]", written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Kayla Higgins". The signature is written in a cursive style with a large, looped initial 'K'.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

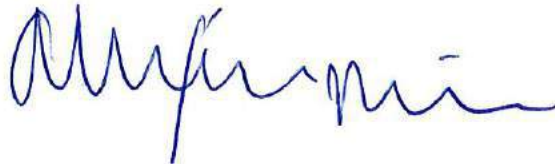
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alfonso", is written over the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Cati Groe". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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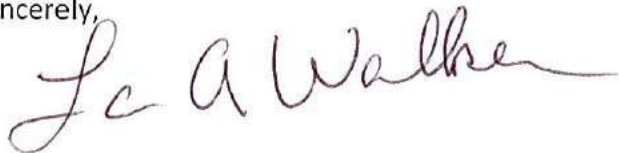
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Jc A Walker". The signature is written in dark ink and is positioned below the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Duane Dupre". The signature is written in a cursive style with a large, looped initial "D".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Celine A. Cannon". The signature is written in a cursive style with a large, prominent "C" at the beginning.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely, Sarahann Jacoby.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Suzanne Reed". The signature is written in a cursive, flowing style with a large, prominent initial "S".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Kathleen Franc Connors".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



Arianna Adams
Gavin House
Program Director

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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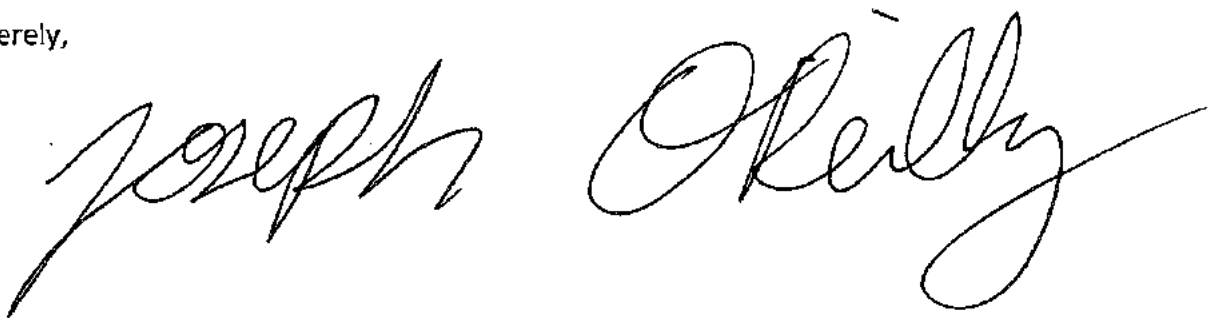
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South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, reading "Joseph O'Reilly". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)


Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynda M. Cerrito". The signature is written in a cursive style with large, flowing loops.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

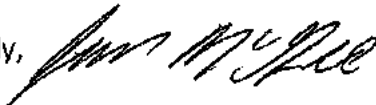
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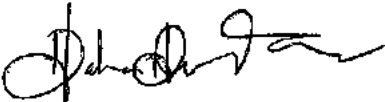
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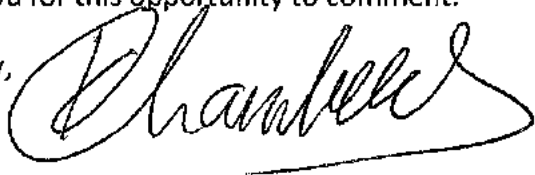
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charles", with a long horizontal flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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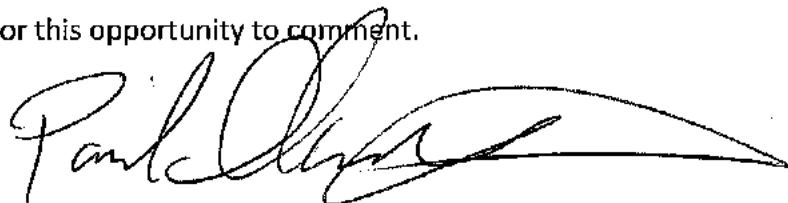
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul O'Connell", with a long, sweeping horizontal stroke extending to the right.

October 30, 2018

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One City Hall Square
Boston, MA 02201
bostonplans.org

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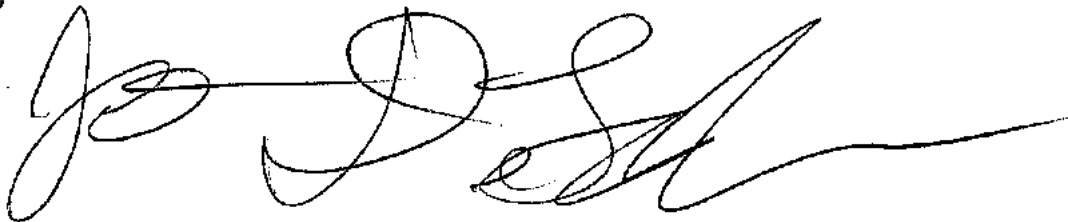
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October 30, 2018

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One City Hall Square
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October 30, 2018

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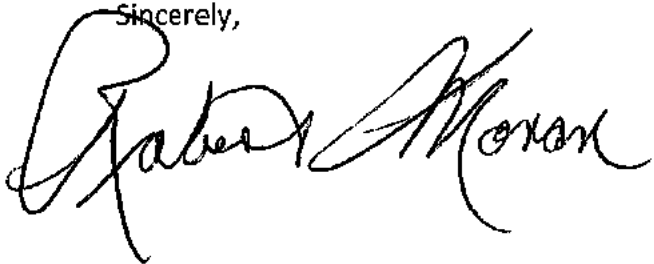
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Sincerely,

A handwritten signature in black ink, appearing to read "Robert Moran". The signature is written in a cursive style with a large initial "R" and "M".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Daniel Mc Donough". The signature is written in a cursive style with a long, vertical tail on the letter "h".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Smith". The signature is written in a cursive, flowing style with some loops and flourishes.

October 30, 2018

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One City Hall Square
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October 30, 2018

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October 30, 2018

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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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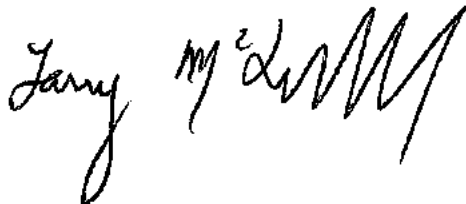
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October 30, 2018

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October 30, 2018

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October 30, 2018

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Boston, MA 02201
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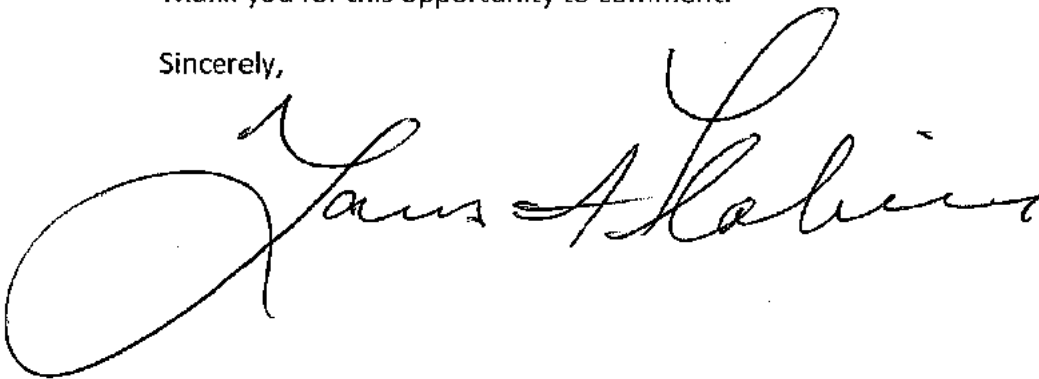
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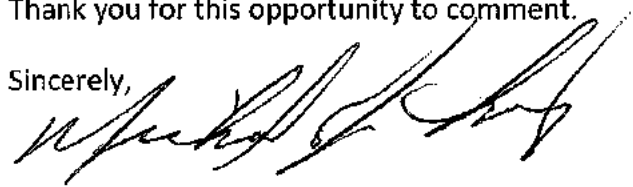
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A handwritten signature in black ink, appearing to be "W. [unclear] [unclear]", written over a light blue horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Jon Anderson". The signature is written in a cursive, flowing style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

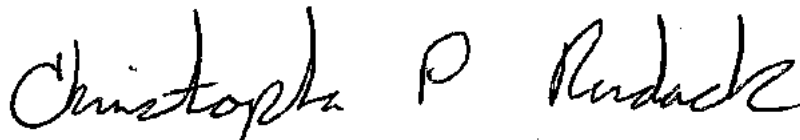
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Sincerely,

A handwritten signature in black ink that reads "Christopher P. Rudack". The signature is written in a cursive style with a large, prominent "P" and "R".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

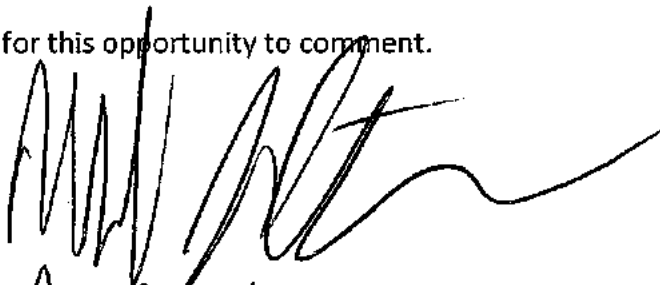
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Thank you for this opportunity to comment.

Sincerely,



Michael Rich

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald J. Walsh". The signature is written in a cursive, flowing style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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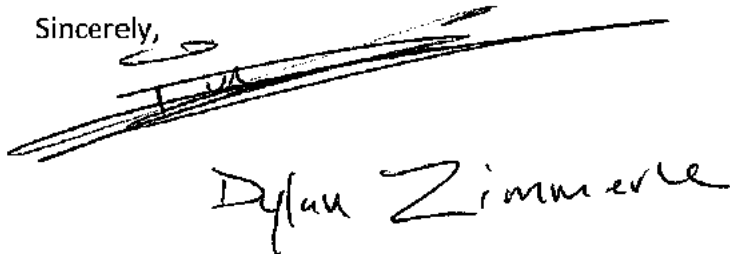
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Thank you for this opportunity to comment.

Sincerely,



Dylan Zimmerle

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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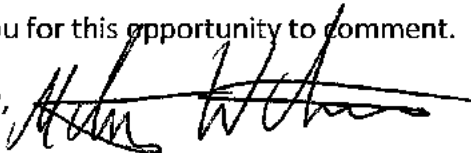
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Sincerely,

A handwritten signature in black ink, appearing to be the name of the sender, written over the word "Sincerely,".

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Sincerely,

A handwritten signature in black ink, appearing to read "Jon M. Duran". The signature is written in a cursive style with a large initial "J" and "D".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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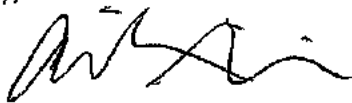
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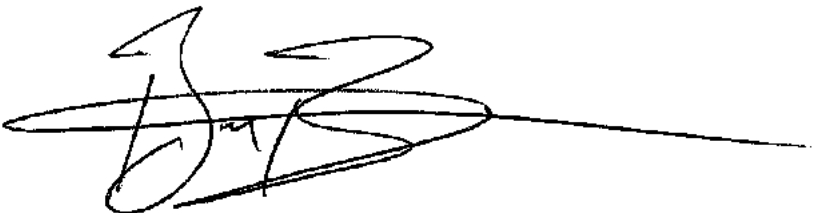
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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony P. Russo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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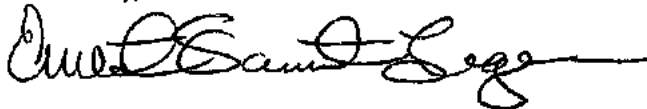
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "David Sant'Agata". The signature is fluid and cursive, with a long horizontal stroke at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Valentin Rodriguez". The signature is written in a cursive style with a large, stylized initial "V".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Keith O'Connell

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

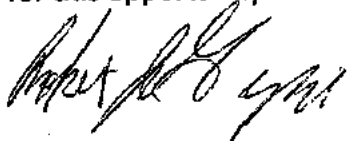
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "John" followed by a stylized surname, written over a large, loopy flourish.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



Edward Berrio

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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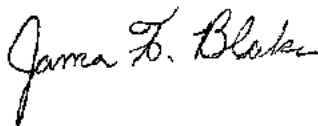
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Sincerely,

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October 30, 2018

Tim Czerwienski
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One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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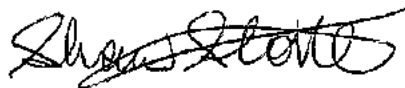
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Sherry Stovette". The signature is fluid and cursive, with the first name "Sherry" written in a larger, more prominent script than the last name "Stovette".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
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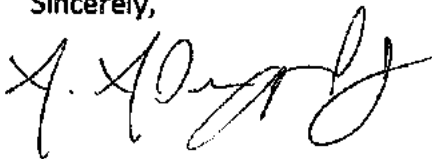
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October 30, 2018

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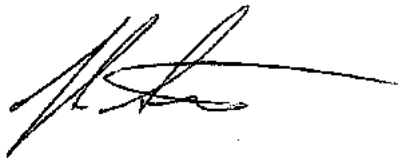
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October 30, 2018

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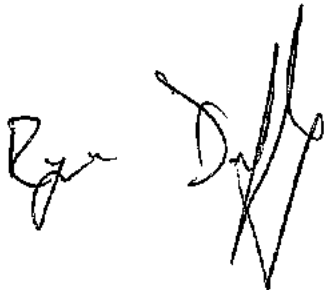
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "Eva D. Kelly". The signature is written in a cursive style with a large, stylized initial "E" and "D".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Ralph Budy Jr." with a stylized flourish at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

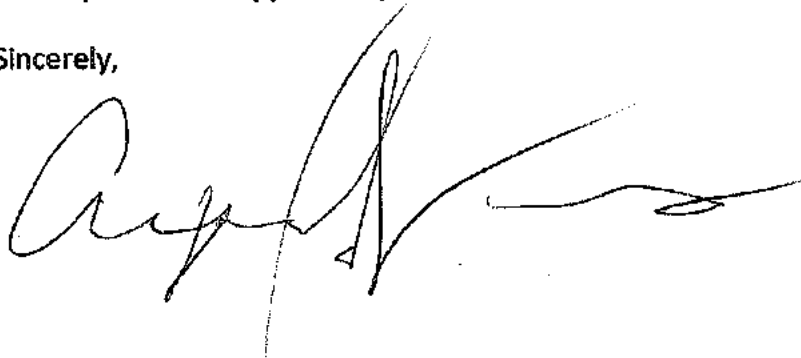
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'A. Czerwienski', written over a faint dotted line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

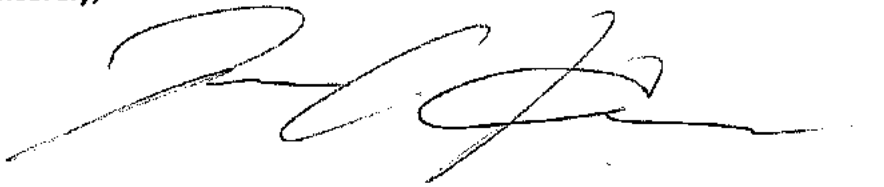
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "R. Czerwienski".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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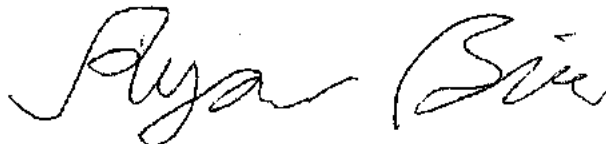
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Rya Biv". The signature is fluid and cursive, written in a dark ink on a white background.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "David Daller". The signature is written in a cursive style with a large, looped "D" at the beginning.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Be

A handwritten signature in black ink, appearing to be a stylized name, possibly "Be" or "Bee".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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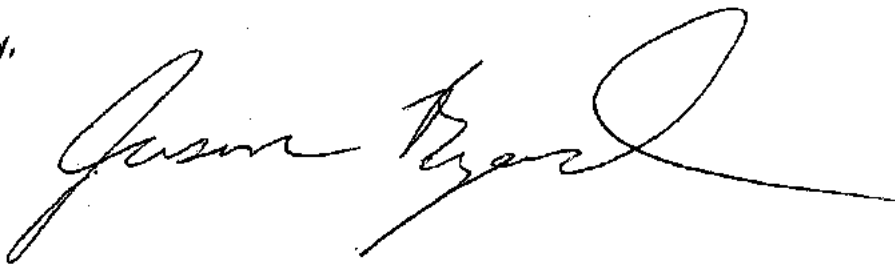
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Byrd". The signature is fluid and cursive, with a large loop at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

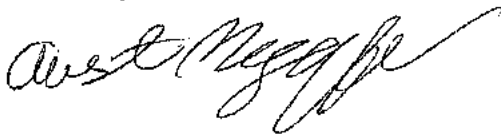
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Aust Meyer". The signature is fluid and cursive, written over a white background.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

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October 30, 2018

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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Wally Spodovica". The signature is written in a cursive style with a large, prominent initial "W".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Green".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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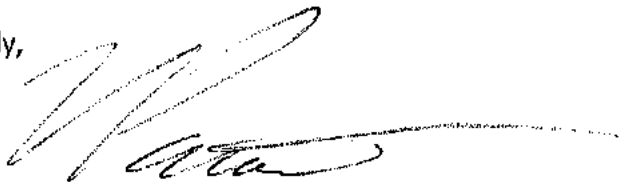
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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

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

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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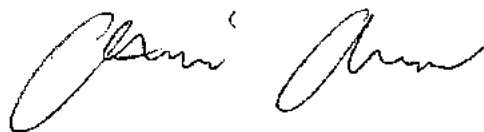
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Thank you for this opportunity to comment.

Sincerely,

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October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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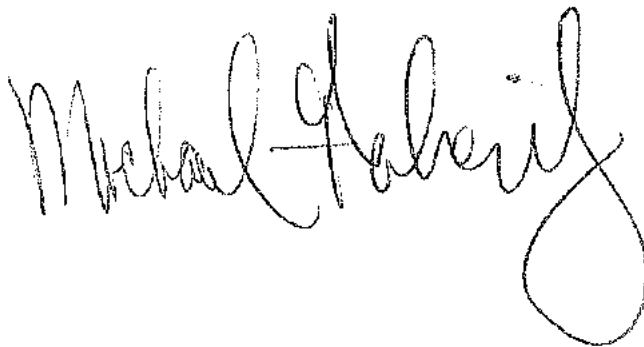
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Gabriel". The signature is written in a cursive style with a large, looping flourish at the end.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph S. Kelly". The signature is written in a cursive style with a long, sweeping underline.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. [unclear]', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "James L. Leland". The signature is written in black ink and is positioned below the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, reading "Ashley Payer". The signature is written in black ink and includes a long horizontal flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

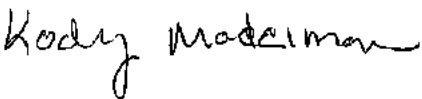
Dear Mr. Czerwienski:

I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

The developer's proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely, 

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew J. White", followed by a horizontal line extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

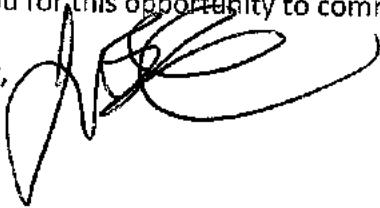
I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

The developer's proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be the name 'M. Czerwienski', written over the word 'Sincerely,'.

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

Dear Mr. Czerwienski, et al,

As a South Boston resident of 20 years, living within eyesight (3 blocks) of the L Street Power Plant and the past Interim President of the South Boston Chamber of Commerce I am writing this letter of support for the L Street Station Redevelopment Project as submitted to the BPDA by the partnership team from Redgate Real Estate and Hilco Development Partners.

I write this letter of support not without concerns about the project as proposed, however I feel that what I have seen, heard and read about the project, the South Boston community would be hard pressed to find a development team better suited to tackle this project. HRP 776 Summer Street, LLC, the partnership formed by Redgate and Hilco, bring a depth of knowledge and experience to this project that will finally clean up this contaminated eyesore, and replace it with uses that are more compatible with surrounding neighborhood.

Sincerely,


Donald J. Wilson Sr.

789 East Broadway
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston

Cole, Breana <

Mon, Oct 29, 2018 at 4:51 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hello Mr. Czerwienski,

I am writing to voice my support of the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. It will also enhance our community by creating a more beautiful place to live, gathering places and increased industry.

I realize that there is an objection to increased traffic in the area, by which I too will be affected. But the idea that we would leave a property vacant, especially one that has so much potential for creating community, because of traffic is wholly un-American. We should not hold back the development of our community because of some people's fear of change.

Please allow this project to move forward.

Breana Cole

Vice President/ Client Advisor

[53 State Street](#), 38th Floor

Boston, MA 02109

[Bernstein.com](#)[Blog](#) | [LinkedIn](#) | [Twitter](#) | [YouTube](#) | [Facebook](#)



789 EAST BROADWAY, 1B • SOUTH BOSTON, MA 02127
P: 617.990.7062 • E: karen@vibrant-events.com

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

Dear Mr. Czerwienski,

As a South Boston resident that was born and raised in the neighborhood, I am writing this letter of support for the L Street Station Redevelopment Project. I now live just 3 blocks from the site of this project, I see it everyday from my doorstep, drive by it sometimes several time a day and and very much look forward to seeing this presently contaminated piece of urban blight replaced by a combination of restored historical buildings and modern mixed use buildings as well as indoor and outdoor spaces for the community to enjoy.

As a long time South Boston business owner, as well as the past Vice President of the South Boston Chamber of Commerce, I too have concerns about the neighborhood becoming overcrowded and about the potential traffic issues. However, something is going to be built on this site. I have attended several community meetings about the project, and spoke with several members of the development team, I feel that they are listening to the concerns of the neighborhood, and wherever possible making adjustments to their plans to better serve the community.

Sincerely,

A handwritten signature in blue ink that reads 'Karen Stanley'. The signature is fluid and cursive, with a large loop at the end of the last name.

Karen Stanley
Resident and Proprietor



Tim Czerwienski <tim.czerwienski@boston.gov>

Support for L Street Power Plan Project

Danielle Simbliaris <danielle.simbliaris@cityofboston.gov>
To: Tim.Czerwienski@boston.gov

Mon, Oct 29, 2018 at 2:26 PM

Tim,

Just sending a letter in support of the L Street Power Plant project – I own a condo at O Street/East Broadway and very excited to have a project of this scale coming to the neighborhood. One of the best locations in South Boston -- close to Seaport/Financial and the connecting piece to our neighborhood that's completely non-functional and an eyesore at the moment.

Thanks for all you do to make our city a great place to live.

Best,
Danielle Simbliaris



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support

Brian Kender ·
To: Tim.Czerwienski@boston.gov

Mon, Oct 29, 2018 at 6:19 PM

Tim,

I want to express my support for the redevelopment of L Street Station. I think it will be a great addition to the community.

Thank you,

Brian Kender



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street update

Ann Kane <

Mon, Oct 29, 2018 at 10:15 AM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim,
Can you let me know how to submit feedback?

I am still in opposition to the current proposal as the scale and scope will overwhelm the adjacent residential neighborhood. The proposal simply does not adequately enhance public transportation specifically given the MBTA's current peak capacity issues or weekend schedule. The plan relies on a very high share of traffic utilizing public transport - but fails to address the two major bus routes that service this location (#4 or #7) have limited or no routes on the weekends.

Just as critical, the proposal does not adequately address traffic in the surrounding residential neighborhood. The only planned improvements to the neighborhood streets of City Point is a single stop sign at the M and 1st Street entrance. Logically this is just not enough when you are talking about adding 1.93 million square feet of development with thousands of residents and tens of thousands square feet of office and retail space - to a residential neighborhood!

Additionally, I am also concerned about remediation of a site that is most notoriously known for pollution in our city. The developer should have an independent EPA certified agency monitoring remediation. My children along with many other neighborhood children use M St Park every single day - which is a short breeze away from whatever lurks in that building.

Kind Regards,
Ann Kane

On Thu, Oct 18, 2018 at 2:47 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

MARTY MURPHY <
To: Tim.Czerwienski@boston.gov

Sun, Oct 28, 2018 at 5:33 PM

Tim Czerwienski, Project Director
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: Edison Project

Dear Mr. Czerwienski:

As you can tell from this picture, taken from my living room window, I live about as close to the old Edison plant as you can get.



Given the geography—the plant is only about 75 feet across East 1st Street from me—I am very concerned about what happens on the site. *That is why I believe that the project is essential and strongly favor what the developers are proposing.* Right now, I live across the street from an abandoned industrial site. Barbed wire, corrugated steel, decrepit buildings (one with asbestos in it), and weeds make for quiet neighbors, but not good neighbors. These pictures show some of what I see now when I look out the window.







I am excited that the developers propose to keep the parts of the plant, including the façade in the first photo above, that deserve to be preserved, and to demolish and re-invent the rest. Without thoughtful redevelopment, like what's on the table, the Edison site is only going to fall further into disrepair, and that seems like a very bad idea.

If the development built on the site turns out even half as nice as the drawings, the plant will be replaced by an attractive set of buildings in keeping with the rest of the neighborhood. There will be direct attract access to the Reserved Channel through the extension of M Street. East First Street will be improved, and Summer Street will as well. Taking down the ugly corrugated steel fences will make this great location accessible to the whole neighborhood.

Good construction jobs will be created as these buildings go up, and as progress is made, there will be businesses with people working in them, and condos and apartments for so that people can take advantage of the extraordinary location. I see all of that as something that would improve the neighborhood dramatically.

There will be challenges and costs, of course, but the developers have in my judgment done a thoughtful and comprehensive job of responding to the issues that have been raised. I was glad to hear at the community meeting that the developers are prepared to

pay for an independent environmental engineer to make sure that the asbestos removal from the building at the corner of East First and Summer proceeds as carefully as possible. (I for one, am much more comfortable with that approach than merely leaving a old building with asbestos in it just standing there less than a football field from my home.) Their plans to add bus service, open to anyone with a T-Pass, will have a positive impact even before the buildings go up. And in my judgment, they have struck the right balance between the practical demands for more parking in the neighborhood and the desire to avoid adding more congestion to the streets.

The City's process has already help the developers shape their plans to everyone's benefit. Unlike some who spoke out about the project at September community meeting, I trust the City to continue to help the process by holding the developers to their commitments.

In the end, I think that the proposed development will be a great addition to the neighborhood and the City. I don't think there is a better alternative: a park would be great of course, but it makes no economic sense. Turning it into a giant parking lot will create more traffic problems than it will solve, and would in my judgment be a shameful waste of an extraordinary location. I strongly urge that the project be approved.

Thank you for your consideration.

Martin F. Murphy
621 East First Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L St Station

James Brock

Sat, Oct 27, 2018 at 8:11 PM

To: Tim.Czerwienski@boston.gov

Tim,

As a South Boston resident and South Boston business owner I support the L St Station project.

James Brock

If you have any questions, please do not hesitate to call us at

Thanks,

James



James Brock
Boston Home Inspectors
1326 Columbia Road • Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Samantha Hallowell
To: Tim.Czerwienski@boston.gov

Fri, Oct 26, 2018 at 2:07 PM

Hi Tim,

I wanted to send along my support of the L Street Station. I believe The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you for all you help in this process!

Best regards,
Sam



Tim Czerwienski <tim.czerwienski@boston.gov>

Supporting Redevelopment of L Street Station

Lucy Fitzpatrick ·

Fri, Oct 26, 2018 at 1:56 PM

To: Tim.Czerwienski@boston.gov

Hi Tim,

I am a resident of [584 E. 3rd St. South Boston, MA](#). I enthusiastically support the redevelopment of L Street Station.

The area block currently serves no purpose to residents or visitors of our neighborhood. Redeveloping the area will create year-round spaces for arts, culture, and activity where currently there is really none. This will invite people from other neighborhoods and visitors to enjoy our community as well.

Thank you!
Lucy Fitzpatrick



Tim Czerwienski <tim.czerwienski@boston.gov>

766 Summer Street

Mary McAuliffe <
To: Tim.Czerwienski@boston.gov

Thu, Oct 25, 2018 at 8:00 AM

I am writing to share my concerns about this project.

Along with other residents of the community, I feel that this project is going to have a huge negative impact on both the traffic and parking problems that already exist. Nothing I have heard at the meetings has lessened my concerns.

During the demolition and construction, it was stated that the hours would be 7am til 7 pm six days a week. Even with the mufflers mentioned that seems egregious.

I believe it was Mr. Cox who stated to Congressman Lynch that the traffic study would be updated. That statement was made weeks ago and when asked last night if he had contacted Congressman Lynch yet Mr. Cox said NO. That does NOT show good faith and destroys our ability to trust and believe in what is said.

Sincerely,
Marge McAuliffe
[51 M Street](#)
[South Boston](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Letter of Support

Maria Koulopoulos

Thu, Oct 25, 2018 at 11:24 AM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Tim,

As a business in South Boston it is my delight to write in to support the Summer Street power plan redevelopment project. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.

The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. In short the project will continue to add value to the South Boston neighborhood.

Best,

Maria

Maria Koulopoulos*Business Development***Vidaris, Inc.**www.vidaris.com**Boston**[250 Dorchester Avenue](#)Boston, Massachusetts [02127](#)

October 25, 2018

Joyce Biele, of 915 East 2nd Street, called BPDA Project Manager Tim Czerwienski to register her opposition to the 776 Summer Street project proposal.



Tim Czerwienski <tim.czerwienski@boston.gov>

The Edison Project

Mary Cooney

Wed, Oct 24, 2018 at 7:57 AM

To: Tim.Czerwienski@boston.gov

Again, I offer support for the project that will serve to redevelop this former heavy industrial site, buffer the expansion of the port and create open space and public access to the South Boston harbor front that had been dirty and walled off for a century.

There have been a few of us who worked for decades to demand and oversee the clean up of this site and others along First St as we tried to hold all parties accountable for the health risks and environmental damage that ignorance created. It is disturbing that political criticism of this site is so strong considering that over the decades it was political blindness that failed to hold Massport, the DEP and other state and city authorities accountable for all the environmental damage on First St until activists got involved.

We have an opportunity now to refine the project and insure that this site is a signature gateway project with amenities, open space and buildings that buffer the port especially considering the dredging and the potential for the dirtiest ships on the planet arriving at our shore.

respectfully submitted, Mary Cooney

Sent from my iPad



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street

josephjoycecappuccio.417 <

Wed, Oct 24, 2018 at 12:09 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

All of those reports are fake reports. This whole thing seems wrong and not transparent to the impacted community of South Boston. Will the developers tell the new home owners and guests of the hotel that they are living on contaminated land? Health and safety should be the priority not profits.

This site should be condemned and capped as soon as possible.

Joe Cappuccio

Sent from my T-Mobile 4G LTE Device

***Bob and Mary Lentz
403 W 1st Street, Unit 401
Boston, MA 02127***

October 23, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston


Dear Mr. Czerwienski:

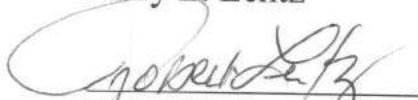
We wholly support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up an environmentally tainted site, remove a huge eye sore from the skyline, create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

“Do nothing” is NOT an alternative. It is time to address this abandoned and dilapidated structure and site.

Please allow this project to move forward.


Mary L. Lentz


Robert L. Lentz



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street, South Boston

Todd Stafford ·
To: Tim.Czerwienski@boston.gov

Mon, Oct 22, 2018 at 9:14 PM

Dear Mr. Czerwienski:

As a resident of South Boston, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Best,

Todd Stafford



Tim Czerwienski <tim.czerwienski@boston.gov>

Hello

Maura Nugent

Mon, Oct 22, 2018 at 3:05 PM

To: Tim.Czerwienski@boston.gov

Hello Tim, I live with my two kids and husband on East First street, and am writing in support of the redevelopment of the old Edison power plant. We would like to see the area cleaned up and beautified, which is what the developers plan to do, and to repurpose it at least in part as a community space. Just about anything would be better than what is there now (blighted eyesore) but to see it made into a positive force in South Boston, a really pretty spot to bring people together and enjoy the old building would be amazing. I also would like to see cleaned up and better lit sidewalks in that area which should come with the development. Please let us know what else we can do to move the process forward. Best Maura



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of support for the redevelopment of L Street Statio

Brent Grinna

Mon, Oct 22, 2018 at 7:56 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

To Whom It May Concern:

I am writing in support of the proposed redevelopment. As a City Point resident with two young children and a third on the way, I believe this project represents a once-in-a-generation opportunity to create an iconic destination to live, work and play. I have toured the facility, met with the developers and reviewed the plans in detail. This project will both honor the past and strengthen our future.

Sincerely,
Brent Grinna
L & 7th



Tim Czerwienski <tim.czerwienski@boston.gov>

Support for Redevelopment of L Street Station

Chris McNamara

To: Tim.Czerwienski@boston.gov

Fri, Oct 19, 2018 at 12:04 PM

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: [776 Summer Street, South Boston](#)

Dear Mr. Czerwienski,

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing, and new tax revenue for the city.

Please allow this project to move forward.

Sincerely,
Chris McNamara



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of support for Lstreet project

john Ragan <

To: Tim.Czerwienski@boston.gov

Thu, Oct 18, 2018 at 7:23 AM

Dear Tim,

As a recent new owner and future full time resident of our beautiful retirement 3 bedroom condo at 621 East first street I would like to comment how excited we are for this tremendous project to get underway. We purchased this condo directly across from the L street station project because we knew this will enhance the area and make our home accessible to new public space and outdoor grounds, new restaurants and much more. Our building is brand new and when this project is completed it will enhance and finish the "makeover" of first street. We are thrilled to support this project! Kathleen Ragan (resident of 621 East First Street)

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Public Comments

Kate Feist ·

Thu, Oct 18, 2018 at 3:50 PM

To: tim.czerwienski@boston.gov

Hi Tim,

A quick note to share my support for the proposed L Street Station project currently under review. The Edison plant is a visual blight and physical barrier between South Boston and the Seaport. The evolution of the site into a mixed-use development would connect two of the most dynamic and growing neighborhoods in the city and extend public waterfront access in a very real way. It will also serve as a venue for community gathering and collaboration - which are desperately needed in both areas.

On a personal note, I am a pedestrian commuter and walk from South Boston into the Seaport for work. Every day I pass the Edison plant; a pink monstrosity of infinite potential. Aesthetics aside- the stretch of land from East 1st Street to the new Bypass bridge is poorly lit and maintained (particularly along the Edison plant); it is the only point in my commute where I do not feel completely safe walking alone. Now more than ever, we need thoughtful, well-planned, community-centric, and safe development projects in Boston. I look forward to L Street Station becoming a reality; incorporating the history of the site and community with its bright future.

Sincerely,
Kate Feist



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

David Miller

Wed, Oct 17, 2018 at 2:29 PM

To: Tim.Czerwienski@boston.gov

Hi Tim,

Just wanted to write to show my support for the L Street Station development. I am a South Boston resident on E 4th Street, and think it would be an amazing addition that our town desperately needs. The addition of arts, top of the line food, new apartments, and hotels will do nothing but good for our neighborhood. I fully support the project and am excited for it to begin. Above all else, it will put a space that has sat there wasting precious real estate to good use.

All the best,



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant - I support it

Ann Sanders <

Wed, Oct 17, 2018 at 2:05 PM

To: Tim.Czerwienski@boston.gov

Cc: Ann Sanders, tim.czerwienski@boston.gov

Dear Tim,

I live on West First Street in South Boston. I have attended most of the community meetings about the redevelopment plans of the old power plant and I support what I have heard.

I have experienced the developers and others who will be involved as being thorough with their presentations and willing to modify some elements as a result of community feedback. I have also experienced them as caring, sincere people.

However, the main reason I support this plan is that it will open up the site to the neighborhood, it will create year-round indoor & outdoor spaces that I think the neighborhood will enjoy. It will also clean up an environmentally contaminated site. I believe the finished site will enhance the neighborhood and provide many amenities that currently do not exist.

I do have a concern about the amount of truck traffic that will be on both East & West First Streets (as there is already too much), but am confident the developers can develop a plan that will mitigate that.

So, in conclusion, I am fully behind the redevelopment plans, as they currently stand, for the old power plant.

Thank you for your consideration.

Sincerely,
Ann Sanders
405 West First Street, #101
Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street, South Boston

Colin Reposa

Tue, Oct 16, 2018 at 8:41 PM

To: Tim.Czerwienski@boston.gov

Re: [776 Summer Street, South Boston](#)

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Thank you,

Colin

Colin Reposa

[881 East 2nd St, Unit 6, Boston, MA 02127](#)

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

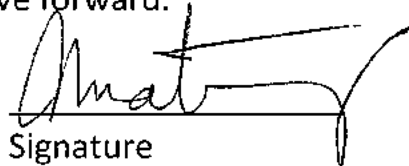
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): NINA TO TRUONG

Address: 150 DORCHESTER AVE #307 BOSTON MA

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

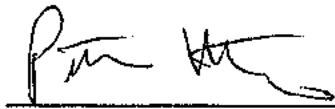
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): PETER KUTZ

Address: 150 DORCHESTER AVE #307, BOSTON MA
02127

Email:



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston Redevelopment Project

Henry Pynchon

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 7:23 AM

October 10, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston, MA 02201

Re: [776 Summer Street, South Boston](#)

Hello Mr. Czerwienski:

I am writing to voice my support of the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. The proposed redevelopment will clean up this contaminated property, end the industrial use of the property and will create construction jobs, new housing and new tax revenue for the City.

I will also say that I know Ralph Cox and the entire Cox family on a close personal level. Ralph is a man of integrity and conducts himself with the utmost respect for others; he is a true role model to me and my entire group of friends who know Ralph.

I implore you to please allow this project to move forward.

Sincerely,

Henry Wilton Pynchon
[88 Old Right Road](#)
[Ipswich, MA. 01938](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St plans

Molly O'Leary ·

Wed, Oct 10, 2018 at 4:00 PM

To: Tim.Czerwienski@boston.gov

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

-Molly O'Leary
South Boston Resident



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Bryan Giudicelli

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 8:54 AM

I am fully in support of the Edison Power Plant redevelopment. I think the developers are the perfect ones to execute a transformation on this property that will improve this neighborhood for generations to come.

--

Bryan Giudicelli

FoxRock Properties | www.foxrockproperties.com/



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Driscoll, Jay

Wed, Oct 10, 2018 at 2:55 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim,

I am writing this note in support of the redevelopment of the L Street Station location at [776 Summer Street](#). As someone whose family is from South Boston, I believe continued improvements to the neighborhood are critical to the future success of those that currently live in the community. This project will generate thousands of new jobs and will generate new tax revenue for the City to support local education and other priorities.

Best,

Jay

Jay Driscoll**Business Development Consultant**

Lockton Companies

One International Place, 16th Floor

Boston, MA 02110



Tim Czerwienski <tim.czerwienski@boston.gov>

redevelopment of the L Street Station

Jessica Doggett ·

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 11:22 AM

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.

Thanks,

Jess Doggett

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): Tom Dixon

Address: 713 E Fifth St. Apt. 3 Boston MA, 02127

Email: T



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston

Hannah Brazel

Wed, Oct 10, 2018 at 8:51 AM

To: Tim.Czerwienski@boston.gov

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Best,

Hannah Brazel
5 Peters St. Apt 2
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston - Redevelopment

Chris Murray ·
To: Tim.Czerwienski@boston.gov

Tue, Oct 9, 2018 at 9:20 PM

Dear Mr. Czerwienski,

I am a resident of South Boston and fully support the redevelopment of the L street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Impact Report on August 16, 2018. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you for your consideration.

--

Chris Murray



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Pat Mullane ·

Tue, Oct 9, 2018 at 5:39 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. I also have full faith in Redgate's ability to successfully complete this project.

Please allow this project to move forward.

Thanks,

Pat

Pat Mullane

Goedecke & Co., LLC

[10 High Street](#)

[Boston, MA 02110](#)

If you are not the intended recipient of this email, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution or copying of this transmittal is strictly prohibited. If you have received this transmittal and/or attachments in error, please notify us immediately by reply or by telephone (call us at 617-790-9000) and immediately delete this message and all its attachments.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison power plant

Ryan Ginand ·

Tue, Oct 9, 2018 at 5:35 PM

To: Tim.Czerwienski@boston.gov

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed fields / command space for community resident in South Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.

-Ryan Ginand
West 4th street resident



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Joseph Dixon

To: Tim.Czerwienski@boston.gov

Tue, Oct 9, 2018 at 7:54 PM

Hi,

I'm writing to support the redevelopment of the L street station to redevelopment an out of use environmentally unfriendly building. The redevelopment of this area will help improve our neighborhood greatly.

Joseph Dixon

Sent from my iPhone

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

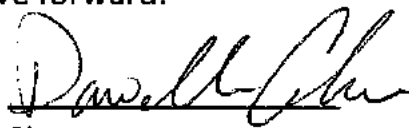
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

Name (please print): Danielle Coderre

Address: 650 E 7th St. #1 Boston, MA 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

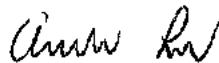
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The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Andrew Lowkes

Name (please print):

Address: 669 East 6th St, Boston MA 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print):

Joe Boland

Address:

145 N St apt 2

South Boston

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

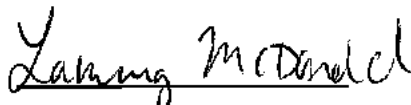
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Please allow this project to move forward.


Signature

Name (please print):

Lanning McDonald

Address:

649 E. 3rd Boston, MA 02210

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

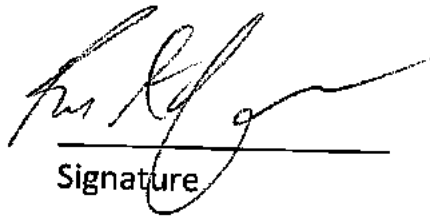
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Please allow this project to move forward.



Signature

Name (please print):

Ryan Alford

Address:

42 N Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): Kyle Bayly

Address: 916 E 4th Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): Paige Moynahan

Address: 10 Hatch St

Email:

October 2018

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Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): Kevin deMontbain

Address: 728 East Second Street, Boston
02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): HOWARD PROCTOR

Address: 86 EMERSON STREET
SOUTH BOSTON 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): Chris Lowry

Address: 786 E 3rd St

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


Re: 776 Summer Street, South Boston

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Please allow this project to move forward.


Signature

Name (please print):

Amy Lerner

Address:

1 Park Lane Boston

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

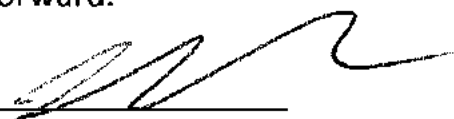
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Please allow this project to move forward.



Signature

Name (please print): *Matthew R. Lohan, Esq.*

Address: *1 Park Lane, Unit 1741, Boston, MA 02210*

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

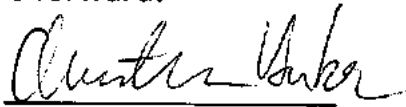
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Please allow this project to move forward.



Signature

Christian Huber

Name (please print):

6 Monks St, Boston MA 02127

Address:

Email: (

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

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Please allow this project to move forward.



Signature

Name (please print): Andrew Navicki

Address: 761 E 6th St #1

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

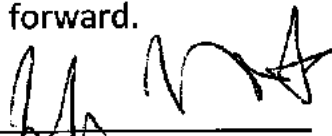
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Please allow this project to move forward.



Signature

Name (please print):

Jennifer Marchand

Address:

E 3rd Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

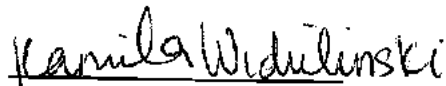
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The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.


Signature

Name (please print):

Kamila Widulinski

Address:

60 K Street, Boston, MA 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

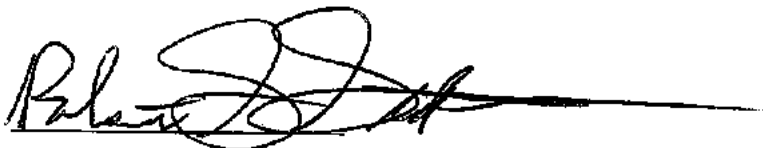
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Robert S. Staples

Name (please print):

803 Summer St. Boston, MA

Address:

Email: |



Tim Czerwienski <tim.czerwienski@boston.gov>

Shuttle for old Edison plant

michael christopher

Fri, Sep 28, 2018 at 1:10 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Please, thereis no need for a private shuttle between south station and old Edison plant.



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Comments

Amy Glynn ·

Thu, Sep 20, 2018 at 9:14 AM

Dear Mayor Walsh and Tim,

I attended last night's meeting. While I like many aspects of the project - I continue to be deeply disturbed by the City's lack of commitment to protect and develop Boston's parks and green.

My widowed mother retired to Fort Point 16 years ago with the promise of acres of parks which never came to fruition. Her 3 grandsons under 11 get frustrated without areas to run free and play. They often don't want to visit because they can't run.

In the plans presented last night the presenter quickly pointed to a tiny children's play ground in between buildings - how about surrounding picnic tables and gardens??

What about a plan to plant trees in the indoor corridors?

What about a decent dog park and not patch?

Southie has an insufficient number of dog parks and none of any size or decency.

The only City green of reference near us is the D street lawn which is "temporary" and ugly and a PARTY place.

I had to sue the City of Boston to protect a historic 150 year old Elm in front of my home at [60 Thomas Park](#).

South Boston has been on a development bonanza for over a decade now at the benefit of the city and developers and the demise of our neighborhood and community. Many of the buildings are ugly bc the city did not require any historic preservation - buildings overhang tiny sidewalks with no trees - Southie and Seaport have become a disgraceful concrete nation.

With 15 acres at 776 Summer St there is an opportunity to do something special for the City and our coastline with a meaningful park. The City should mandate that at least 1/3 of those 15 acres be developed for open parks and recreation.

Finally enough was said about parking - come on - just build a giant garage - offer it out to residents in snow emergencies.

I know my neighbor, Honorable Patrick King sent Mayor Marty Walsh some examples of stunning city developments in Japan from his recent visit.

LET'S DARE TO BE DIFFERENT - DARE TO SAY THAT 5 acres of greenspace is far more valuable to the people and children of Boston than any more buildings in Southie/Seaport.

Don't miss these priceless opportunities to build a better greener Boston.

Thank you,

Amy Glynn
[60 Thomas Park](#)
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

In Regards to the Edison project

Khaleesi D

Thu, Sep 20, 2018 at 1:18 PM

To: tim.czerwienski@boston.gov, Ed.Flynn@boston.gov

Hello,

I have lived in this neighborhood my whole life. Recently, I've seen and heard of accidents in Southie but also of SOME of our elected officials taking the time to listen to community concerns over these horrible accidents.

I am deeply concerned, primarily of the over development in regards to condos, apartments, and commercial spacing. I will not lie, i am certainly do not have the oldest residency - but over my twenty-three years of living, I have seen rapid growth in terms of this said development. But it hasn't been for the better.

This growth has come with gentrification in the highest number I have seen, pushing out low-income families who are unable to return to the new buildings and some even having to find new jobs as a result of being pushed out of Boston all together. This proposed development at [776 Summer St](#) was originally going to have 1,588 units and 20,370 car trips PER DAY. Their New proposal is now 1,344 units, along with more commercial space, more commercial space will bring even more cars than residential units. But before we even get to that, who are these residential units for?

I know that as a college attending student, I would not be able to afford a place on my own home neighborhood if it weren't for my family. I also know that if I did try to live here with friends we would not be able to afford it. As a life-long resident I have always taken the bus when I can. But most people coming into Boston are also bring in cars.

They say that going from 1,588 units to 1,344 and adding commercial space will somehow cut the car trips in half. The people pushing that narrative are naive at best in my opinion, and malicious or greedy at the worst. I personally believe that an Independent Traffic and Environmental Study is needed. Lack of input has put us where we are as a nation, with corporations and business putting out information to sway people to their side of the argument only to find out that these facts are false. We CAN NOT rely on the developer's math.

Regardless, 10,000 cars or 20,000 cars, is abhorrent. Our streets will have more cars speeding, more cut-throughs, more ubers and lyfts in the middle of the road. As a younger member of this community, I can not deny that Ubers and Lyfts have made commuting easier for people. But as a concerned member of the community who has seen plenty of accidents in regards to traffic, I can confidently say that this would cause far more traffic concerns then we currently have.

Please, Southie's elected officials, Bostonian elected officials - Do the right thing, get an independent report done, and stop with this rapid gentrification. We've always been a densely populated neighborhood and with more development, comes more accidents waiting to happen.

Sincerely,

Jessyca E. Doyle.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Jenn Menjin <jenn.menjin@gmail.com>

Tue, Sep 18, 2018 at 8:41 AM

Good Morning,

As we move closer and closer to the inevitable development of the Edison Plant, I want to reiterate some concerns that I know that I have, as I am sure plenty of people have.

1. Let us not forget that almost the entire land that the Edison sits on is polluted in some way or another. Will there be comprehensive testing to ensure that when the development starts, we will not succumb to illness due to toxins in the air? How can we ensure this will not happen? As I am sure you are aware, the Plant is thought to blame for the outbreaks of Scleroderma and Lupus in our neighborhood.

2. Let us, also, not forget that South Boston is COMPLETELY overpopulated. We can barely manage the people we have in our neighborhood right now. We can barely keep up with traffic enforcement of the thousands of cars that cut through our neighborhood each and every day. We currently are building a hotel at the beginning of the Flynn Cruise Terminal, which will inevitably make all of these things worse. On top of all of this, we are now to add another 1000+ units where the Edison is? This is totally unacceptable. We do not have the room in our town for all these people.

These are just two main concerns. There are several more, including length of construction, noise pollution when construction begins, etc. There is not enough space in this e-mail to address every single concern or complaint.

I know I am not alone in my concerns here. Development is inevitable, but let's have some consideration for the residents, please. Stop overrunning our town.

Thank you for your time,
Jenn Menjin



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Proposal

Ann Kane ·

Tue, Sep 18, 2018 at 11:26 AM

To: tim.czerwienski@boston.gov

Hi Tim,

We were able to spend some more time reviewing the documents. We wanted to share some of our additional concerns with you in advance of the public meeting at the Tynan tomorrow night. Please see our feedback below:

- The scale and scope of the development remain too big to be accommodated into a residential neighborhood as proposed. At 1.93 millions square feet of new development, this is comparable to adding the square footage of the John Hancock Tower to City Point.
- The proposed mitigation efforts are not enough for a project of this size to be added to a residential neighborhood, which is expected to generate 17,000 daily trips to and from the facilities. The only initial mitigation options proposed to accommodate this incremental volume of congestion would cover just four intersections and two city blocks:
 - The reconstruction of Summer Street from East 1st Street to the DFC
 - The signalization of the intersection of Summer Street at Elkins Street/
 - Elkins Street Extension
 - Signal timing improvements at the intersection of Summer Street/L Street at East 1st Street
 - Signal optimization at L Street/East Broadway
- The developer has underestimated the volume of cars and traffic that will impact the surrounding neighborhood. A key assumption for modeling is based on a high percentage of walkers/bikers, with this mode of transportation accounting for 24% of residents, 40% of retail, 23% of hotel and 24% of office.
 - These assumptions are based on developments that are not at the same scale; in closer proximity to multi modes of public transit (train stations & bus lines); not in a residential neighborhood; and/or not yet completed so the impact remains unknown.
 - L St Station is located in City Point a residential neighborhood and it is not within the Seaport, Downtown Boston or Back Bay.
 - The projected share of walkers is much higher than US Census Community Survey 2011-2015 data, with just 8.4% of South Boston residents walking. Additionally, South Boston Residents are more likely to drive than the average Boston residents (48.9%).
 - There are no existing bikes lanes near the development with continuous access to Downtown, Copley or the Seaport. Yet, no additional bike lanes are proposed to be added as part of the development.
 - While there are many days a high percentage of people will walk, the system needs to accommodate for the many days of inclement weather – on average Boston has 137 days with precipitation.
- The developer needs to better address and manage the volume of traffic coming through a residential neighborhood. There are just two vehicular access points/driveways provided into the Project Site; one will be located on Summer Street near the intersection with Elkins Street, and a second will be located on East 1st Street near the intersection with M Street.

- Even with the proposed improvements two signalized intersection L & 1st and Summer & Pappas Way fall to an F designation - LOS F condition suggest extremely long delays for the average driver. L & E Broadway move to an E rating.
 - Additionally, E 1st & M is also projected as an F as noted D is typically considered acceptable in a downtown, urban environment while this is a residential neighborhood.
 - M & 1st is denoted as a primary corridor and M St will be extended into the development making it a 4-point intersection. It is estimated between 11-15% net new trips will occur at the intersection of M & 1st. It is unclear what assumptions were made to determine this limited allocation of traffic. Furthermore, it should be assumed the trips at this intersection will have a higher share of cars as there is no MBTA stop at this point of access and it is not the closest access point to the Seaport and Downtown.
 - The proposal also assumes 100% of East 1st traffic will be Westbound. Without proposing no left turns, it is almost impossible to believe that not a single percentage of traffic will use the Eastbound side of 1st Street specifically during peak hours. The development will undoubtedly drive more vehicle traffic onto the streets of City Point.
- The developer needs to consider alternative modes of public transportation (extending the silver line, water shuttles, trams to the seaport) to control the influx of traffic in City Point.
 - The current transit system serving South Boston is already overtaxed. As noted in the South Boston Waterfront Sustainable Transportation Plan a substantial investment in major transportation infrastructure serving the South Boston Waterfront was made as part of the ca/t project and with construction of the Silver Line transit way. Today, these systems are beginning to be overtaxed by the pace of growth. Transit services and key vehicular gateways into and out of the waterfront are at or nearing capacity. Limitations on direct and comfortable pedestrian connections, exclusive bicycle accommodations, and internal transit services contribute to mobility challenges within the Waterfront.
 - Assembly Row is a comparable development and an Orange Line stop was added to better accommodate the influx of daily trips.
 - There is still not enough parking and the developer is not planning on building the total volume of provided parking supply they outline in the proposal, falling short on the residential condos (1.5 parking ratio). It appears they are building just 567 spaces for condo units yet offering 851.
 - L St Station is located in City Point and it is not within the Seaport, which already has parking issues for the existing residents.
 - The developer needs to share where and how the truck docking stations will be added and how will delivery trucks access the development.
 - The developer needs to adhere to the City of Boston limits on construction hours to 7:00 AM to 6:00 PM, Monday through Friday.
 - Additionally, there should be no sound generating activities permitted to occur prior to 7:00 AM at the development following the city of Boston guidelines.
 - How will this development impact ongoing efforts to make the streets of South Boston safer for pedestrians?
 - How Is the city/state planning on accommodating the influx of people and traffic:
 - How will resources for law enforcement increase to cover a densely packed urban development within a heavily congested residential neighborhood?

11/1/2018

City of Boston Mail - L Street Station Proposal

– Will either firehouse in South Boston receive added resources to accommodate buildings exceeding 170+ feet?

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: I support this project with thoughtful planning

Mary Cooney

To: Tim.Czerwienski@boston.gov

Tue, Sep 18, 2018 at 8:09 AM

To whom it may concern,

I have spent over 30 years defending the neighborhood against polluters on First St including Coastal Oil, Massport, the MBTA power plant and Edison and then the against the dirty businesses that tried to go there including a sewerage treatment facility.

The mega container ships that are planned after dredging, (burning the dirtiest fuel on the planet) and escalating air and other port traffic with all its impacts are powerfully represented.

I hope this new development- with thoughtful planning and support- can try to buffer both. Mary Cooney



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Proposal

Ann Kane <
To: tim.czerwienski@boston.gov

Thu, Sep 13, 2018 at 11:30 AM

Hi Tim,

John Allison recommended that we reach out to you with questions on the L Street Station project. We took some time to review the L St Station proposal. It is a massive document and almost impossible to process without a city planning background, so we hoping someone a city hall can provide us answers to a few questions outlined below:

- The proposal sourced outdated US Census data, using 2000 to provide information on where area residents work and where area employees live. Does the city mandate developers use the most updated Census data to model impact? A lot has changed in our neighborhood in the last 17 months, let alone 17 years.
- The proposal seems to have underestimated the volume of residential commuters. The development will have a total of 1,344 residential units yet projections account for just 530 (AM) and 548 (PM) generated trips. Is the ratio of units to 'generated trips' a standard for Boston? According to US Census from 2011-2015 only 2.8% of South Boston residents work from home. Also does this assume all units will be single occupancy?
- The proposals also seems to over-estimate the volume of residential commuters that will walk - 31% of residents are expected to drive and 25% walk. Whereas according to US Census data from 2011-2015, 49% of South Boston residents drive and 8.9% walk.
- There is no concrete plan or long-term commitment to improve public transportation – just references to a shuttle bus with no firm details or schedule. Will the plan be finalized in order for this project to be approved?
- As proposed, are current mitigation efforts limited to these four intersections:
 - The reconstruction of Summer Street from East 1st Street to the DFC
 - The signalization of the intersection of Summer Street at Elkins Street/ Elkins Street Extension
 - Signal timing improvements at the intersection of Summer Street/L Street at East 1st Street
 - Signal optimization at L Street/East Broadway
- The proposal seems to assume access to the development will be almost exclusively via L St / Summer St. Since one of just two main access points will be at M and 1st Street and M St will be extended into the development, it seems reasonable to assume the traffic flow will impact intersections across the City Point neighborhood including. Does the city project any impact to: M & 1st; N St & Broadway; O St & Broadway; M & Broadway; Day Blvd & Farragut Rd, 1st & Farragut Road; O St & 1st.
- South Boston Catholic sits less than ¼ mile from the M & 1st access point. Will there be any mitigation provided to add more signals or improved pedestrian crossings to ensure children's safety?
- Additionally, will the developer be required to address recent traffic changes to Day Blvd and project the impact to the flow of traffic to the site.

- Will the development be required to adhere to the City of Boston limits on construction hours to 7:00 AM to 6:00 PM, Monday through Friday?
- Will the developer be required to adhere to no sound generating activities permitted to occur prior to 7:00 AM at the development?

Kind Regards,
Ann Kane

POWER HOUSE COMPANY
C/O KING ASSOCIATES LLP
60 K STREET
BOSTON, MA 02127

July 11, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 776 Summer Street, South Boston (Edison Power Plant) Proposal

Dear Director Golden:

I am writing to you regarding the project proposed by HRP 776 Summer Street LLP (the "Proponent") for the 15.2 acre site at 776 Summer St., South Boston (formerly the Edison Power Plant). I am one of the partners of Power House Company ("PHC"), which owns the property commonly known as King Terminal, which is sited on over 12 acres directly across Summer Street from 776 Summer Street. As a direct abutter, we have reviewed the PNF and Scoping Determination, and have met with the developer on several occasions.

The development proposal submitted to the BPDA by the Proponent raises concerns for PHC relating to traffic congestion, possible increased use of our private ways, environmental issues, and public safety.

Traffic congestion in the neighborhood has increased dramatically in the last few years, and this proposal would contribute to an increasingly unmanageable situation. We would like to understand how traffic impacts of this and other projects in the area will be mitigated.

The Proponent's plans show a new road into the 776 Summer Street parcel, which lines up with and apparently is considered by the Proponent to be an extension of Elkins Street. Elkins Street is a private way owned by PHC that runs between Summer Street and K Street. In addition, there is another private way that crosses King Terminal, Power House Street, which runs parallel to Elkins Street. Both Elkins Street and Power House Street lie entirely on property owned by PHC, and both streets are reserved for the use of tenants and guests of King Terminal, and certain abutters.

We are concerned that extending Elkins Street into the new 776 Summer Street development will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street, causing additional traffic and congestion within King Terminal, and increasing risks to

pedestrians and drivers using Elkins Street. We are also concerned that with increased traffic in the area Power House Street also might be used as a cut through between East 1st Street and Summer Street.

We would like to know how the Proponent will limit their customers, visitors, tenants, etc. from using Elkins Street and/or Power House Street.

Other concerns with the current proposal include public safety and environmental issues during the demolition and cleanup process, with potential health risks of contaminants drifting into our property, as well as maintaining unimpeded access to our property during construction.

While the developer has been very cordial with us and the neighborhood, we want to make sure that our concerns are addressed in a concrete manner. I strongly encourage the developer to continue further dialogue with us and the neighborhood with a comprehensive transportation study, more accurate descriptions and renderings of the project and measures to address our concerns.

We would like to reserve the right to supplement this letter as we get new information and further review the impacts and issues raised by the proposed development.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,



Gordon B. Coughlin

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/30/2018	Matthew	Jones		Support	I am writing in support of the Edison Plant revitalization project. I think the proposal under consideration has demonstrated extraordinary thoughtfulness and consideration for the immediate neighborhood, the entire South Boston community, and the city as a whole, and will add an exciting and attract district to a derelict zone that is currently a useless eyesore. I have attended almost all of the public meetings about this project over the last year or so. I have been alarmed and disheartened by many other residents negative, argumentative comments that in many cases outright reject the premise of any redevelopment of the Edison Plant. I am astonished that residents express a preference for having a rusting power plant on our skyline than the beautiful amenity proposed here. This thinking is parochial and shortsighted. I understand that some of my neighbors are naturally wary of change, and have legitimate concerns about the demolition, abatement and construction safety. In my observation these concerns are being more than adequately addressed by a responsible and professional development team. I especially share my neighbors' concern about traffic impact and increased congestion. This is a real issue: since moving to South Boston at age 20, I have seen the changes taking place largely as the result of the development of the Seaport. Traffic in the neighborhood is already terrible, especially from 3-7pm on weekdays. This is a problem, and the 776 Summer street project will exacerbate this. However, this is not a reason to reject the project! Our city, the entire of metro Boston but especially the South Boston area, is in desperate need of enhanced transit. This project should be a further impetus to the promulgation of more comprehensive mass transit along the Seaport and South Boston waterfront and in to Southie itself. The area is far too car dependent and a few more buses are not going to cut it. But this should be a governmental response to the growth and increased vitality of the area: rejecting good development, freezing the neighborhood in time, would be the wrong answer. There is no question that better transit is lacking but this is not the fault of the development team and not a reason to cancel or lessen this project. If there are legitimate demands that the city needs to make to the developer, in my observations of this project I would expect that the development team would respond thoughtfully and positively. I hope that the relevant authorities will have the wisdom and vision to approve this project. I am excited to see it come about.
10/30/2018	Kate	Browne		Support	I live on East Second Street - just a block behind the Edison Building and I strongly support the 776 Summer Street project. Not only would it remove the pink eyesore that is currently on the lot, but it would be great to have the site cleaned up and it would certainly bring new life to an under-used and beautiful spot along Boston's seaport. I think the current development proposal sounds amazing and as a neighbor, I'm excited to have access to the open space and amenities mentioned in the proposal.
10/30/2018	Krishna	Ramaswamy		Support	Having lived in the east side of South Boston for the past 3+ years, it would be fantastic to see something done with the old powerplant. We had the opportunity to tour the building and see some of the plans for the new marketplace and it looks fantastic. We strongly support moving forward with this project and think it will be a great improvement to the space for this part of the city. Thanks! Krishna
10/30/2018	Ryan	Fletcher		Support	I am writing to express my support of the 776 summer street project. I believe the project will help alleviate the housing supply crunch in south Boston and help limit displacement by providing prospective residents with a viable alternative to the current housing stock.
10/30/2018	Sean	Hannigan	Colliers International	Support	I am writing in support for the L Street Power Station project. As a resident at 3 M Street in South Boston, I believe it is extremely important this development goes through. It will bring much needed neighborhood friendly spaces to our neighborhood.
10/30/2018	Sean	Wheeler		Support	I support this project given its transformative nature of what is still an underutilized, industrial eyesore. The size of the project will make a huge dent in the city's affordability goals and help prevent displacement in surrounding neighborhoods.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/30/2018	Elizabeth	Smith	Suffolk Construction	Support	As a resident of South Boston, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. Please allow this project to move forward.
10/30/2018	Meg	Ayers	CBRE	Support	Dear Mr. Czerwienski: As an active Boston resident I strongly support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. Being relatively new to South Boston I have experienced first hand the strong need for more housing, more parking, and more connectivity across the board. The proposed redevelopment will create that much needed housing, parking, and additionally will bring much needed connectivity from the Seaport to South Boston. It will not only provide thousands of great jobs, short term and long term, but it will generate new tax revenue for the City to support education and other important priorities. This project will allow so many people to enjoy the great neighborhood of South Boston. Please allow this project to move forward. Meg Ayers 868 E 5th St, Unit 3 Boston, MA 02127 meg.ayers@cbre.com
10/30/2018	Britt	Harter		Support	I support the building of dense housing in Boston to alleviate the housing crisis. The L street station is a excellent opportunity and should proceed
10/30/2018	james	Mullahy		Support	Great project and use of this space. I fortunately got a chance to take advantage of the open house here to look at the property and plans. Personally, I would love to see the project on a shorter time frame for completion, but I do understand that the current plan is to accommodate local residents.
10/30/2018	Jenny	Xaylitdet		Support	I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston
10/30/2018	Cyrus	Tehrani		Support	After reviewing the updated proposal I maintain my support for this project as a South Boston homeowner. 1,344 apartments and condos are crucial to solving our city and region's housing crisis. This project will not just affect South Boston. It will affect the entire Boston-metro. The project also will create 175 affordable homes, which are important because the only realistic way we can create low-moderate income housing is through private investment. If this project doesn't get built it will contribute to the displacement of 1,344 households across the city, disproportionately affecting vulnerable communities in neighborhoods like Dorchester, Roxbury, and East Boston by forcing would-be South Boston residents into outlying neighborhoods. I also look forward to the opening up of the waterfront and turning a dead space in the neighborhood into a vibrant space for the community. We should not be adding any additional parking to the project given the site's proximity to bus lines and the T. Please approve this project as proposed.
10/30/2018	Eric	Herot		Support	Please allow this important project to go forward with minimal parking and maximal housing/retail/hotel/everything. Boston needs more ambitious projects like this one and we can't let a handful of self-interested neighbors take it away from us!
10/30/2018	Tim	Giarrusso		Support	To Whom it May Concern, I am writing this letter in support of redeveloping the L Street Power Plant. As a current resident of South Boston, I recognize the various benefits that this project will bring to our community. In partnering with Redgate & Hilco, the city of Boston will be working with two experienced developers that have had a lot of local success. Many of the members on this team grew up in Boston and still live here. They understand the importance of working with the city and at the end of the day they will create something that represents the people. We have seen this in their effort to make this a public place where members of the community can live, work and play. It is important for South Boston that this project gets the city's approval and I am excited to take advantage of all that it has to offer in the future. Thank you, Tim Giarrusso 159 W 6th Street South Boston

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/30/2018	Brianna	Piacitelli	Newmark	Support	I am really looking forward to seeing this redevelopment. It will great for the city of South Boston and it's residents. It will bring in a safe, communal place for residents to gather and enjoy what South Boston has to offer. All of the restaurants in SB are getting really old and repetitive. There aren't any retail stores already that are worth stopping in. The L Street Station redevelopment will really change this. Sincerely, A VERY excited resident
10/30/2018	Mary	Chalifour	Barr Foundation	Support	Dear Tim, I am a resident of South Boston and am in support of the 776 Summer Street development. There are many positives in the Redgate plans, which will help our community. These include: - A climate resilient design - Preserving and honoring the history of its industrial use - A marketplace with local businesses and services for residents (local restaurants, daycare, a butcher, a grocery store, a bakery) - Increased bus service to downtown - Wide sidewalks - Contained and phased construction - A bikeshare dock - Open space where people can enjoy the waterfront There are things that could be done better to serve the community, such as: - More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. - Better public transit. The shuttle buses are an OK temporary solution but the developer should be working with the MBTA and the City on longer-term solutions, such as a dedicated bus lane on Summer Street and more frequent bus service. - Fewer condo units. They are trying to squeeze too many condos into an already dense and congested neighborhood. From the people I've spoken to, this seems to be the biggest issue with the current plan. I am one of many people in support of this project and think it should move forward. It's time to activate that space in our neighborhood. Thank you, Mary
10/30/2018	Tammy	Copson	Homeowner	Support	Strongly support the power plant redevelopment plans. Red gate has been very communicative, participatory and informative about their plans. This is going to be a fantastic addition to our community and neighborhood.
10/30/2018	Diana	Hemm		Support	This development would be a welcomed addition to southie. As a resident, it would be wonderful to have a diverse space that includes open markets, retail and activity space like this in the neighborhood.
10/30/2018	Drew	Myers		Support	Dear Mr. Czerwiensk, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. Having attended a tour of the site, I like the project's commitment to keeping some of the old structure while seeking to involve the local community with culture-catered vendors and a public market concept. The added jobs and tax revenue for the city seem like an ideal "win-win" scenario for all parties involved in this development that will add some desirable density to South Boston, while connecting the Financial District to Seaport to South Boston in a meaningful manner. I support the project moving forward to the next stage of planning/implementation.
10/30/2018	Chris	Legocki		Support	I appreciate the thoughtful planning that has gone into this project, and the developer's consideration of neighborhood concerns throughout the process. I believe this project will ultimately bring much needed housing and economic development to an underutilized site sorely in need of development, and trust that the developer has solicited and planned around the appropriate professional expertise on such contentious matters as transportation and environmental risk.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/29/2018	Virginia	Kropas		Support	To Whom It May Concern: October 29, 2018 I am writing as a lifelong South Boston resident, voter, and taxpayer in support of the redevelopment project called 776 Summer Street, best remembered as Edison's L Street Station. The development plan by Redgate/Hilco is planned in totality: old and new integrated with respect for the site on the channel, its history, and position as a gateway into South Boston. There is a sincere desire to build a world-class project including housing, offices, hotel rooms, and green spaces: all in line with Mayor Martin Walsh's vision of world class Boston. My favorite parts: The project incorporates flexible, resilient, and green public spaces as well as amenities for the South Boston neighborhood. Outside: parking, new pedestrian ways, a human-scale streetscape of micro-parks, plazas, and storefronts. Inside: Turbine Hall, a museum, performance spaces, shops and small businesses. A continuation of M Street will make the channel accessible to pedestrians for the first. The landscape plan considers resiliency in the face of climate change and the ecological health of a neglected waterfront area. It returns it to us citizens for recreation and respite. The turbine buildings and other artifacts of the site are not discarded but are integrated into the overall design from the very beginning. The exterior of new buildings will be guided by their historical styles and materials. Several facing East First Street are scaled so that Southie residents uphill should still have their view. As Mr. Bielecki said at the the first tour, "We want this to be Fort Point, not the Seaport District". This is a huge project that will impact us greatly during its construction and for many decades to come. There will be disagreement and pain among all participants. Still I think this project will an amazing good for South Boston and the city as a whole: one in which South Bostonians will take pride in our contributions to improvements in the design. I thank the Redgate team for "keeping the lines open" as we all go forward. Respectfully, Virginia Kropas
10/29/2018	Daniel	Griffith	DLA Piper LL	Support	To Whom it May Concern, My name is Daniel Griffith. I am a Legal Support Specialist and a fourth year evening law student in the city of Boston. I am writing to express my support and confidence in Hilco Redevelopment Partners and Redgate with regards to their acquisition and redevelopment of the South Boston Edison Power Plant. As a young person and resident with great appreciation of South Boston and with profound respect for my family and Irish ancestors who settled in this historic neighborhood, I recognize that change can be difficult, but at times it is necessary. I believe this project will modernize a dilapidated property that has been in disrepair for as long as I can remember. It appears that the redevelopment of this property is long overdue, and I fully support Hilco Redevelopment Partners and Redgate in their acquisition and future plans. Sincerely, Daniel Griffith
10/29/2018	Matt	Kehoe		Support	I am writing to convey my support for the project proposed at 776 Summer Street, the Edison Power Plant. This development appears to be well designed and phased. I was born and raised in South Boston and have lived here for 26 years, and believe this will be a good thing for the community and its residents. I see the long term benefits to South Boston of having this underutilized parcel developed.
10/29/2018	Ashley	Kinney		Support	I support the proposed project at L Street Station. I think that it will bring a wonderful addition of much needed housing, shops, and restaurants to the neighborhood.
10/29/2018	Albert	Manley		Support	I support this project for multiple reasons. I think this project will help clean up an environmentally polluted site and open it up to more uses by the waterfront. I also believe south boston has a major shortage in housing units and needs more developments like this to keep up with such high demand to live in this area.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/29/2018	Evan	Hoffman	Mr.	Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. As a homeowner in South Boston, I have a vested interest in seeing this project be approved and go forward and am excited in the direction it will take our neighborhood.
10/28/2018	Dora	Clark		Support	I feel the project should go forward. The developer is retaining historic buildings which would otherwise be torn down. Unlike the condos now lining L Street, they are creating a neighborhood. They are committed to cleaning up a contaminated site, and creating open, public green spaces. The density is better on this site, rather than tearing down existing housing in the neighborhood to build boxes. I believe the developers have tried to work with the community, some of whom have unrealistic expectations. I would like to see the project go forward, and hope that the architectural components will be more innovative and in keeping with the historic nature of the site.
10/26/2018	Bryan	Putney		Support	I'm in support of a project to redevelop L Street Station. This initiative would open the site to the neighborhood for the first time in decades, clean up an environmentally contaminated site (making it safe for all uses), replace the industrial use of the site with a mix of uses more compatible with the South Boston residential neighborhood, and create a year-round space for the neighborhood to enjoy.
10/26/2018	Matthew	Kaplan		Support	I support the redevelopment because it will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
10/24/2018	Michael	Maloney	Resident	Support	I support the redevelopment as I believe it will clean up old site, take down the walls and fences, and open the site to the neighborhood. I support more development in Southie, especially for spaces like this that help the community.
10/24/2018	Callie	Cramer		Support	Hello, I support the redevelopment plan for the L Street station for a multitude of reasons. Though I don't live directly in his neighborhood, I spend a lot of time in the area and am an advocate for this project. This redevelopment will take down walls surrounding the plan and open the access to the land in the neighborhood for the first time in decades. In addition, this mix used space will be highly useful and welcoming to all South Boston residents, and frequent visitors of the neighborhood like myself. I hope you will take my comments into consideration. Thanks, Caroline Cramer
10/24/2018	Trey	Klein		Support	I'm an architect and I really appreciate that this historic building is getting renovated and reused in this way. Currently, the building is simply languishing and decaying. The finished design takes down all the walls and barbed wire and makes a vibrant space that the city and neighborhood will be proud of! Thank you, Trey
10/24/2018	Jill	Reilly	1942	Support	I live directly across the street from the project site. Based on the plan design, as described by the developers, I support the redevelopment for a number of reasons: the need for the site to be cleaned up; the overall beautification of the area - particularly my street; the intention to preserve some historic features of the plant; a good balance of parking for new residents; the shuttle service as a very helpful supplement to the MBTA buses which are packed every morning; the inclusion of community arts and open space which will bring the waterfront right to the neighborhood. Thanks. Jill Reilly

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/24/2018	Kathleen	O'Roark	Mullen	Support	To Whom it May Concern, I am in FULL SUPPORT of this project!!!!!! I am a Southie resident who recently moved to Carson Beach but formerly lived on M street where it meets E 1st. For the time that I was there, I hated looking at the powerplant as it was dirty and seemed to be unsanitary or contaminated. I was embarrassed when having friends or family over as that was my only view - the old powerplant. They would have to park near it, and it was the first landmark they would see when coming to M Street. The developers have an amazing opportunity to take this site and build something for the entire community to have access to - something that can potentially bring the community of South Boston together. Instead of taking this site and building ONLY condo's, they are listening to the community and taking it to build restaurants, play areas, a waterfront view and even more. Thank you for your time. - Kathleen O'Roark
10/24/2018	Marguerite	Daly		Support	I am a current resident of Somerville with many family members and friends living in Southie and will be moving to Southie come Fall 2019. I strongly support and encourage the redevelopment of the Southie Powerplant as it will only add to the South Boston community. The Southie Powerplant land should be put to better use and has so much untapped potential. I think this redevelopment will help to clean up the industrial side of Southie, an area of Southie that right now feels unsafe and environmentally contaminated. Cleaning this space up and creating a year-round space that the neighborhood can enjoy will only benefit the neighborhoods and the residents. I hope the vision for this redevelopment is followed through because it really would be amazing!
10/24/2018	Ellen	Boodry		Support	Hi, I am a South Boston resident and a supporter of the L Street Station project for multiple reasons and felt it would be important to share during the approval process of this project. 1) I am a teacher and a babysitter. I have a hard time finding activities for the kids to do in South Boston and the development team has discussed having places outside for kids to hang out once the L Street station project is complete. I would appreciate that very much! 2) The restaurants and bars in South Boston are already very crowded as it is. I think this would open up a huge opportunity for families and friends to dine out and shop aside from just Broadway 3) The idea for hotels in my own opinion, is a great idea. There are limited hotels currently in South Boston and when family and friends come to visit I would love to host them somewhere other than my tiny apartment I look forward to this projects approval!!!!
10/23/2018	Ryan	WALSH	HUBweek/Boston Globe	Support	I think this project is a great addition to the neighborhood (I live directly across the street). The key benefits for me include unlocking the waterfront, updating an otherwise unsightly building, more public space, and the environmental improvements. Mixed use applications would also bring more diversity to the area.
10/23/2018	Tom	Cantwell		Support	Had a chance to visit this site a couple of weeks ago for a tour. I'm 100% on board with this project. The project team has a passion for preserving the historical significance of this space, and the activation of the main hall as a market will be a huge benefit in beautifying the waterfront and fostering a sense of community in South Boston.
10/23/2018	Zack	DeClerck		Support	This project adds crucial housing units, taking us a nudge closer to a Boston that will be able to retain a middle class. As a millennial homeowner in Boston with a household income under 100K, I fear that if we continue to downsize this or other proposals around the city and region, fewer and fewer households like ours will have the opportunity to live here. Without a middle class, our poorest neighbors will have to relocate for social mobility. The only critique I would add is that the project is too car-centric. I say less parking, more housing and transportation alternatives. I support this project!
10/23/2018	Andre	Texier	Mr.	Support	This is amazing. Please do it ASAP

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/21/2018	Joanne	McDevitt	City Point Neighborhood Association	Support	I am in support of this project as it will take down the walls which for over 100 years have obstructed the view for residents of City Point and brought only contamination to our neighborhood. The site will clean up the contamination and create a year round facility that will bring some of the amenities to South Boston that the waterfront has and we are lacking . We need area for arts and culture in the community as well as place for senior and families to stay in South Boston to live and enjoy a facility where we can walk to , a supermarket , restaurant, open space for music and artists as well as needed housing .
10/20/2018	David	Barker		Support	I live across the street from the Edison eyesore and it is time the site was cleaned up and put to good uses. The plan seems sound and gives something to everyone and I look forward to watching it evolve.
10/20/2018	Lauren	Gunther		Support	As a resident of South Boston, I support the redevelopment plan for 776 Summer Street for many reasons. One reason is that the redevelopment plan will contribute ~1,300 residential housing units to Boston's incredibly undersupplied housing stock. This is important to me because without new units coming online (luxury or affordable), the price of housing will continue to rise in this city, and the low income folks and middle class will continue to suffer. It is crucial that more housing becomes available over the next several years, and I think the benefits of more housing outweigh the potential inconvenience that higher density brings to a neighborhood. Another important factor for me in deciding to support this project is that I believe the developers have been responsive to community feedback. Without a doubt, a project of this size will draw community concern - and for good reason. I think that the developers will continue to listen to the community's feedback - especially when it is communicated in a clear, logical, and constructive manner. This gives me confidence that the end product will be a space that serves the greater community better than it currently can now as a defunct power plant.
10/18/2018	Eric	Smoczynski		Support	I fully support this project as it appears to be thoughtfully developing an area of South Boston that is currently a blight. It will really transform the waterfront experience as well as connect the neighborhood and Metal of Honor park into one cohesive district. I support added height in this location to better fulfill the need for housing in South Boston and Boston as a whole. I think making this development a leader in promoting transit oriented development with a lower parking ratio would be a fantastic progressive step forward. A lot of my neighbors want to push more parking but in reality what we need is less parking so we have less cars on the road. I hope to see more pedestrian friendly streets rather than being car centric. I love the pedestrian elements at the waterfront and that should be maintained. I do hope there will be a partnership with the MBTA as the city is struggling as whole with fulfilling the demand of daily public transportation. With the mitigation of cars we need attention to expanding public transportation options for all South Boston residents. Please support transit oriented development and limit the open parking lots, invest in the public realm green space and experience.
10/18/2018	John	Ragan		Support	I support the project! The environmental cleaning, the renovation and development of the neighborhood would be welcome.
10/17/2018	Jason	Kaplan		Support	As a South Boston homeowner, resident and community member, I adamantly support the plan for the redevelopment of L Street Station submitted to the City. This contaminated site has been inaccessible to the public for decades. The proposed redevelopment will clean up the land, and create indoor/outdoor spaces that all members of my community can enjoy year round. Further, we have a dramatic shortage of housing options in Boston. Given South Boston's proximity to the Innovation District, The Financial District and Back Bay, we need to build adequate housing to meet demand and prevent displacement. This redevelopment does not displace anyone, and creates a range of housing options that our city needs.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/12/2018	Jamie	Simchik		Support	I am writing in support of the 776 Summer Street project. As is, the site is highly underutilized and not only a barrier between the Summer Street and the water, but also a barrier within the neighborhood. While some may question the scale of this development, I can appreciate that it is necessary to fund the clean up of what must be a highly contaminated site. Currently, it stands out in the neighborhood for all the wrong reasons and I am excited for the redevelopment potential to add much needed amenities to the neighborhood while at the same time preserving some of the historic elements. The project team should be commended for providing many opportunities for the community to weigh in on the project and I feel the resulting ideas that have been proposed are very thoughtful and have responded to the comments that I have heard at public meetings.
10/11/2018	Marjorie	Kaplan		Support	I am in complete support of this project transforming the old Edison plant into a multi use neighborhood destination. As a resident of South Boston living across the street from this location, I believe the transformation of this old, vacant overwhelming power plant will positively add to this neighborhood. The multi use plan for this area is a huge upgrade to the neighborhood as well as a way to add local jobs and income to the area. To have the large fenced area removed, the turbine transformed into a mixed use facility, the addition of residences as well as a hotel and additional parking is very much needed in this area.
10/11/2018	MATTHEW	BLONDER		Support	As a newer resident of South Boston, I am in strong support of the L Street Project; this sort of investment and revitalization is exactly the thing that attracted me to this neighborhood and I hope to see such positive contributions continue to grow and develop. My deep value and respect for the heritage of our neighborhood are supported by the project's weaving of South Boston's roots into the future fabric of our community. Further, the proximity to the seaport district makes this project a logical transition into South Boston, without materially disrupting the heart of our hamlet.
10/10/2018	Ryan	Kenny		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses, open the site to the neighborhood for the first time in decades and will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Chris	Sava	Sava Advisors LTD	Support	Southie needs to modernize and stay up to par with more developed parts of the city. I am all for redeveloping 776 Summer- it is prime space that can be capitalized on and aid in the continuing boon Southie is experiencing.
10/10/2018	Patrick	Hill		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	John B.	Pynchon		Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Kerry	Maxey		Support	The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. It will also end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. As a resident of South Boston I would love to see this project completed. Thanks!

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/10/2018	Sara	Boyle		Support	I think the redevelopment will dramatically improve the city of Boston. It will clean up an environmentally contaminated site and make it safe for all uses. It will take down the walls and fences and open the site to the neighborhood for the first time in decades. It will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood and create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Michael	Farley	Self	Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Will	Bromstedt		Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Lucas	Wilson		Support	I lived in Southie for ten years before moving to New York and this building has been an eye sore to the east side and needs to be upgraded and put to good use for the neighborhood. I agree to this change!!
10/10/2018	John	Schott		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
10/10/2018	Gordon	Breidenbach		Support	I fully support the re-development of 776 Summer st as I believe it will clean up an environmentally contaminated site and make it safe for other many other uses with greater interest to the residents of Boston.
10/10/2018	Andrew	Frates	Team FrateTrain	Support	The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/9/2018	Dylan	Cox	Kane Company	Support	I am in support of the redevelopment of the Edison Plant for multiple reasons. As a neighbor to the area I think the overall development will benefit the community in the end, as a year-round indoor/outdoor place for the neighborhood to enjoy, and economically over-all. As well as just cleaning up of an environmentally contaminated site and make it safe. I know the traffic has been an issue, but I have faith that the developers being local, will not allow that to become as negative as many believe. Thanks for your time.
10/4/2018	Suzanne	Taylor	Freedom Trail Foundation	Oppose	Hello, While I was excited about the arts and cultural piece of the project when it was proposed to the Boston Creates South Boston team last summer, I am no longer in favor of this development in our neighborhood. I learned much more about the project at a recent community meeting at the Tynan, which concerns me and the community as a whole, including health concerns (at least 10 known carcinogens), density (South Boston is already WAY too densely populated), traffic congestion nightmares, and more. It's much too big. It is my hope the City of Boston will help us maintain what South Boston has left of its charm, livability, and the neighborhood's strong community. Thank you for your attention, Suzanne
10/3/2018	Jason	Kaplan		Support	I'm a South Boston homeowner and full-time resident. I adamantly support this project.
9/27/2018	Patrick	Chatfield		Oppose	I am opposed to this development as currently proposed. The traffic this will bring to the area will be unbearable. Our current public transit infrastructure is insufficient with many bus lines already full by the time they reach L St, this will exacerbate bus overcrowding and make the bus service worse with additional traffic.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
9/19/2018	Sam	Burgess		Support	I support this project. Please streamline the approval process and get this built as quickly as possible. Boston is starved for housing and we need more soon. Housing development in every neighborhood can help mitigate rising rents citywide. #yimby Only criticism of this project is that there are way too many parking spaces. We shouldn't be encouraging and subsidizing car ownership in a transit rich and walkable city like Boston.
9/19/2018	Patrick	Balaconis		Oppose	The area of this proposed project is in a residential area of South Boston. The builder would like you to think that the building site is in the seaport. The height of the project and the amount of residential units is far too great. That area of first street allows a building height of 60 feet. Not 200. The negative impact on the neighbors will be immense. 20000 more trips a day down L street when there are already more accidents than we can count. Parking for 1300 cars when realalosticly there should be 3000 for a project of this size. In no way at all does this fit into the neighborhood. All you would have to do is take a walk down the street to realize that. This is not the seaport. This is the residential portion of South Boston.
9/5/2018	Maryann	Symanowicz		Oppose	I am very much opposed to a development of this size in this location. The infrastructure is simply not there to support this much density. You need to build better public transportation first. Also, we do not need another new hotel when a brand new Hampton Inn is already being built a few blocks away. This part of South Boston is residential and should remain that way.
8/31/2018	Erin	Gaudreau		Oppose	Is the parking for residents only, for retail customers only, mixed use? That doesn't even remotely seem like enough parking to support that many units AND retail space.
8/31/2018	Joshua	Eddy		Neutral	According to zoning ratios the number of parking spaces should be between 1850 and 2706. This proposal falls very short of that. I do not want already-difficult parking to worsen in my neighborhood. Please adjust the proposal to better fit zoning ratios. Math: 1344 residential @ 1-1.5 per unit + 368070 sq ft retail @ 1-1.5 per 1000 sq ft + 344 hotel room @ 0.4 per hotel room = 1850-2706 spaces. Bus transit is already accounted for in the zoning ratios, so supplemental buses should not affect the ratio. Other than parking, I look forward to a beautiful revitalization of the power plant as a highlight in the neighborhood.
8/31/2018	KAREN	carey		Support	As a resident of South Boston, I am vehemently OPPOSED to this project To disturb toxic/deadly chemical in the name of "development" is beyond irresponsible To allow even a discussion to build on this property is criminal Haven't enough tax paying citizens died from or stricken with cancer, lupus and scleroderma The guarantee that every precaution will be made to ensure safety is absolutely NO security and laughable at best To allow people to actually live on the land after is greed at its finest You should all be ashamed of yourselves A study proved this land should never be touched But the dollar sign is more important than the lives you should be protecting Will you or any of the developers daring enough to visit or live on this site?



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition Edison project

Erin Sawyer [redacted]
To: tim.czerwienski@boston.gov

Sun, Nov 18, 2018 at 10:50 PM

[redacted]
Project Manager Czerwienski,

I am writing to express my opposition to the current proposal for 776 Summer Street (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.

Erin



Tim Czerwienski <tim.czerwienski@boston.gov>

Hilco-Redgate L St Station Development

Paul Carthas [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 9:28 AM

Hi Tim,

I am a South Boston resident who lives down the City Point section of the town.

I have looked at the August 2018 development plan.

The most current plan I believe calls for the following:
1300+ units of housing and 1300+ parking places
Commercial retail & office space
3 buildings over 100 ft, one of them being over 200 ft
At least 1 hotel
Estimate of 5,000-10,000 extra trips/day

Note that L Street is backed-up from Day Blvd to the Convention Ctr currently on any given day.

L Street and 1st Street are the only access points to the site.

New housing is already going up on L Street that will add to the current congestion.

More cars bring additional noise & air pollution to the area, affecting quality of life, coupled with the planes and trucks we currently deal with.

Currently MBTA bus service is already overwhelmed during peak periods.

Car services will be hovering in and around South Boston day and night looking for riders from the 1300 units and hotels, adding to congestion and quality of life issues, with many parking on the neighborhood streets, idling, waiting for a rider.

A new hotel is already going up at the entrance to the Raymond Flynn Industrial Park that will add to congestion and quality of life issues.

In addition, if 100-200 ft buildings go up on this site, it sets a precedence for the rest of L St.

Plus 15 years of some magnitude of construction.

Even with the concessions Hilco-Redgate have made since their 2017 proposal, I believe this project is still too dense and too big for the site and the surrounding community. Why not all low-rise residential units, fewer in number, with walkable streets and open space w/out adding hotel(s), just an idea.

Regards,
Paul Carthas
[132 P St](#)
[South Boston](#)

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St

Jim Sardina [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 9:11 AM

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for [776 Summer Street](#) (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.
Copy these



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Rich Evans [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Mon, Nov 19, 2018 at 9:42 AM

Hi Tim,

Wanted to pass along my concerns that the project is too massive as proposed currently.

I don't believe the 15 acres of space is properly planned to address the impact of traffic and quality of life issues which the neighborhood would be subjected to, should the current plans go forward.

Thank you,
Rich Evans
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Edison Building) Proposal-Opposed!

Ryan Long [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 1:11 PM

To Mr. Czerwienski and all other whom it may concern,

I am opposed to this current proposal for a variety of reasons of which I will try an simply outline and summarize. However, I do understand that this former industrial site has a lot of great potential for future development but it needs to be reasonable and accepted by the community and our many concerns.

The approximately 1,344 residential units proposed in this plan is far too many! I understand that the mayor has a plan in this city to increase the housing supply in order to keep up with the demand. But at what cost? This area is large of course and seems to be an opportunity to maximize the number of units that can fit but the access points to get to this area is very small and minimal. L street/Summer Street and First streets are the only route to access this location. Wether we are talking personal vehicles, ubers, lyfts, taxi cabs, public transit by means of the bus, no matter how we slice it, this will inevitably create a bottleneck situation on a daily basis on both above mentioned streets. It is not a secret that the residents of South Boston have many concerns currently involving traffic and public safety related to the traffic which is directly related to such irresponsible developments like this one.

Public transportation is a hot topic in South Boston especially in regards to more development. The folks that are proposing developments thru out the neighborhood often point to public transportation when asked about the means in which the new residents will travel that will occupy these new buildings. The fact of the matter is that our current public transit system is failing its daily users and that needs to be addressed before implementing more major developments and additional residences in this town. The lines we see each morning are long and the process for those traveling via bus are insufficient. The traffic situation in this town and citywide is already a nightmare and as increased dramatically in the past couple years. To impose more buses may solve the line issue but then that will have a negative impact on the traffic situation. So it's a tough issue to handle when the overall agenda is to create more housing. when it comes down to it, we need to consider a push back on such major developments, which are directly causing the increased influx of commuters leading to the frustrating traffic. Our daily traffic issue is very intense and Washington Village is not even here yet. To impose such a large scale project on this neighborhood without resolving the current transportation and safety concerns is nothing short of irresponsible

Another hotel? There are already two hotels under construction on the other side of the summer street bridge, a stones throw away from this Summer Street location. Let's not forget, despite the city's agenda to maximize housing opportunities and hotels room capacity in this city, that South Boston is still a family neighborhood. To introduce a hotel on this side or the bridge is a big deal. The youth of South Boston play on these fields across the street from this location, go to school down the street from here, and parents commute daily from their jobs and back into the town to pick up kids, drop them off at school, sports etc. We should not have to deal with the repercussions of the influx of commuters this project will bring. Whenever I see advertisements for large scale projects such as these the poster often highlights the luxury residences, nice green space and elaborate retail space and fancy restaurants and bars. Have we not enough of that already! Have we not enough places to shop, have we not have enough places gather and enjoy the city we all love. When is it too much? I'm all about the boom of businesses and jobs but just in the past year a handful of restaurants that are relatively new have closed due too failing business. When is this too much? These are all questions we need to ask when talking about introducing more developments.

The space at the Edison is certainly a great opportunity to develop and create a positive impact on our town and our city, but the size and scale of this proposal will create negatives that far out way the positives! Please consider the residents and families of South Boston in 2018 instead of the vision of Boston in 2030. Thank you for your time.

Sincerely,

Ryan Long
1 Cottage Street
South Boston, MA

STEPHEN F. LYNCH
8TH DISTRICT, MASSACHUSETTS

Congress of the United States
House of Representatives
Washington, DC 20515-2108

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON CAPITAL MARKETS,
SECURITIES, AND INVESTMENTS
SUBCOMMITTEE ON TERRORISM AND
ILLICIT FINANCE

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

RANKING MEMBER, SUBCOMMITTEE ON
NATIONAL SECURITY
SUBCOMMITTEE ON INFORMATION TECHNOLOGY

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508-580-4692 FAX

1245 HANCOCK STREET
SUITE 41
QUINCY, MA 02169
617-657-6305
617-773-0995 FAX

LYNCH.HOUSE.GOV

October 30, 2018

Mr. Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, Ma 02201

RE: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I am writing regarding the proposed development at 776 Summer Street in South Boston, formerly the Boston Edison Plant. As the U.S. Congressman for the 8th District in Massachusetts, I am privileged to represent the families and businesses of South Boston. I have also been involved for the past 20 years in the efforts to clean up and revitalize the area around this proposed project.

The proponents, Hilco Redevelopment Partners LLC and Redgate Capital Partners LLC, also known as HRP 776 Summer Street LLC, are proposing to redevelop an approximately 15.2-acre site located at the corner of Summer Street and East First Street in the South Boston neighborhood. Their proposal, according to their *Draft Environmental Impact Report/Draft Project Impact Report*, includes approximately 1.93 million sq. ft. of occupiable space, 1,334 residential units, 368,070 sq. ft. of office uses, 85,630 sq. ft. of retail uses, two hotels totaling 344 hotel rooms, and up to 1,397 parking spaces along with 2.5 acres of open space on the waterfront.

The proponents, Hilco/Redgate have made some limited progress during the recent series of community meetings; however, there are major issues which remain to be addressed if this project is to be allowed to move forward. A singular point of agreement seems to be the unanimous view of all parties desire to have the 15.2 acre site cleaned of toxic waste and environmental hazards. The proponents have verbally agreed to pay for an independent Licensed Site Professional (LSP) to oversee the cleanup phase of the project on behalf of the local community. This concession was welcomed by local residents. The through-street grid design which extends M Street and the South Boston neighborhood to the water's edge and additional park area are improvements.

Meanwhile, the central opposing concern expressed by many residents is the dense massing of buildings on the site and the traffic that will likely result. The proponents have informally ordered some reduction in the number of residential units and offered to increase the percentage of "workforce affordable housing" but more discussion and compromise is needed. In addition, there was some confusion regarding the wide range of estimated vehicle trips that were expected as a result of the project. More accurate data and greater certainty in traffic analysis would be very helpful.

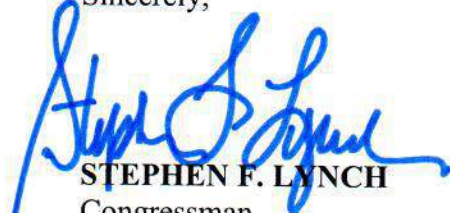
Over the past 15 years significant efforts by City, State and MASSPORT have mitigated environmental hazards and re-engineered neighboring parcels to this site. Significant resources have been dedicated to remove heavy trucks and commercial traffic from East First Street and to transform the area into a pedestrian-friendly street. There is a palpable fear that the addition of 1300 apartments, two hotels and 450,000 sf of office and retail space might overwhelm the area and negate all the progress made so far. It is fair to say that scaling back the mass of the project would be helpful. It is reasonable to expect that with 15.2 acres to work with, the proponents can thoughtfully scale back their proposal and yet still have a very successful and profitable result.

A severe lack of available parking is the bane of our existence in South Boston. The proponents need to find a way to provide some off-street parking to their neighbors in perpetuity. Discussions with the MBTA and MASSPORT may offer a way to collaborate. Based on the size of this project and current demand, it would require about 120 South Boston Resident-Sticker-only parking spots to relieve the current situation for their long-suffering neighbors. A modest fee for such parking could be acceptable.

These outstanding concerns must be adequately addressed to the satisfaction of my neighbors and our elected officials before I can consider offering my full support for this proposal.

In closing, I would like to thank you for the opportunity to comment on this proposed project. If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



STEPHEN F. LYNCH
Congressman
8th District
Massachusetts

SFL/nz



The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

SENATOR NICK COLLINS
First Suffolk District

STATE HOUSE, ROOM 410
BOSTON, MA 02133-1053
TEL. (617) 722-1150
FAX (617) 722-2191
WWW.MASENATE.GOV

October 29, 2018

Tim Czerwienski, *Project Manager*
Boston Planning and Development Agency
1 City Hall Square, 9th Floor, Room 900
Boston, MA 02201

Re: Public Comment for 776 Summer Street

Project Manager Czerwienski:

We are writing to respectfully request that the Boston Planning and Development Agency extend the public comment period for the proposal at 776 Summer Street, which has a current deadline of October 30, 2018. At last week's public meeting, several residents similarly asked for an extension of the public comment period. In light of the size, scope, and complexity of the proposal, we believe an extension is warranted and would allow residents to provide thoughtful comments on the proposal. We would also like the proponents to publically present Alternatives A and B to their primary proposal so that the community can carefully consider all options.

For these reasons we respectfully request that the comment deadline be extended until November 30th, 2018. Thank you for your time and attention to this important matter, and please do not hesitate to reach out to our offices should you have any questions.

Sincerely,

NICK COLLINS
State Senator

ED FLYNN
City Councilor

MICHAEL FLAHERTY
City Councilor

DAVID BIELE
State Representative-Elect

cc: Mike Christopher, *Deputy Director for Development Review / Government Affairs*

BOSTON

Martin J. Walsh, Mayor

October 30, 2018

Ms. Teresa Polhemus
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: DEIR/DPIR for the L Street Station at 776 Summer Street in South Boston

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) has reviewed the concurrent *Draft Environmental Impact Report* (DEIR) and the *Draft Project Impact Report* (DPIR) for the L Street Station (a.k.a. Edison Plant) located at 776 Summer Street in South Boston. This project is across the street from, and within 100' of Christopher Lee Playground / Medal of Honor Park.

BPRD previously reviewed the ENF/EPNF for the project in a letter dated August 4, 2017. Many of the issues in that letter remain open. Comments on the DEIR/DPIR are provided below.

This project will also be subject to design review by the Boston Parks and Recreation Commission under Municipal Code Section 7-4.11 prior to the issuance of building permits.

Impact Mitigation

Christopher Lee Playground and Medal of Honor Park will be amenities to this project. As presented below, the scale and proximity of the project will significantly impact this open space.

BPRD respectfully requests that mitigation commensurate to the scale of the development be provided in the form of a contribution to the City's Fund for Parks, to be used for the reconstruction of Christopher Lee Playground. BPRD estimates the improvements to be about \$3,600,000 for the creation of clean and safe public open space through the renovation of the playing fields, energy efficient lighting, irrigation, fencing and retaining wall stabilization.¹

Additionally, BPRD requests consideration of a maintenance endowment and a maintenance agreement to provide ongoing turf management and other services at these public parks.

Project Description

This 15 acre site will be developed with 1.9 million sf of residential, office, hotel, retail, restaurant and parking uses. The project consists of eight large blocks of buildings which will range from 82 to 210 feet in height. The two blocks sited closet to Christopher Lee Playground will be seven stories (82 feet high). There are 1344 residential units currently proposed. The submittal does not include the number of expected residents, employees, shoppers, or visitors.



Boston Parks and Recreation Department

1010 Massachusetts Ave., Boston, MA 02118 / Tel.: 617-635-4505 / Fax: 617-635-3173

Onsite Open Space

The DEIR/DPIR states that there will be 5.5 acres of publicly accessible outdoor open space on the site, including 2.5 acres of open space on the waterfront. The previous ENF/EPNF plan included 2.4 acres of open space with 1.15 acres of open space on the waterfront. It is not clear from the plans how the open space is being measured or how it has changed so significantly.

The Conceptual Landscape Plan in the DEIR/DPIR shows the Chapter 91 waterfront area with storm water management features, HarborWalk and plaza space. The onsite open space appears to be mainly passive use green nodes; hardscaped event plazas, retail plazas and terraces, and pedestrian alleys between buildings. A play area is shown between blocks A and F. The remainder of the onsite open space is provided as rooftop decks. With the exception of the play area, there is no active recreational open space to serve the residents of the project.

Further detail is needed to understand the open space proposed in the DEIR/DPIR as the submittal has changed since the ENF/EPNF but only a conceptual plan and narrative is provided. The proponent should clarify how it is counting the acreage and list the type and use.

The public realm of streets, sidewalks, retail plazas and parking areas is distinct from public parks, though it can be complimentary. This type of space should be counted separately.

Regulations for Open Space

This project is subject to State and local regulations and requirements for open space including those below. The proponent should detail how the project will meet or mitigate the following:

- Open space required under Chapter 91;
- Open space approved by the EOEEA Secretary as Public Benefits Determinations;
- Open space required by the underlying Article 42A Harborpark District zoning which requires that a project devote at least 50% of the lot area to open space;
- Open space mitigated for the Article 80 Planned Development Area in lieu of zoning;
- Open space for public access required for the City's HarborWalk system;
- Open space intended to protect the project from coastal impacts of climate change;
- Open space which serves the needs of the users of the development;
- Open space which serves the needs of the neighborhood as identified in the *Imagine Boston 2030* and the *Open Space and Recreation Plan*; and
- Mitigation for impacts to existing public open space in the neighborhood.

Open Space Phasing

The proponent should explain the proposed phasing of the open space. The Article 80 and MEPA approvals should consider a requirement that the waterfront open space be implemented in the first phase of development. This will ensure that the public benefit to the neighborhood of South Boston is fully realized in the near term and is not subject to ongoing amendment.

Protection in Perpetuity

Open space required under regulation such as zoning or provided as mitigation of a PDA, or required under Chapter 91 or approved as a public benefit by the EOEEA should be permanently protected to ensure that it remains a public benefit in perpetuity. It may be managed privately.

A relevant example is the A Street Park in Fort Point which was created as a public benefit in exchange for development rights in the 100 Acre PDA. The ownership was then transferred to BPRD thereby ensuring permanent protection of the park land. A long term agreement was created for the proponents to maintain and improve the park.

Needs Analysis

The DEIR/DPIR does not detail the number of residents, employees, shoppers, or visitors expected to use the site at buildout. A needs analysis should be completed based on projected users of open space. This analysis should estimate of the demand for active recreational needs, the ability to accommodate those needs onsite, and/or the reliance on existing public open space.

Impact Assessment

South Boston is currently underserved by public parks, playgrounds and athletic fields suitable for active recreation. Significant new development is putting pressure on existing public open space. This project will add 1.9 million sf of development with 1344 households, and will require new parks to meet the active recreational needs of the population that is created through the PDA. An impact assessment should be conducted to determine impacts to public open space.

The proponent should address how it is meeting the public open space needs outlined in *Imagine Boston 2030*, which includes the *Open Space and Recreation Plan 2015-2021*. The proponent should explain how it is helping the neighborhood to achieve the city average of 3.24 acres of active recreational open space per 1000 residents, at a minimum.

Shadow Impacts

The project will be 82 to 210 feet tall and will be approximately 50 feet from Christopher Lee Playground. The proponent should provide detailed shadow studies showing impacts to public open space year round, from dawn until dusk. This information may have been provided already, but was not readily evident in the DEIR/DPIR filing online. Any impacts should be mitigated.

Environmental Impacts

The proponent should summarize and mitigate any potential project impacts (noise, air quality, traffic congestion, etc.) on Christopher Lee Playground / Medal of Honor Park.

Construction Impacts

The proponent should detail any potential construction impacts (noise, air quality, traffic impacts, street closures, etc.) on Christopher Lee Playground / Medal of Honor Park.

Dog Recreation Space

The project should include a dog recreation space onsite. This project is adjacent to a dog park, but the high density of development would burden one of the few dog parks available in the city. The project should therefore plan to accommodate the needs of its own canine residents onsite.

Conclusion

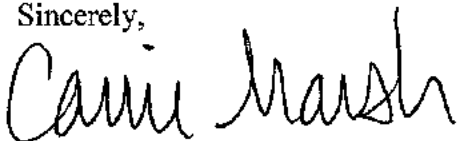
The scale and proximity of the project will have a significant impact on Christopher Lee Playground and Medal of Honor Park. BPRD respectfully requests that mitigation commensurate to the scale and impact of the development be provided in the form of a significant contribution to the City's Fund for Parks, to be used for recapitalization and maintenance of this public space.

BPRD further requests that the proponent enter into a maintenance agreement to provide turf management and other services at Christopher Lee Playground / Medal of Honor Park.

Finally, onsite open space that is provided as mitigation for Article 80 or MEPA approval should be publicly owned and protected in perpetuity to ensure access for generations to come.

Thank you for your consideration.

Sincerely,



Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

CC: Christopher Cook, Commissioner, BPRD
Liza Meyer, Chief Landscape Architect, BPRD
Jon Greeley, Director of Development Review, BPDA
David Carlson, Deputy Director of Urban Design, BPDA
Tim Czerwienski, Project Manager, BPDA
Alex Strysky, Analyst, MEPA

¹ BPRD Capital Budget Estimate, Christopher Lee Playground, 775 East First Street, South Boston, FY18 Update

Boston Parks and Recreation Department
CAPITAL BUDGET ESTIMATE

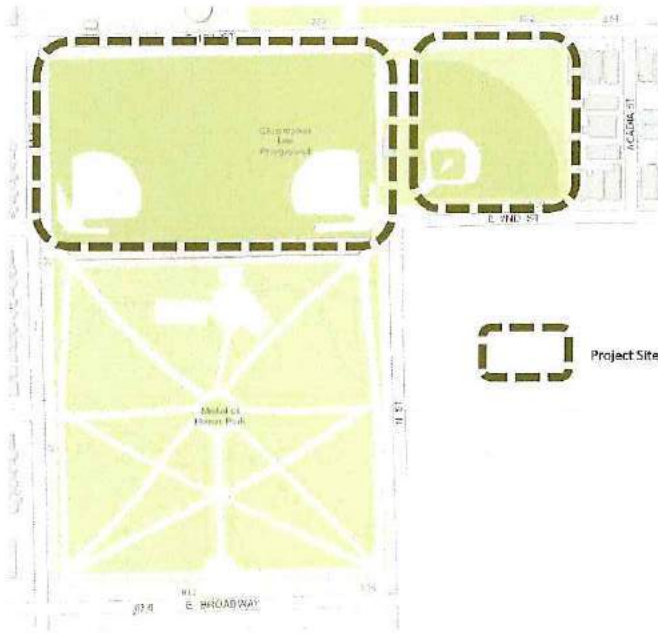
Christopher Lee Ballfield Improvements FY'18 Update
 Christopher Lee Playground - 775 East First Street, South Boston
 Park Acreage: 5.5 acres

Project Mission

Renovate ballfields for Little League play including energy efficient lighting, irrigation, fencing and retaining wall stabilization.

Budget Justification

Create clean and safe open space for Little League play in South Boston that will include energy efficient lighting and water systems. The existing athletic field light poles are in significant decline and fixtures are not energy efficient. The natural turf field suffers due no irrigation and the forty+ year old fencing is in decline. The perimeter retaining walls are in need of stabilization. The project could look into the feasibility of opening the fieldhouse to the leagues if an agreement could be made regarding cleaning of the building.



Project Estimate \$ 3,600,000

Construction	
Site Preparation	\$ 208,500
Utilities	\$ 1,296,000.00
Hardscape & Landscaping	\$ 468,600
Amenities	\$ -
SUBTOTAL	\$ 2,477,608
Primary Work Tasks (00 70 00) (12%)	\$ 297,313
Overhead & Profit (5%)	\$ 123,880
Escalation (4%)	\$ 99,104
Design Contingency (5%)	\$ 123,880
Construction Contingency (5%)	\$ 123,880
TOTAL	\$ 3,248,666
SAY	\$ 3,250,000

Design	
Base Fee	\$ 325,000
Supplemental Fee	\$ 20,000
SUBTOTAL	\$ 345,000
Design Contingency (0%)	\$ -
TOTAL	\$ 345,000
SAY	\$ 350,000

Total Estimated Working Budget	\$ 3,595,000
CAPITAL BUDGET ASK	\$ 3,600,000



CITY of BOSTON

Martin J. Walsh, Mayor

To: Tim Czerwienski, BPDA
From: Joseph Fleury, PWD
Date: October 30, 2018
Subject: 776 Summer Street DPIR - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for 776 Summer Street DPIR.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer should include the sidewalk abutting the Medal of Honor Park/Christopher Lee Playground in the proposed reconstruction of East 1st Street, to provide an assesible pedestrian path of travel on the south side of East 1st Street.

The developer shall work with the City to explore expanding the redesign of Summer Street/L Street from the current proposed limits (Freight Corridor to East 1st Street) to East Broadway, to provide a cohesive design of the corridor. This design should complement the City's current design efforts in the Seaport.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

Driveway Curb Cuts:

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements associated with this project must be processed through the PIC.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499



CITY of BOSTON

Martin J. Walsh, Mayor

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

New Roadways:

All new roadway shall confirm to the Public Works Department's Roadway Design Standards.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at joseph.fleury@boston.gov or at 617-635-2220.

Sincerely,

Joseph Fleury
Senior Civil Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD
Zach Wassmouth, PWD



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment Support

Todd Boghigian <

Fri, Nov 16, 2018 at 10:25 AM

To: Tim.Czerwienski@boston.gov

Dear Tim,

I am writing you in regards of my support the L Street Station Redevelopment project. I bought a condo in South Boston ~4 years ago (at the corner of L and Emerson) and have loved being a part of the community ever since. I have seen the work along L street (and all of Southie quite frankly) transform this part of Boston by changing vacant lots, into usable commercial, residential and retail space. My belief is that the L Street Station project will be exactly the same.

A few highlights of the project in my opinion:

- The project will turn what is currently an environmental hazard site, into a usable, clean and safe site for all of the community to enjoy.
- The project will take down walls and open up a large water front area which is currently not being utilized or enjoyed by the residents of Boston.
- The project will create a year round space (similar to Assembly row) for all to enjoy.
- My understanding from reading the filing is that there will be ample parking, and create new parking spaces for residents (which would be great!)
- Improved transportation in and out of South Boston would also be a huge plus as someone who rides the 7, 9 and 10 buses all the time.

I often run down on E 1st St., and the new Thomas J Butler Memorial Park has been a fantastic addition to the street. But, when I get to the Edison site, the sidewalk is narrow and cracked, there is an odd smell coming from the site, and it is quite an eyesore with the walls partially falling over. I look forward to the day when I can run the full length of E 1st Street while seeing a new and vibrant development leading to L street.

Thank you very much for your time and service to the city fo Boston.

Best Regards,
Tod Boghigian



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project - South Boston

Woronowich, Lauren <[redacted]> Thu, Nov 15, 2018 at 1:58 PM
To: "Tim.czerwienski@boston.gov" <Tim.czerwienski@boston.gov>
Cc: "ED.FLYNN@BOSTON.GOV" <ED.FLYNN@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>

Good afternoon Tim,

This morning, I took the attached picture of the bus stop at L St. and Broadway during rush hour. I put two arrows - at the beginning and the end of the line for the #7 bus (rough count, maybe 50 ppl). While I'm not opposed to developing the Edison plant parcel, I wonder what the plans are for the commuters in Southie. The amount of people that will fill 1300+ apartments/condos as well as the 300+ hotel rooms who will commute into Boston daily will obviously add to the already long lines at bus stops. You could add dozens of more buses but that would only contribute to the already problematic traffic situation.

This article states:

<https://www.bizjournals.com/boston/news/2018/08/17/here-s-what-developers-are-planning-for-southie-s.html>

“The proposal also pitches supplemental MBTA bus service to provide “better public transit service for the neighborhood.”

Honestly, adding more buses hasn't worked yet, the commuters of Southie have been complaining about this for years. My picture is an example of added buses not working. Why do you think that additional bus service is the solution here?

Lauren Woronowich

526 East 7th St, #2

South Boston, MA 02127

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11/16/2018

City of Boston Mail - Edison Project - South Boston





Tim Czerwienski <tim.czerwienski@boston.gov>

Support of 776 Summer Street

Adam Dubeshter <

Wed, Nov 14, 2018 at 8:55 AM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tim,

I know the comment section has closed, but I did want to provide my support for this project. I have lived in South Boston for 11 years now and have seen a lot of changes, most of it via a residential development here and there with no long term impact to the community. I am confident that this project will bring a lot to the community. Not only through the remediation of the site, which will provide a cleaner neighborhood, but it will also provide jobs and economic prosperity for many people in the area. The reconfiguration of the streets will make for safer roads for both cars and pedestrians and the added parking will benefit all in the community. On top of all of that, the developers are responsible and intend to do right by the community. I think, while this is a shock to many, in the end everyone will realize that this is the best use for this site.

Best,

Adam Dubeshter

Adam Dubeshter
SVP | Commercial Real EstateRadius Bank
[1 Harbor St, Suite 201 | Boston, MA 02210](#)www.radiusbank.com

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Jim Covenio

721 East Sixth Street

Unit # 2

Boston, ma. 02127

This letter contains my comments regarding the proposed 776 Summer street project. As a member of the IAG, I take this responsibility very seriously and offer comments from me personally and comments I have received by simply listening to my neighbors in the City Point neighborhood.

First off the largest and longest lasting impact to the neighborhood and "Southie" in general will be traffic and its associated pollution. This is by far the greatest concern of all residents, as evidenced by the quantity of and the persistent nature of the comments voiced at the numerous public meetings. In Redgate's own admission the management of site access by vehicles and pedestrians will determine the ultimate success of the project. Many residents including myself believe that traffic management is a requirement for the project. The Redgate team is proposing multiple signal improvements from the intersection of Summer and D street to Columbia Road. It is essential that these improvements are required and not viewed by the city and state officials as a "benefit" or mitigation measure. In the Redgate's own presentations they repeatedly state that movement of people in and out of the project when completed is essential for its success, therefore these improvements must be a requirement of the project. These signal improvements are coupled with various physical changes required at almost all the intersections along the summer street corridor. Again these are a required element and not a benefit. The timing of these improvements in relation to the overall proposed project schedule should be the prerequisite to any portion of the facility being open for use. I am personally frustrated by the elected officials' complete opposition to the project, on the grounds of traffic and pollution resulting from the project's completion. It is these same elected officials who have over the past 5 years not only allowed the expansion of the Seaport and Summer street corridor to grow beyond, what the streets can handle. All of the current traffic woe's being experienced by the residents of South Boston is solely due to the complete lack of planning by these officials. Coupled with their obviously short sighted support of countless projects, that include no traffic management measures. It is their (the elected officials) failings in the past that have resulted in the traffic problems. They now are placing all the burden of correcting their own past mistakes on the Redgate team. It is my impression that Redgate by and large has stepped up and is addressing the city's prior failures. Besides the obvious impact to quiet enjoyment of our homes the traffic will bring, the traffic brings additional pollutants into the air. Recent air quality monitoring performed by MASSPORT has revealed that due in part to the MASSPORT efforts the air quality has actually improved in the first street corridor. The Redgate project will certainly roll back some of these improvements. It is unclear if the added trees and plantings contained in the project will mitigate some the pollution impacts. I encourage Redgate to increase the quantity of trees. Trees are beneficial to the air quality and add a proven noise control element.

Redgate's vehicular projections are in line with all accepted industry traffic management parameters, and have been accepted for the most part by city officials. That being said it is a strong feeling among the residents that the numbers generated by the traffic management industry's standard methodology, do not result in an accurate prediction of volume. The actual vehicle trip count will be much higher than the project data has put forth, this is a widely held belief of residents. The trip counts can somewhat be mitigated by the creation of an additional access point to the site. Currently there are two public access points and one commercial point. The addition of one more will serve two purposes. First it will disperse the vehicles across a wider area, secondly it will give the access roads an additional stacking lane, thus allowing the area's through traffic to move because it will not be burdened by a potentially excessively long line vehicles trying to gain entry at the singular access point on Summer Street.

Redgate's proposal to provide a shuttle bus to South Station from the site is in my opinion a good service for the new residents of the Edison Village, but will not be utilized by the residents of South Boston to any great extent. The MBTA has recently expanded its level of service from the 1st street terminal and their (MBTA) data does not show any

significant increase in ridership from that location. Indicating me that most residents are not willing to walk the distance to that terminal, so it is also unlikely that the residents will be willing to walk to the Redgate shuttle locations. The shuttle will most likely see its majority ridership from the residents and employees of the businesses proposed at the Edison site. It (the Edison shuttle) will elevate the added burden the residents and employees from the Edison site would place on the MBTA bus routes currently operating, so in that respect could be considered a mitigation.

Edison projects impact on the Conley terminal operations cannot be understated. This port facility currently enjoys an unprecedented level of efficiency. Due in large part to the freight truck access. The impact of added vehicles to the summer street corridor will decrease the efficiency of the operation by reducing the truck trip times in and out of the terminal. Redgate has not adequately addressed this impact. Redgate's proposed signal improvements will help but at this time they (Redgate) has not presented enough data to account for the projected increase in terminal truck trips. Redgate should more fully explore this impact and have in place a plan to augment the traffic patterns should the traffic to and from their site become problematic to the terminals operations.

The Redgate proposal as is, simply does not address parking to the extent the residents are comfortable with. Every effort must be made to, at a minimum double the current scheduled parking spaces. It is felt by many residents that a partnership with MBTA and Massport might be the solution. 1. To share burden of costs and also minimize the real-estate require to house a parking garage. With this public private partnership all three interested parties would ultimately benefit and the residents of South Boston will get what has been a steady mantra for more than a decade, that being a parking facility in the neighborhood.

Another little discussed impact on the residents of South Boston is that the Edison project will further worsen the burden on recreation facilities currently happening. With the expansion of the Seaport there are many sports leagues associated with the businesses. These leagues are over burdening the baseball fields. Resulting in youth and little field conferences in south Boston being forced to travel to other areas of the city to play games. Now this may seem trivial but it is a quality of life issue for families in south Boston. Where in the past parents could send their children out the door to walk to a field to play a game. Now because of the multiple seaport based company leagues they must get in the car and drive to other areas. Upon return the parking spot they had is no longer available. To me if Redgate increases parking facilities and provides (either off site or on site) recreational field's it would be viewed by residents as a direct benefit to them.

It is my impression that the Redgate's proposal has addressed the environmental clean-up required on the site adequately with the singular exception of the potential presence of coal dust at the site. Redgate should perform tests to determine if this insidious contaminate exists on the site. The MEPA plan does not specifically address this contaminate. The commitment of Redgate to provide funding for an additional LSP on the project is encouraging. This LSP would be evaluating the data with the specific intent of resident protection. That is not to say that the projects LSP would perform inadequately, this LSP is motivated by in compliance with the regulations not resident safety. The addition LSP will not be looking for minimum compliance, this LSP will be the watch dog for the neighborhood and potential areas where the regulations could be surpassed resulting in better conditions for the residents of South Boston. This resident representative LSP should be routinely posting to a website the goings on and progress of the project. These updates should contain simple language descriptions of contaminates being treated, their potential health hazard, and just how the process being employed at the site is eliminating the risks to the extent possible the health risks to the residents.

I am encouraged by Redgate's supplemental plan to increase the amount of historical preservation of buildings. Additionally applaud the basic designed use of these elements.

In my opinion *which is not shared by a good amount of neighbors*, the massing and density as currently presented project is acceptable. My fellow residents view the current proposal as to dense, and are adamant the residential unit count be reduced. I feel that if Redgate augments the parking this density could be supported.

Diversity in the housing stock on the site should be more fully explored. With the recent announcement of the Marion Manor property will be sold, the need for additional senior housing in South Boston is becoming acute, and nearing critical. Redgate could add senior housing to the site which would be perceived as benefit to the community allowing elderly residents to stay in South Boston. The problem with this is that in order to be a true South Boston Benefit the application process must include preferential acceptance for the residents of South Boston. This "top of the list" acceptance may be considered discriminatory. The Redgate group should explore the legal maneuvers necessary to get this type of arrangement in place. Affordability of the housing units should be made a greater priority by the proponent across the entire project. By their own admission the current level is only the minimum. Redgate also claims to want to do better than the minimum on this project on all fronts. Thus far when it comes to affordable housing, they Redgate is not coming close to meeting their own stated goals let alone come near to the communities expectations for affordability. This should be a top priority of Redgate and the city officials. Let's get creative and have specific meetings regarding affordable housing. There are many residents willing to participate in this endeavor if the result could be staying in South Boston with their families.

The potential community amenities of the project is a welcome change from all the seaport district development. Unlike those projects the Redgate proposal is offering markets, dining and exterior open spaces that are family friendly. These amenities have long been sought by the residents and will certainly be enjoyed by many. But the question about being truly public keeps cropping up. This site is private and solely held by the Redgate. Bringing up questions regarding access restrictions, which could be imposed after permits have been issued and full build-out is complete. A covenant should be instituted with the zoning relief being sought to mandate access remain public to all. The revenues gained from parking meters and ticketing will become the sole asset and revenue stream of Redgate. These revenues should be shared with the community in some manner. Perhaps 1% could be placed into a fund for the South Boston residents to utilize for improvements and beautification across South Boston. Planting trees, park maintenance and landscaping of intersections would in my opinion be some of the uses of these funds.

The discussion about what could be a mitigation for the community has yet to happen. I feel that the site as currently planned could not sustain many more additions as it is utilized fairly efficiently. The addition of a parking facility should be made part of the plan, but this will eat-up nearly all the surplus real-estate on the site, therefore the mitigations in my opinion should by and large be off site. Items like the improvement of the sidewalks on both sides of 1st street is one such benefit I would support. Completion of the M street park fencing is another. Establishment of a community room for civic organization use and the arts is yet another. Setting aside a structure for the greater community use will assist in this developments goal of integration into the neighborhood. With the free migration of existing residents into the site and interacting with the new Edison residents will foster and maintain the integration process.

Overall I am in support of the project, but feel the current proposal falls short in the areas described above. The Redgate proposal should not be granted approval until these issues are fully answered, and the framework set-out for true legally enforceable commitments from Redgate.

Jim Coven

IAG member for 776 Summer street project

Chairman of the South Boston City Point Neighborhood Association



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

josephjoycecappuccio.417 <[redacted]@gmail.com>

Fri, Nov 9, 2018 at 8:50 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: ed.flynn@boston.gov, charles.levin@boston.gov

Hello Tim,

There is no benefit to the community anywhere in this proposal.

Firstly, this development is for 1%ers, who care nothing for the working class.

Secondly, this will eventually be a gated community, not a welcome community. Our real estate tax will skyrocket, we can't afford the tax now forcing seniors to move.

Lastly, the city is practicing economic apartheid against this community. It is a very clear message to the working poor/low wage earner, if you can't afford it, move.

Thank You,

Joe Cappuccio

Sent from my T-Mobile 4G LTE Device



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station: Opposition Comment

Matthew P. O'Connor <

Thu, Nov 8, 2018 at 2:29 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: ζ

Good afternoon Tim,

I write today to express my opposition the L Street Station/former Edison plan project underway by, amongst others, the firms in copy here.

I am a resident of the neighborhood (I live on 1st Street), and at first welcomed the news that the old neighborhood eyesore would be taken down. But the proponents' insistence on constructing towers *that exceed the height of the current structure* has changed that view. I understand the profit motive, and certainly hope that the proponents are well compensated for their efforts. And I understand that the scale of the project correlates with profits available to the proponents. But it is not in keeping with the character of our neighborhood to impose lurking, shadow-casting monstrosities on the little guys. Surely the proponents can turn a profit without imposing a taller-than-the-existing-structure, square-box monstrosity (a-la the Seaport) on our neighborhood.

Until the proponents agree to live within the existing heights of the site, I stand opposed. In the event that those plans change, I would welcome the project and move to the "support" side.

Best,
Matt

--

Best Regards,

Matthew P. O'Connor



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Project DPIR Comment

James A. McGee <

Wed, Nov 7, 2018 at 12:54 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

To whom it may concern:

I am writing to express my support for the development of the [776 Summer Street](#) site by Redgate and Hilco. My wife and I are homeowners in the City Point neighborhood of South Boston, just a few blocks East of the development site. We chose South Boston because of its unique characteristics, small-town feel, and strong sense of community. In addition to joining the City Point Neighborhood Association and the South Boston Historical Society, I have attended numerous community meetings, including most of the public meetings regarding the proposed project at [776 Summer Street](#).

I am excited about the project and I look forward to the many benefits that the development of the site will bring to the neighborhood, most importantly:

- (1) usable open space and access to the waterfront in an area which has been closed off from the public for generations,
- (2) neighborhood conveniences including shopping and restaurants,
- (3) space for the arts and entertainment, and
- (4) many job opportunities for Southie residents (both during construction and beyond).

I am also very happy that the development team has proposed to preserve many of the historically significant structures on the site and will feature some of the power-generating equipment as exhibits to inform future generations about the site's history.

Nevertheless, I still have several concerns which I believe are shared by some of my neighbors - most notably impacts on traffic, the environment, and the general density/level of congestion in the neighborhood. To address these concerns, I hope that the development team considers some of the following potential measures:

- (1) set aside an adequate number of housing units as affordable and/or micro units in order to allow more neighborhood residents the opportunity to live on the site,
- (2) route as much as possible of the construction traffic and future commercial traffic along the Massport Freight Corridor rather than on Summer Street and East 1st Street, and
- (3) consider reducing the overall number of housing units to a level which more closely matches the density of the surrounding City Point neighborhood.

I believe that with a few changes, this project will have a substantial net positive impact on the South Boston community. I am eager to see it underway!

Sincerely,
James A. McGee



Tim Czerwienski <tim.czerwienski@boston.gov>

comment letter for 776 Summer St. (IAG MEMBER)

White, Anna ·

Wed, Nov 7, 2018 at 2:11 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

I am an IAG member for [776 Summer Street](#) and I have comments for the BPDA as this phase of the development process ends.

1. I am afraid that we are rushing through things. I don't think we should move phases until we, as an IAG, fully discuss Inclusionary Development at this site. We have not spoken about it as an IAG and we need to have an in-depth discussion. South Boston needs more deeply affordable units so people of all means can continue to call this neighborhood home.
2. I do not believe this project has enough usable active recreation space. All of South Boston's active recreation sites are overcapacity already. How will the developers address this? I believe this should be a major focus of mitigation and it is an issue we haven't really discussed as an IAG.
3. Our transit system is also at capacity. Adding 1000+ units, plus offices, hotels, and shopping, will tax it even more. As a part of their mitigation, I would like the developers to fund a transit study that would find the true cost of expanding the Red Line to City Point and the cost of extending the Silver Line to City Point. I think that is an option that should be explored before 1000+ units are built.

Thank you very much,

Anna White



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant (776 Summer St.)

John M <[redacted]>
To: Tim.Czerwienski@boston.gov

Tue, Nov 6, 2018 at 6:11 AM

Hi Tim,

My name is John Moran and I live at [20 Telegraph St.](#) in South Boston. I am writing to convey my support for the project proposed at [776 Summer Street](#). This development appears to be well designed and phased. I see the long term benefits to South Boston of having this underutilized parcel developed.

Sincerely,

John Moran
[20 Telegraph St.](#)
Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Boston Edison Project)

Peggy Kelly ·
Reply-To: Peg
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Tue, Nov 6, 2018 at 1:05 PM

Dear Mr. Czerwienski;

It rare for an opportunity to exist that can transform a large unused section of land into a vibrant economic center within a developed a developed area of a major city. The 776 Summer Street development is such a project.

This well conceived and thought out development proposal is one of which I strongly support and endorse for numerous reasons and I will list a few:

A clean up of this area is long overdue and extremely unlikely to be conducted by any entity except for private equity in our current political climate.

This development is in keeping with the current commercial and residential use of the adjoining area. It will provide an aesthetic enterway to the existing Broadway area of South Boston.

The economic opportunities for the growth of jobs and small business in this abandon and under used area are too many to list.

Therefore, as a long term resident South Boston I wish to express my support of Phase One of the project.

Sincerely,

Margaret Kelly
[1424 Columbia Road](#)
[South Boston, MA 02127](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Art and cultural center

Joe · Tue, Nov 6, 2018 at 9:25 AM
To: tim.czerwienski@boston.gov

Tim, I am in favor of an art and cultural at the old Edison plant on Summer street! Thank You! Joe Kebartas



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Peter Venti
To: Tim.Czerwienski@boston.gov

Mon, Nov 5, 2018 at 3:18 PM

Dear Tim,

I am writing to voice my support for the L Street Station development project. I believe that the opportunity would be a boon the the community and energize a section of Boston that is desolate, despite it's geographic relevance.

Regards,

Peter Venti, *Boston resident*



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: Contact Us Submission: # 3705 // Development

Michael Christopher <

Sun, Nov 4, 2018 at 9:39 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

FYI

----- Forwarded message -----

From: <

Date: Sun, Nov 4, 2018 at 6:45 PM

Subject: Contact Us Submission: # 3705 // Development

To: <BRAWebContent@boston.gov>, <michael.christopher@boston.gov>

CommentsSubmissionFormID: 3705

Form inserted: 11/4/2018 6:44:39 PM

Form updated: 11/4/2018 6:44:39 PM

Document Name: Contact Us

Document Name Path: /About Us/Contact Us

Origin Page Url: /about-us/contact-us

First Name: Virginia

Last Name: Watkins

Organization:

Email: <

Street Address: 881 E 2nd St

Address Line 2: [Unit 4](#)[City: Boston](#)

Subject: michael.christopher@boston.gov:Development

State: MA

Phone: (617) 851-4270

Zip: 02127

Comments: The Edison Project at [776 Summer Street](#) is much too large for the location. However, my primary concern is the danger to all residents when dangerous substances are released into the area when development starts. We MUST have an outside study determine how all those substances will be handled before we literally ruin the neighborhood. As a double lung transplant who is also particularly sensitive to micro particles because of my alpha one (genetic) deficiency, I am particularly concerned.

--

Michael Christopher
Boston Planning and Development Agency

11/6/2018

City of Boston Mail - Fwd: Contact Us Submission: # 3705 // Development



Tim Czerwienski <tim.czerwienski@boston.gov>

Southie Ederson Plant Development

Sandeman, Roy @ Boston

Fri, Nov 2, 2018 at 9:55 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim,

I think that I may have missed the deadline to submit comments for the Power Plant redevelopment so hopefully this email is still valid. As I said in the first neighborhood meeting at the Tynan School, I am in full support of the development and extremely excited to see it come to fruition.

I should state, however, that I do have concerns relative to parking and hopefully Hilco/Redgate can address that in its final plan.

Thanks again for your transparency throughout this process and giving us all an opportunity to raise our collective voices.

Roy Sandeman
Homeowner - [265 Emerson Street, Apt. 4](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: Support for the Arts possibility at the old Edison plant on Summer and L streets.

I
To: tim.czerwienski@boston.gov

Thu, Nov 1, 2018 at 7:20 PM

Tim..... Southie needs a cultural center. There are tremendously talented local artists and a neighborhood who enthusiastically supports the arts including visual arts as well a music, drama, and writing/poetry. Please include space for art expression and appreciation for the community in the Edison plant project.

Thank you Lorraine Walsh, born, raised in Southie, my parents born and raised in Souhie, a history of over 100 years.

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

Sent: Tue, Oct 30, 2018 4:30 pm

Subject: Support for the Arts possibility at the old Edison plant on Summer and L streets.

Friends of the ARTS:

I have emailed the letter of support (shown below) for the Arts and Industry development at [776 Summer Street, South Boston](#). The site od the former Boston Edison power plant. If anyone ... member or person of interest ... could send a similiar message to the Boston Development and Planning Authority (even a simple sentence showing of support by this evening (the deadline) would be a great step forward for the South Boston Arts Association. Reasons for the support of a Cultural Center are apparent

Suggestion:

To: tim.czerwienski@boston.gov,

Text: I am a member of the South Boston Arts Association and I am in full support of the arts and Industry concept in the development of the former Edison plant at [776 Summer Street](#).

Very Simple!

October 28, 2018

Tim Czerwienski - BDPA

Dear Mr. Czerwienski

Please accept this as a letter of support for the Arts and Industry concept proposed by Hilco-Redgate the developers of the former Edison power plant located at [776 Summer Street](#), in South Boston.

I am writing this letter of support as president of the South Boston Arts Association, with the approval of our Board of Directors and the general membership ... as well as myself ... individually.

My name is Dan McCole, an active professional artist, and I live at [516 East Second Street](#), just three (3) blocks from the former Edison site. I was born and spent the first 28 years of my life at 853 - 854 East Broadway, (between N' and 'O' streets) just 3 and a half blocks from the site. I am very familiar with the property.

As an active artist and a community minded activist ...for the past eight years I have served as the head of a sub group seeking to create an Arts and Cultural center for our community for the benefit of the residents and the arts in general.

When Hilco-Redgate reached out through a well-advertised program of public meetings, asking the residents of South Boston for their ideas concerning the development, I joined with many members of our arts group, attending all eight public meetings in 2917 and subsequent meetings by the BPDA in 2018 and offered our proposals for an arts based cultural center to be included in their plans.



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment

Scott Scarpato Jr.

Thu, Nov 1, 2018 at 9:16 AM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Hello Tim,

My name is Scott Scarpato Jr. and I am a resident of South Boston. I am emailing you to voice my support for the L Street Redevelopment project.

I understand that there are some hesitations to moving forward with the project but from my perspective majority of the cons of the redevelopment project are short term. This project will improve South Boston environmentally, economically, and socially. Our short term hesitations should not impede the growth of South Boston where we shall receive long term benefits.

As a Public Official I ask you to consider how much this project can benefit the people of South Boston. Boston is experiencing mass growth and this is an opportunity for our community to be part of the betterment of our society.

We have the opportunity to build a legacy for that will benefit many generations of South Boston residents. When making your decision I ask you to ignore the short term costs and think about the long term benefits.

Thank you very much for taking the time out of your day to hear my concerns.

All the best,

**Scott Scarpato Jr. | Operations Manager**Automatic Laundry Services Co., Inc. | [45 Border Street, West Newton, MA 02465](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Tim Mulhall ·

Thu, Nov 1, 2018 at 3:33 PM

To: Tim.Czerwienski@boston.gov

Tim,

I am writing you to voice my support for this project. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. I personally will enjoy the year-round open spaces for the entire neighborhood to enjoy.

Thank you,

Tim Mulhall

[320 D St Boston MA](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Redevelopment

Blake Lanford <

Thu, Nov 1, 2018 at 10:55 AM

To: Tim.Czerwienski@boston.gov

Tim,

I live a few blocks to the west of the old Edison site, on East 1st St., and pass by it almost daily while jogging or waiting for the bus.

I support the redevelopment of this site for a number of reasons, most importantly as follows:

There are lots of industrial uses in the neighborhood that are not so neighborly with respect to their aesthetic, smell, and/or noise pollution, but few rival the old Edison Plant when it comes to environmental concerns. I do think some of the fears are slightly overblown, but the waterfront site does have many known environmental issues. Taking down the walls, cleaning up the contamination, and opening the site and waterfront to the neighborhood will be one of the best things to happen to City Point since constructing the causeway to create Pleasure Bay in the 1950's.

Currently the South Boston neighborhood is cut off from the Seaport in a way by an industrial corridor. Walking down E Street, Pappas Way or L Street from South Boston to the Seaport at night hardly feels safe. This 15-acre site will act as a bridge between the two areas with wider sidewalks, good lighting, green space, and much more pedestrian traffic.

I have seen the development plans and the developers have an audacious vision. I know there are some concerns about the size and scope of the project, like it's a mini Seaport right in Southie, but it seems the developers are trying to mitigate those concerns and work with the community for a workable solution e.g., an infrastructure and transportation plan. Boston needs more housing and we cant reasonably expect it all to go elsewhere. In this case I think our neighborhood (twelve to fifteen years in the future) will find it compatible and will benefit greatly from the other uses like restaurant, retail, and hospitality.

Thanks,
Blake Lanford



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Marisa Etheridge <marisa.etheridge@cityofboston.gov>
To: Tim.Czerwienski@boston.gov

Thu, Nov 1, 2018 at 3:39 PM

Hello Tim,

Thank you for taking the time to read this email. I am reaching out with my support for this project in South Boston. I have been a homeowner in South Boston as of February 2018 and would love to see this project continue. My reasons for support are below:

- The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
- The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades.
- The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
- The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you again and I am excited to see this project move forward.

Warm regards,

Marisa Etheridge

Sent from my iPhone

GAVIN FOUNDATION, INC.

AAWOL Program, Center for Recovery Services, Charlestown Recovery House, Cushing House Boys, Cushing House Girls
Devine Recovery Center, Gavin House, Graduate Centers, Hamilton House, Quincy ATS/CSS, Total Immersion Program, Walsh Community Center

675 East Fourth Street, P.O. Box E-15, South Boston, MA 02127
617-268-5517 www.gavinfoundation.org

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and President/CEO of Gavin Foundation a Non profit, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

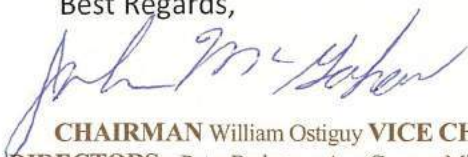
The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 13% minimum City of Boston requirement of affordable housing on site. I strongly believe that this development site should include at least 25% deed restricted affordable units. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the needs of low income workers who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,



CHAIRMAN William Ostiguy **VICE CHAIRMAN** Brian Nee **TREASURER** Katie Kenneally Kelly **CLERK** Dorothy Dunford
DIRECTORS • Peter Barbuto • Ann Casey • Michael Charbonnier • Andrea Flaherty • William J. Halpin, Jr. • Tommy Howard • Margaret M. Lynch
Stephen Passacantilli • Michelle Patrick • Robert Reardon • Mary Ann Ruffini • Kevin Smith • James Travers • Fr. Joe White • Charlie Yetman
PRESIDENT/CEO John P. McGahan



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St comment

Denison Clark Penney
To: tim.czerwienski@boston.gov

Wed, Oct 31, 2018 at 1:05 PM

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: [776 Summer Street](#), South Boston

Dear Mr. Czerwienski:

In general, I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

I still have concerns over public transportation improvements that will benefit the entire South Boston neighborhood and limited parking onsite.

I do support the clean up this contaminated property, creation of construction jobs, new housing and commercial property, and new tax revenue for the City.

Denison Penney
South Boston resident

--

Denison Penney

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

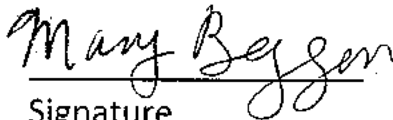
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

MARY Beggan

Name (please print):

482 Eighth St

Address: South Boston 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

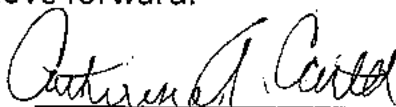
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print):

Catherine Carter

Address:

70 G St. S.B. 02107

Email:

c.carter@mail.com

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

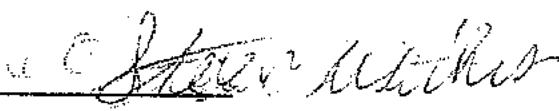
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

Name (please print):

Address: Steven Watkins

64 L St.

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.


Signature

Name (please print):

James Carter

Address:

70 G St. S.B. 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

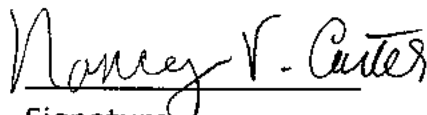
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

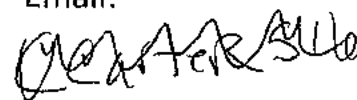
Please allow this project to move forward.

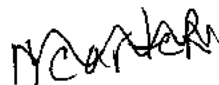

Signature

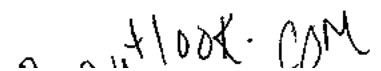
Nancy V. Carter
Name (please print):

Address:
70 G St. S.B. 02127

Email:









Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Redevelopment

William Gray <

Wed, Oct 31, 2018 at 9:54 PM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

My name is Will Gray and I'm a resident of South Boston. I seem to have missed the comment period for the [776 Summer Street](#) redevelopment by one day, and I understand that reaching out to you directly may be unconventional, but I felt compelled to follow up after I had the opportunity to tour the site this past Saturday morning.

I've been driving past the power plant for as long as I can remember. My dad's photography studio was at [840 Summer Street](#) for decades and I immediately moved into this neighborhood upon college graduation in 2014. I've called it my home since then and am fortunate enough to have bought my first property down on I & E 1st Street. I'm proud to be a part of this community and believe that the [776 Summer Street](#) redevelopment is an incredibly exciting opportunity for all of the residents, both young and old.

The power plant site has incredible history that I hadn't witnessed until Saturday, and the redevelopment team's recognition of this in their plans is very impressive. The spark this project could provide to our public transportation system (I'm very interested to see the result of the city's Seaport transportation study beginning in January and how this project could be additive to the necessary improvements) and the public access to that valuable public space could be beneficial for everyone.

Again, apologies for missing the comment period but I hope you can sense my belief that this redevelopment will be a truly great opportunity for this neighborhood to continue progressing.

Sincerely,

Will Gray



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Jill Browne <

Wed, Oct 31, 2018 at 3:46 PM

To: Tim.Czerwienski@boston.gov

Hello, I am a South Boston resident, living at 616 East 4th Street and I would like to express my support for the L Street Station development. I attended two of the neighborhood meetings that took place and was very impressed with the developers' willingness to listen to neighborhood residents. As a result of these exchanges, the developers adjusted much of their plans to reflect what they heard.

The power plant is an eyesore and, when developed will provide many things that appeal to me, such as green space, proximity to the water and retail opportunities.

Thank you for reading my note of support,

Jill Browne



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Development Project - Comment

Browne, Aidan F.

Wed, Oct 31, 2018 at 12:53 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr Czerwienski

I am a resident of South Boston residing at 616 East 4th Street. I have attended two of the four public hearings held at the Tynan School and wish to state that **I strongly support** this creative and far reaching project. This project represents the missing link between the City, the Seaport and South Boston, it eliminates the eyesore of the power plant while preserving the historic integrity of the site and its several beautiful buildings. It imagines a host of urgently needed amenities including parks, waterfront access, retail and services to the community. I applaud the transportation mitigation proposal by the developer which address public and private transportation needs, including parking and access.

Best regards.

Aidan F Browne

Aidan F. Browne
Partner

One Post Office Square

[Boston, MA 02109](#)[vCard](#) | [bio](#) | [sandw.com](#)

Boston New York Washington London Tel Aviv

[LinkedIn Profile](#)

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2 attachments

11/16/2018

City of Boston Mail - L Street Station Development Project - Comment

 **image001.emz**
16K

 **oledata.mso**
15K



Tim Czerwienski <tim.czerwienski@boston.gov>

Redevelopment of L Street Station

Blake, Alex <

Wed, Oct 31, 2018 at 6:01 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr. Czerwienski,

I wish to voice my support of the redevelopment of L Street Station. I'm in favor of this project for a multitude of reasons including, but not limited to, the following:

1. The redevelopment will help to improve safety in the surrounding areas by cleaning up a building that is environmentally contaminated.
2. The redevelopment will open up a piece of land for community use for the first time in decades.
3. The redevelopment will put an end to industrial use of the site.

I sincerely hope this letter makes a difference in effecting change.

Very truly,

Alex M. Blake

119 W 3rd Street

Boston, MA 02127

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Tim Czerwienski <tim.czerwienski@boston.gov>

RE: 776 summer street development project

Linda Lynch ·
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Wed, Oct 31, 2018 at 8:24 AM

Hi Tim,

I do have one main concern at this point. The clean-up. I know at the meeting, on the screen there was a 1 sentence prompt about the rodent problem. It was never spoken about. I know Redgate will bring in a company to do something, but there is no way that any one company will be able to control the problem. There are large water and land rats all over the place and many have, by now, made their homes on this space. When the plant was in process, there were rats always running around that space. What I am requesting is that Redgate doubles or even triples their efforts to control the rodent problem. Like I said, there is no way only one company will be able to control the problem. As the saying goes, two heads are better than one. Well, two companies can control better than one.

Thank you for your consideration in this matter.

Linda Lynch

[850 E. 4th St](#)

[South Boston, MA 02127](#)

Sent: Tuesday, October 30, 2018 5:18 PM
To: City Point Neighborhood Association <sbcnpa@gmail.com>
Subject: Re: [776 summer street](#) development project

Dear members,

Below is a link to the BPDA project [776 Summer Street - Edison](#) plant. This is the largest project ever to occur in South Boston. This will change the entire look of E First Street. The project will take down the walls that have obstructed the view of the channel from City Point residents. There is a plan to clean up all contaminants in the soil, create housing and 5 acres of open space.

Click on the link to review the project

Today is the final day for comments however they will be accepted should you send in after today.



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts and Industry Concept: L Street Station

Rick Winterson ·

Tue, Oct 30, 2018 at 7:02 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Cc:

Tim -

We know each other from my position of Senior Editor at South Boston Online, which has included press coverage of the proposed L Street Station Project. I am also an artist, a published poet, and professional actor.

Please count me in as a strong supporter of the Arts and Industry effort that has been brought forth as an integral part of that key development.

Thanks, and call me if you have any questions,

Rick Winterson

George F. "RICK" Winterson

617-267-2222



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Redevelopment

Sheridan, Amy E.

Tue, Oct 30, 2018 at 11:31 AM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim – I wanted to write to express my support of the L Street Station Redevelopment. What an eyesore! The alternative looks beautiful and will be great for South Boston residents.

Amy E. Sheridan
Attorney at Law

Sullivan & Worcester LLP
One [Post Office Square](#) • [Boston, MA 02109](#)

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Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support for development at 776 Summer Street

Tue, Oct 30, 2018 at 4:00 PM

To: tim.czerwienski@boston.gov

October 28, 2018

Tim Czerwienski - BDPA

Dear Mr. Czerwienski

Please accept this as a letter of support for the Arts and Industry concept proposed by Hilco-Redgate the developers of the former Edison power plant located at [776 Summer Street](#), in South Boston.

I am writing this letter of support as president of the South Boston Arts Association, with the approval of our Board of Directors and the general membership ... as well as myself ... individually.

My name is Dan McCole, an active professional artist, and I live at [516 East Second Street](#), just three (3) blocks from the former Edison site. I was born and spent the first 28 years of my life at 853 - 854 East Broadway, (between N' and 'O' streets) just 3 and a half blocks from the site. I am very familiar with the property.

As an active artist and a community minded activist ...for the past eight years I have served as the head of a sub group seeking to create an Arts and Cultural center for our community for the benefit of the residents and the arts in general.

When Hilco-Redgate reached out through a well-advertised program of public meetings, asking the residents of South Boston for their ideas concerning the development, I joined with many members of our arts group, attending all eight public meetings in 2017 and subsequent meetings by the BPDA in 2018 and offered our proposals for an arts based cultural center to be included in their plans.

During the planning sessions, the developers proposed their ideas, listened and answered questions. It was apparent that the developers wanted a sense of what South Boston residents would prefer, and what the community in general wanted the developers to do to ensure and enhance the life style and safety of the South Boston community.

South Boston has changed dramatically during the past ten years. Many long-time residents find themselves with more traffic, less parking and a loss of the Southie community life style and independency. A new and younger generation has moved in and as much as they are welcomed ... they will, hopefully, be more involved in our community life. A Cultural Center will be in the best interests of South Boston as it will create a venue that would bring the new and the long-time residents together for betterment of the community.

Hilco-Redgate has heard our proposals and have agreed to the creation of Arts and Industry concept in their development plans and are seriously considering a South Boston Community Arts Center.

This is an excerpt from the latest Hilco-Redgate promotional flyer.

"We would like to have an indoor and outdoor programming on the ground floor across the site in a way that creates an 'Arts and Industry' district that is inviting to artists, artisans and makers of all kinds. We are working with some local South Boston arts, cultural and history groups to better understand what indifference spaces and places best work at the site."

I believe, along with the SBAA Board and membership, that a Cultural Center would be in that best interests of the community, creating a reading, painting walking and meeting venue for all long-time and newer residents in very positive ways.

Sincerely,

Dan McCole, president

11/16/2018

City of Boston Mail - Letter of Support for development at 776 Summer Street

South Boston Arts Association
516 East Second Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Project South Boston

Rexinis, Jason <

Tue, Oct 30, 2018 at 2:27 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hi Tim,

I am a South Boston resident and I clearly support the plan for the redevelopment of L Street Station submitted to the City.

Some of the reasons I support the plan are:

- The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
- The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades.
- The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
- The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Looking forward to a positive outcome!

Jason Rexinis

Vice President | Brokerage

Colliers International

160 Federal Street | Floor 11

Boston, MA 02110 | United States

www.colliers.com





Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston - L Street Power Station

Real, John ·

Tue, Oct 30, 2018 at 2:33 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hi Tim,

I'm writing to you in support of the proposed redevelopment project that Hilco would be conducting at the L Street Power Station. As a resident of South Boston (Mercer Street), I think this project would be extremely beneficial for the community as a whole. There are many positives in my mind that this project poses, including creating a new, repurposed space that residents of Southie can enjoy year round. As opposed to an industrial environment, this site has the opportunity to become more in tune with the lifestyle and trends that make South Boston an attractive place to live.

Thank you,

John

John Real

Suburban Brokerage – Southwest Team

513-645-8888 | 610-667-8587

Colliers International[160 Federal Street | Floor 11](#)

Boston, MA 02110 | United States

www.colliers.com

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

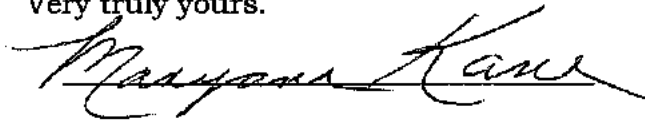
Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.



Signature

Name: (please print):

Address: 168 West 7th St.

Email: So. Boston, Ma 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

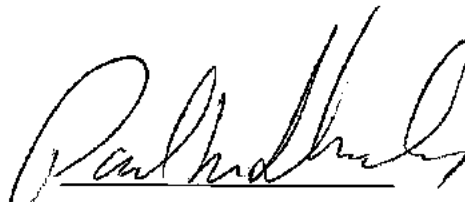
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print):

PAUL W. SIKORIDIS

Address:

1762 Columbia Rd So. Boston

Email:

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

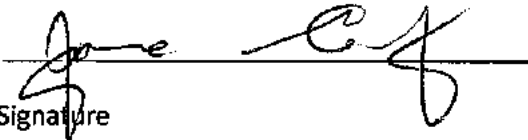
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,

A handwritten signature in black ink, appearing to read "Joanne Cody", written over a horizontal line.

Signature

Name: (please print):

Address:

Email:

JOANNE CODY
279 Dorchester St
South Boston
MA 02127

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

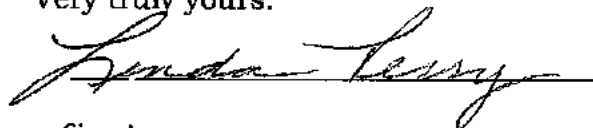
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.



Signature

Name: (please print): LINDA PERRY

Address: 82 P STREET
BOSTON, MA 02127

Email;

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

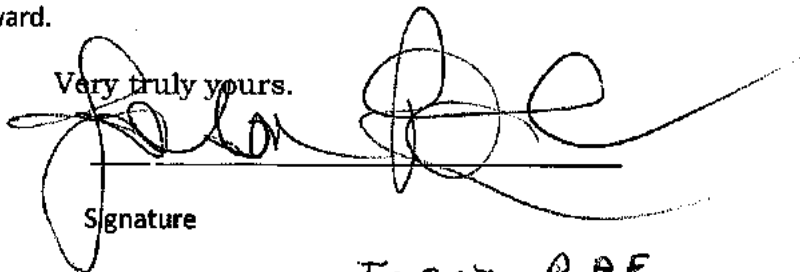
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.

A handwritten signature in black ink, appearing to read "Jason RAE", written over a horizontal line. The signature is stylized and cursive.

Signature

Name: (please print): JASON RAE

Address: 1722 COLUMBIA RD

Email: NONE

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

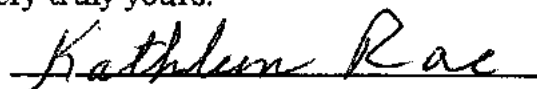
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,



Signature

Name: (please print): KATHLEEN RAE
Address: 1410 COLUMBIARD
S. Boston Ma
Email: NONE

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

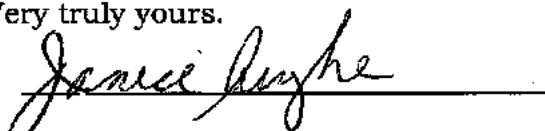
Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours.

A handwritten signature in cursive script that reads "Janice Hughes". The signature is written over a solid horizontal line.

Signature

Name: (please print):

Janice Hughes

Address:

1410 Columbia Rd.

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Marie Marshman", written over a horizontal line.

Signature

Name: (please print): MARIE MARSHMAN

Address: 1410 Columbia Rd.

Email; 50 BOSTON, MA 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

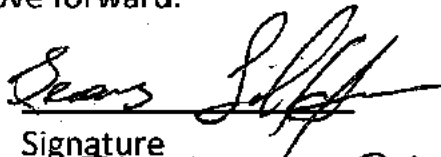
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

SEAMUS GALLAGHER
Name (please print): 100 ST S BOSTON

Address:

Email:

October, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston MA 02201

RE: 776 Summer Street, South Boston

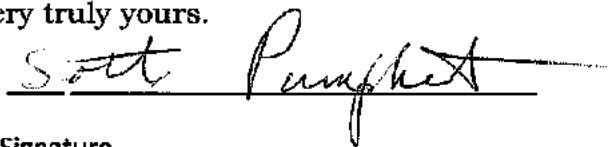
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The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Very truly yours,



Signature

SCOTT PUMPHRET
Name: (please print):

Address:

594 E. 8th St
and
837 Summer St
So. Boston, Ma.



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support for L Street Station Project

Matthew Martinelli

To: Tim.Czerwienski@boston.gov

Tue, Oct 30, 2018 at 10:57 PM

Hi Tim,

As a nearby homeowner on E. 1st Street, I'm writing in support of the L Street Station. I believe the project will be a tremendous asset to the community, with the renovated turbine halls serving as a much-needed gathering space for South Boston. I believe that they've made the proper adjustments on the size of the project, available parking, etc. to quell fears of the public.

In my opinion, the biggest concern that's been aired at public meetings—traffic—is incredibly overblown. Due to the location of the project, most of the residents who are commuting into the city will simply use Summer Street to get into their jobs in the city. That means there will be little additional commuter traffic going through most parts of the residential areas of Southie. If the alternative to this project is a large amount of office space, then it would lure commuters through Day Blvd/L Street to this project site. That would be additional traffic through mostly residential areas of Southie. But the current plan avoids that scenario. The project site is ideal for residences, helping balance the BPDA's misguided lack of residences in the Seaport.

If there are any shortcomings to this proposal, it's the lack of specifics as to the contribution to transit. I do believe that all funds from the developer should go to the MBTA, but there appears to be little precedent for a monetary contribution such as this. It would be wise if the MBTA allowed for such a thing—and if they pushed for it from future developers.

Also, I do hope that the setbacks from the property on L/Summer allow for a bus-only lane to be installed on that road, and I hope that the setbacks from the road on E 1st allow for a cycle track to be built on E 1st. I believe that 1st Street — being so flat from this proposed project to B Street—is an ideal road for a cycle track, not now but perhaps in 15-20 years once the empty lots on the northern side of 1st Street have turned from light industrial to residential/retail. As this is the first project on the northern side of 1st Street from M Street down to B Street, it will set the standard for how wide 1st Street could be. The BPDA could ask for an additional setback, creating a precedence for future development on this stretch. As a lot of the southern part of 1st Street has already been built on, there is no chance for widening on that side. I know the facade of one of the turbine halls will front directly onto E 1st Street, thereby creating a conflict with a cycle track. But if the area that is now proposed to be a sidewalk under the overhang could also allow room for a cycle track as well, that would be ideal for the future of 1st Street. I also hope that the other, new parts of the project would also be setback from the street enough to also allow for a cycle track on 1st Street.

Yet, even without these two fixes, I still support the L Street Station for all of the good it will do for the neighborhood, removing an eyesore and enlivening a dead stretch. I hope the BPDA will, however, consider my requests.

Thanks,

Matt Martinelli

October 30, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will help it become an active part of the South Boston community. I do think that the number of condo units should come down by several hundred and more detailed plans should be in place to improve public transit in the area. But overall, I think this project is a positive one for the community and should move forward.

The criticism of the project at public meetings has been too focused on the voices of a few and their concerns about street parking. That is not representative of the values and priorities of the overall community. Many of us rely on the MBTA bus service to get us downtown and would opt to commute via the bus if it were a more reliable and efficient option.

Please allow this project to move forward.

Mary Chalifour

Name: Mary Chalifour

Address: 637 East 1st Street

776 East Broadway
South Boston, MA 02127
October 30, 2018

Tim Czerwienski, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
tim.czerwienski@boston.gov

Re: South Boston Edison Draft Project Impact Report Comments

Dear Tim,

I write to you today as a participating member of the IAG and a concerned resident. After attending the open meetings with Redgate Capital Partners and Hilco Redevelopment and discussing the topics as follows, Introduction to Project Changes on September 12, 2018, Transportation on September 26, 2018, Land Use and Design on October 10, 2018 and Climate Change and Resiliency on October 24, 2018, I see no substantial changes in the scope of the development nor do I see any significant changes to lessen the impacts to the South Boston neighborhood. I remain concerned with the size of the project and I remain in opposition as well. I certainly do not see any public benefits.

Mitigation is not working and the issues of traffic, public safety, utility studies, wastewater capacity studies, density, height, parking, privatization of transit, public property becoming private, possible traffic interruptions and loss of efficiency at Connolly terminal as well as the lack of independent state and city traffic studies, remain outstanding. Environmental concerns remain and environmental studies are needed as South Boston has had the highest rates of lupus and scleroderma in the state. South Boston also has high cancer and respiratory illnesses. In addition, the project jeopardizes the health of our community with creating more traffic. My suggestions for future planning must include continued air and noise monitoring. Advanced notification of all demolition processes and permitting should be noticed to residents in local newspapers. Additionally, a publication notice of team member information must be available to all residents for future contact. Proposed demolition should not be from 7am to 7pm including Saturdays. This proposed schedule is in total disregard for the entire community and requires additional city review. Other questions remain; who will be policing this

development and will the development have their own police department.

I was told in 2014, the Neighborhood First organization, projected the expansion of Connolly Terminal trip projections would be approximately 4,820 trucks everyday by 2022. Adding potentially over 15,000 vehicles a day (including more buses) in a community already experiencing traffic and gridlock, creates serious health concerns as well as deteriorating air quality. The 5 1/2 acres of open space in the development plan is inaccurate. There is deception when discussing the amount of open space within reports and presentations. The 2.5 waterfront acreage in time will be affected by climate change. Pursuant to the climate change/ resiliency review meeting, by 2050, the North waters will not exist from the acceleration of sea level rise resulting in unusable open space. The inclusion of open space shown in the report has enlarged sidewalks and walkways, car entrances to the development, pedestrian corridors, a play space, an ice skating rink thus creating an illusion of open space. There needs to be more open green space with trees similar to Castle Island where one can enjoy looking at the ocean's calming waters and landscape. The overall design proposal for open space has more of a carnival/circus lawn on D feel to it. It does not enhance the public realm. Open space will decrease with activities. Utilization of M Street Park will increase with the overdevelopment thus eliminating both green and open space. Also, Logan airport flights, cruise ship and freight activity, new hotels and the Seaport development all focused in our neighborhood are affecting open space and air quality. There is a strong need for a Master plan. The pressure on our open air infrastructure is questionable. There is a lack of transparency and the truth about open space is needed.

Transportation issues remain behemoth and require organization and real planning. A joint course of involvement including the T, Massport, State and City is necessary. There must be a combined effort to electrify future transportation. The proposals or amenities being introduced by Tom Tinlan, VHB are troubling and complicating our already heavily burdened transit. More buses are not the answer. VHB's proposal is to privatize MBTA services. I do not support their request to begin a community shuttle service prior to approval. When asked for details regarding the transportation bus company name, size of said vehicles and where they would be parked, I was told they are the size of standard buses. Consideration should be given to trolleys being placed on 4th Street to L Street along Summer Street to South Station and rotating back and forth.

Additionally, I believe returning outgoing buses to 4th street will generate a better traffic flow. Currently, 4th Street is one way from Farragut to P Street. Making it one way all the way to L Street would allow an easier flow of buses not being stopped at the L and East Broadway traffic light. I would like to see a street analysis for not returning buses to E 4th Street. I support some buses running on 1st Street with express service to South Station and others continuing along 1st Street, taking a right onto D Street and continuing to South Station and the Seaport area to service all areas of South Boston. There is a strong need for a number 7 bus on Sundays. However, that service is not being offered by VHB. Sunday number 7 bus service would certainly be a community benefit. Transportation services are needed throughout the entire community. ADA and senior accommodations are being ignored by VHB. Their interest is to service only their development. The Redgate/Hilco promises of today are not guaranteed. Private companies can change their promises, sell said property or worst case scenario, and file for bankruptcy.

The T needs to work more efficiently and this could easily be done simply by adjusting bus schedules. Starters should not send three number 7 buses together at the same time resulting in traffic back-ups, idling and pollution. Buses need to be staggered and better monitored. Double deck buses are an option. Adding more buses both T and privately owned is not a viable solution. The Boston Herald's recent article dated October 2, 2018 "Choking on Growth" dated October 2, 2018, stated in part discussed "environmental experts and activists are sounding the alarm on Boston's air quality, with high asthma rates as an economic boom fuels, the region's worsening traffic congestion." The article also refers to "electrifying our transportation." The City is asking the T for the red line, blue line connection. Transportation suggestions are being ignored and are not the full responsibility of the Edison proposed project.

As previously discussed, this property will remain private property, not inclusive and without connection to the South Boston neighborhood. The proposal includes widening sidewalks and building legal walls, which will eventually become private. The City needs to intervene and own newly created public streets. The current project design for vehicle access is unacceptable. There needs to be additional street entrances other than M Street and Elkins Street for vehicular traffic. Additional street entrances on 1st Street are needed. As suggested, another new entrance on 1st Street could follow behind building blocks A, F and H with a left turn at the end

which would take one through the development and exit onto Powerhouse Street. The Summer Street entrance reflects a four sided stop. Elkins street serves no purpose in decreasing traffic since it is a private way.

Article 68 was established for 1st Street residential use. The Edison project was never a consideration. Now it is another 15 acre monster to South Boston and the City Point neighborhood. The initial development proposal called for 1588 units of housing with 987 parking spaces and heights at 220 feet, two hotels with office space. The newest proposal includes 1344 units with 1397 parking spaces and height of 206 feet. These changes reflect 244 less units and 14 feet removed from the height and 53 added parking spaces. **It is just too big** and out of character for the City Point neighborhood.

Instead of hotels, it would be nice see a nursing home and/or assisted living facility, a smaller office building and a much larger parking lot with discounted parking for South Boston residents. The parking needs to have Massport's involvement. The proposal includes 13% for affordable housing. This is an insignificant amount of affordable housing and must increase. A dedicated museum in the Belco building reflecting the Edison history would be a welcome addition. Also, a historical trade school on site offering real job opportunities could benefit our neighborhood. There is so much need for more discussion.

The entire development currently has no connection to City Point. Once again, the Edison project redevelopment should be beneficial for all South Boston residents especially with regards to the City Point neighborhood.

Very truly yours,
Eileen Smith

mayor@boston.gov

stephen.lynch@mail.house.gov

nick.collins@masenate.org

michael.f.flaherty@boston.gov

a.e.george@boston.gov

ayanna.pressley@boston.gov

michelle.wu@boston.gov

ed.flynn@boston.gov

October 30, 2018

Boston Planning and Development Agency

One City Hall Square
Boston, MA 02201

Attn: Mr. Tim Czerwienski, Project Manager

Subject: Comments on: HRP 776 Summer Street LLC Proposal for Redeveloping the 15.2 Acre Coal Power Plant Site on the South Boston waterfront

Submitted on behalf of **South Boston Open Space, Mr. Joseph Cappuccio** and **Gate of Heaven Neighborhood Association, Mr. Kevin Lally, President**

Comments:

1. The proposed development with the combination of Housing, Commercial Space, Office Space, Retail Space and Hotel Space is of immense concern to residents. The traffic, parking problems and congestion in the area is already at a critical point. The addition of this proposed development would create a nearly impossible situation for residents and those who use the already crowded streets for their personal lives and business;
2. The primary subject of this comment set, however, is the risk to the neighborhood's residents, especially children, from the known contamination associated with demolition, decommissioning, remediation and redevelopment of an old, coal burning power plant;
3. The specific issues are: (a) Establishing a complete picture of the hazardous substances within the coal plant buildings, both qualitative and quantitative, and in the on-site soil and groundwater within the plant property boundaries. **The residents want the assessments to be done immediately and results made available to residents before demolition is carried out. This includes each contaminant and its exact location on the site. Residents want the testing on plant surfaces carried out, the results made available within 90 days of this letter. At that time, another public meeting must be called to discuss results and review specific plans.**

(b) Also, residents want the open areas around the plant, **particularly the existing playing fields, to be assessed as a baseline along with the building and soil/groundwater assessment inside the plant boundaries, and results made available to residents before any approvals to proceed are made final;**

(c) Should approvals be obtained for some scaled down version of this project which properly consider traffic and congestion, the playing fields and open areas should be reassessed to be sure that the demolition, trucking and transport of contaminated

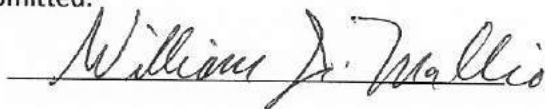
building materials, particularly the creation of airborne contaminants, has not impacted public spaces where children are frequently present.

(d) In-plant surfaces as well as the soil and groundwater should be assessed for **asbestos, 14 MCP metals, PCBs, a full spectrum of petroleum product residues, including SVOCs. Soils and groundwater must also be assessed for chlorinated solvents, i.e., PCE, TCE, DCE and VC.** Tabulated results should be sent to residents within two weeks of sample collection. Work should proceed only after sufficient time has been allowed for discussion. **The Dust Control, Monitoring and Reporting Plan** must be made available to residents for careful review before any demolition is carried out;

4. In terms of the **increased congestion that must result** from this project in any form, consider use of a ferry terminal (such as the one that is part of the casino development in Everett), and innovative "people mover" solutions like a monorail to the MBTA. The Developer must pay for these additional solutions to ease the increased crowding, traffic and parking issues bound to result from it. One immediate suggestion is to consider utilizing existing untapped capacity on inbound buses from South Station that come to City Point during AM peak hours and from City Point during the PM, essentially empty. Utilizing this existing infrastructure will keep bus emissions the same. Also, consider any other means of minimizing exhaust emissions from vehicles.

The residents insist that these issues all be answered specifically and in detail, with adequate timelines for response, not just in "broad-brush" assurances. The developer's comments, that he does not know the type of contaminants in the building or the extent of contamination does not instill a sense of safety or confidence for residents. His comment that everything will be taken care of according to state regulations also is cause for concern. The residents should know what contaminants are present and what the actual remediation plan looks like, prior to any permits being issued. Construction management procedures will need to include specific plans for mitigation of possible impacts to loading, transport and cleaning of vehicles to minimize the potential for spreading contamination into the neighborhood. These all will fall under the realm of construction management, which has not been addressed sufficiently.

Respectfully Submitted:



William J. Mallio, Ph.D., LSP

20 Westland Avenue, Winchester, MA 01890 N

Cc: Mr. Glen Hannington, Esq.



273 D Street
South Boston
MA 02127
617.268.9610
617.268.4813

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

On behalf of South Boston Neighborhood Development Corporation and as a resident of South Boston, I respectfully submit the following comments regarding Redgate/Hilco's proposal to redevelop the former Boston Edison plant at 776 Summer Street in South Boston. South Boston NDC represents over 250 low and moderate income residents of South Boston: working people, families, Veterans and the elderly. These residents would likely have been priced out of this community without the housing SBNDNC is able to offer. Several hundred households are on our waiting list, and we have few apartments available.

The proposed development of the Edison Plant will have serious negative impacts on our neighborhood, including displacement due to increased real estate costs. It fails to address the urgent need for affordable housing. The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to at least 25% affordable housing on this site. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the

needs of low income workers and seniors who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,



Donna Brown

Executive Director



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St.

Bob Russell

Tue, Oct 30, 2018 at 4:50 PM

Reply-To: Bob

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Dear Mr. Czerwienski,

I'm a member of the South Boston Arts Association and am in full support of the arts and Industry concept in the development of the former Edison plant at [776 Summer Street](#).

Sincerely,

Robert Russell
[561R E 5th St.](#)
[South Boston](#)

POWER HOUSE COMPANY
C/O KING ASSOCIATES, LLP
60 K STREET
BOSTON, MA 02127

October 30, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: L Street Station Redevelopment Project (776 Summer St)

Dear Director Golden:

I am writing to you regarding the above referenced project (the "Project") proposed by HRP 776 Summer Street LLP (the "Proponent"). I am one of the partners of Power House Company ("PHC"), which owns the property known as King Terminal, sited directly across Summer Street from the Project.

As noted in my letter of July 11, 2018 (the "Letter", copy attached), the proposals that have been submitted to the BPDA by the Proponent raise concerns for PHC relating to traffic congestion, possible increased use of PHC's private ways and public safety.

Upon receipt of the developer's DEIR/DPIR dated August 2018, PHC engaged BSC Group to perform an independent review the potential traffic impacts of the proposed project. Their report is attached.

We ask that the Proponent respond to the issues raised in the BSC report, in particular with regards to detailed analysis and design of the intersections where Elkins Street and Power House Street meet Summer Street.

PHC continues to be concerned that extending Elkins Street into the Project will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street. We are also concerned that increased traffic will make Power House St attractive as a cut through as well.

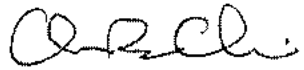
The August DEIR/DPIR does not appear to have addressed these concerns. PHC is hopeful that careful and collaborative design of the intersections will reduce or eliminate this possibility.

As previously noted, the Proponent has been very cordial with us and the neighborhood, and PHC is generally supportive of the Project, which should be a great enhancement to the site.

However, we want to make sure that our concerns are addressed in a concrete manner, to include detailed intersection designs agreed to as part of any approvals issued by the BPDA for this project.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon B. Coughlin". The signature is fluid and cursive, with a prominent initial "G" and "C".

Gordon B. Coughlin

POWER HOUSE COMPANY
C/O KING ASSOCIATES LLP
60 K STREET
BOSTON, MA 02127

July 11, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 776 Summer Street, South Boston (Edison Power Plant) Proposal

Dear Director Golden:

I am writing to you regarding the project proposed by HRP 776 Summer Street LLP (the "Proponent") for the 15.2 acre site at 776 Summer St., South Boston (formerly the Edison Power Plant). I am one of the partners of Power House Company ("PHC"), which owns the property commonly known as King Terminal, which is sited on over 12 acres directly across Summer Street from 776 Summer Street. As a direct abutter, we have reviewed the PNF and Scoping Determination, and have met with the developer on several occasions.

The development proposal submitted to the BPDA by the Proponent raises concerns for PHC relating to traffic congestion, possible increased use of our private ways, environmental issues, and public safety.

Traffic congestion in the neighborhood has increased dramatically in the last few years, and this proposal would contribute to an increasingly unmanageable situation. We would like to understand how traffic impacts of this and other projects in the area will be mitigated.

The Proponent's plans show a new road into the 776 Summer Street parcel, which lines up with and apparently is considered by the Proponent to be an extension of Elkins Street. Elkins Street is a private way owned by PHC that runs between Summer Street and K Street. In addition, there is another private way that crosses King Terminal, Power House Street, which runs parallel to Elkins Street. Both Elkins Street and Power House Street lie entirely on property owned by PHC, and both streets are reserved for the use of tenants and guests of King Terminal, and certain abutters.

We are concerned that extending Elkins Street into the new 776 Summer Street development will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street, causing additional traffic and congestion within King Terminal, and increasing risks to

pedestrians and drivers using Elkins Street. We are also concerned that with increased traffic in the area Power House Street also might be used as a cut through between East 1st Street and Summer Street.

We would like to know how the Proponent will limit their customers, visitors, tenants, etc. from using Elkins Street and/or Power House Street.

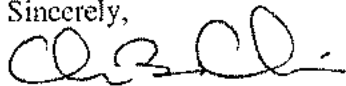
Other concerns with the current proposal include public safety and environmental issues during the demolition and cleanup process, with potential health risks of contaminants drifting into our property, as well as maintaining unimpeded access to our property during construction.

While the developer has been very cordial with us and the neighborhood, we want to make sure that our concerns are addressed in a concrete manner. I strongly encourage the developer to continue further dialogue with us and the neighborhood with a comprehensive transportation study, more accurate descriptions and renderings of the project and measures to address our concerns.

We would like to reserve the right to supplement this letter as we get new information and further review the impacts and issues raised by the proposed development.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon B. Coughlin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Gordon B. Coughlin



803 Summer Street
Boston, MA 02127

Tel: 617-896-4300
800-288-8123

www.bscgroup.com

October 30, 2018

Mr. Bart Coughlin
King Terminal LLC
60 K Street
Boston, MA 02127

RE: Review of L Street Station Redevelopment Traffic Study
South Boston, Massachusetts

Dear Mr. Coughlin:

BSC Group (BSC) has completed a review of traffic and transportation impacts relative to the L Street Station Redevelopment located at 776 Summer Street in South Boston, Massachusetts. The Proponent, 776 Summer Street, LLC, proposes to redevelop an approximately 15-acre parcel located at the northeast corner on the intersection of Summer and East 1st Streets with 1.93 million square feet of mixed use development. King Terminal LLC is an abutter to the proposed redevelopment and is concerned about potential traffic and transportation impacts from the L Street Station Redevelopment.

BSC Group has performed the review based on the following information:

- L Street Station Redevelopment Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR), prepared by VHB, August 2018
 - Chapter 5: Transportation
 - Chapter 12: Response to ENF Comments
 - Chapter 13: Response to PNF Comments
 - Appendix D transportation – Supporting Information
- Field visit performed on Tuesday October 29, 2018

BSC's review was focused on traffic and transportation impacts from the L Street Station Redevelopment on the current and future use of the King Terminal property and offers the following comments:

Project

1. L Street Station Redevelopment is a proposed 1.93 million gross square feet mixed-use development that will include:
 - a. 1,344 residential units
 - b. 344 hotel keys
 - c. 368,000 square feet of office
 - d. 85,630 square feet of retail

Engineers

Environmental
Scientists

Custom Software
Developers

Landscape
Architects

Planners

Surveyors



analysis summary for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition.

2. The graphical representation of the modeled queues shown on Figures 5.17a through 5.17h only show the queues at the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. Currently, the morning peak hour queues from the Summer Street/Drydock Avenue/Pappas Way extend to the Summer Street/DFC intersection. **The Proponent should show graphically the queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections to show how the queues interact and to determine if the queues will affect operations at other signalized intersections in the study area.**

Mitigation

1. The L Street Station Redevelopment proposes phasing the transportation mitigation consistent with the Project development phasing. At full-build, the potential mitigation will include the following roadway and signal improvements:
 - a. East 1st Street right-turn lane striping
 - b. Signal equipment, phasing and timing changes at Summer Street/L Street at East 1st Street
 - c. Signal timing changes at L Street at East Broadway
 - d. Summer Street reconstruction from East 1st Street to DFC
 - e. Signal installation at Summer Street at Elkins Street

In addition to the physical roadway and signal mitigation identified above, the Proponent is also proposing potential mitigation to include additional MBTA bus service, bicycle and pedestrian accommodations and a service drive connection to the DFC.

It is important to note that recent changes have been made to the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. A right-turn lane has been added to the East 1st Street westbound approach and all legs of both intersections have been signed No Turn on Red. **The Proponent should update the analysis to include these recent changes and modify the mitigation commitment as required.**

2. As part of the Massachusetts Department of Transportation (MassDOT) review of the Environmental Notification Form (ENF), MassDOT stated that “the DEIR should include sufficiently detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements in order to verify the feasibility of constructing such improvements. These plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and land uses adjacent to areas where improvements are proposed.” No detailed conceptual plans were included in the DEIR/DPIR submission. **These detailed conceptual plans are required to adequately review the proposed roadway and signalized intersection improvements and their impacts, if any, on the King Terminal property. The Proponent should provide detailed conceptual plans as requested by MassDOT.**
3. Further discussion of the proposed signal at Summer Street/Elkins Street is required to fully understand the intersection operations and any potential impacts to the King Terminal property. Elkins Street is a private way that provides access to FedEx and the King Terminal buildings and parking. Elkins Street also connects to East 1st Street via K Street. **The Proponent should present solutions to prevent Elkins Street from**



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St

Elizabeth Rhodes

Tue, Oct 30, 2018 at 6:11 PM

Reply-To: elizabeth

To: tim.czerwienski@boston.gov

Dear M. Czerwienski,

I'm a ten-year resident of City Point. I attended several of the initial resident meetings for the Redgate project but when it became clear that none of the neighbors' concerns about traffic, transportation, and greatly increased population density were being addressed in the planning, I gave up.

In the development plans I've seen, and having listened to the desires of the advisory committee resident members (who proposed low-rent artist studios, for example, or public interior meeting spaces), I don't see any benefit that this project brings to City Point.

The cost to current residents, in contrast, will be quite high. Traffic and so pollution will increase. Demands on local resources of water and electricity will increase in proportion to the inordinately high number of residential units planned for the project.

Consequent to indiscriminate development in South Boston, public transportation is already stretched to the breaking point, and truck traffic from the port area - currently being expanded - has made exiting/entering South Boston via Summer St. a traffic nightmare at peak hours, and, as we have recently seen, dangerous. And to this mix you plan to add thousands of residents more?

The plans - as I read the documents - include a tower whose height is completely out of proportion with the neighborhood and, as the architectural rendering suggests, out of character (postmodern industrial).

In short, our taxes will increase, our natural resources will be challenged, our traffic and transportation problems will get more severe than they already are, and current residents' lives will be worsened by the failure of the city to take an imaginative role, in partnership with Redgate, in solving the serious problems this project poses.

How does this project fit with city planning for water rise and tidal flooding?

What neighborhood concerns has the project actually addressed or what ideas of current residents have they accepted?

Sincerely and in sadness,

Elizabeth Rhodes

742 East 4th St.

--

Elizabeth Rhodes

Professor, Hispanic Studies, Director of Undergraduate Studies RL&L

Boston College

Chestnut Hill MA 02467 EEUU

Also at [SANet](#)

latest publication: "Living with Rodolfo and Cervantes's 'La fuerza de la sangre.'" *MLN*, vol. 133, no. 2, 2018, pp. 201-23.

Orcid: <https://orcid.org/0000-0003-3412-8494>

[Seymour Magazine interview about *The Watermark Archive* project](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer street

Christina Reynolds <
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 5:41 PM

Hi!

I don't believe a sufficient traffic study has been put into place to fully understand the impact of what is planned at [776 Summer street](#). I am concerned that traffic on Summer in the morning with the trucks is already horrible. I am opposed to the scale of the planned development.

Thanks!
-C



Tim Czerwienski <tim.czerwienski@boston.gov>

Summer Street / Edison

O'Toole, John <

Tue, Oct 30, 2018 at 1:41 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Cc: Representative Stephen Lynch <MA08SLima@mail.house.gov>, Ed Flynn <info@edforboston.com>

Tim I want to take this opportunity to voice my oppositions to the Summer Street / Edison project as currently proposed by Ralph Cox / Redgate Hlico .

I will list just a few concerns that were NOT addressed by Ralph Cox & company.

The proposed housing & hotel units, in excess of 1,400 units, would increase the population of South Boston by at least 15%. This area would be one of the most densely populated area of all of South Boston.

The increase in traffic as a result of this project, estimated to be between 8,000 to 10,000 trips a day per the proposal, would overwhelm an already overburdened the local streets and road ways.

Most people in the South Boston community believe that the 8k to 10 K trips a day is grossly underestimated.

The proposal spoke of the Global warming impact of this project but did not address the more localized impact of the 10,000 + car, truck , bus etc. increased smog emissions poisoning the community breathing the polluted air.

The proposal did not adequately address the concerns about the increased noise , light pollution that this project will have on the South Boston community.

Ralph Cox & company continue to present this project as a "enhancement " to the neighborhood BUT anyone who has an honest appraisal can't help but view this as a "Must see tourist attraction", a South Boston Faneuil Hall destination. Why else would they want 2 hotels on the property?

Ralph Cox & company have little if any credibility left with the South Boston community.

When Congressman Lynch suggested an Independent Traffic Engineer (ITE) by appointed Ralph Cox agreed it was a good idea. At the very next meeting when I asked Mr. Cox if her spoke to Congressman Lynch which he replied he did BUT he later said they haven't spoken yet.

At every subsequently meeting Mr. Cox has indicated that he had yet to speak to Congressman Lynch's office regarding the ITE.

At the last meeting I asked Mr. Cox is there a plan B he immediately said there was no plan B. Less than 5 minutes later one of Mr. Cox's minions admitted there was a plan B but chose not to present it because of the negative financial and negative impact on the community.

Mr. Cox may have heard our concerns but he did not listen to any of them.

This project is far away from any sort of consensus between the proposal and the South Boston Community.

I have come to the conclusion that Mr. Cox never really wanted to work the community and that he believes that if he continues having these meeting he can string us along with out having to make any meaningful changes.

As initially stated these are just a few of my concerns.

John O'Toole





Tim Czerwienski <tim.czerwienski@boston.gov>

Edison/L Street Project - Feedback

Namas Monahan

Tue, Oct 30, 2018 at 9:06 PM

To: tim.czerwienski@boston.gov

Hi Tim,

Initially, I was in favor of the Edison/L Street Station project. I was excited about the prospect of high quality retail options, and I was under the impression that the development would be relatively separate from the surrounding neighborhood, thereby insulating City Point from unwanted traffic, noise, and people.

However, this was before...

... the results of a narrow traffic study were released this summer, in which it was revealed that there have been instances when cars have been found to be driving upwards of 60 mph on N street between East 5th and Broadway. The same traffic study confirmed that thousands of cars take this route, during the summer which is when traffic is at its lowest. I cannot begin to imagine the effect that the Edison/L Street Project will have on traffic on L Street, and subsequently N Street.

... the full completion of the refurbishment of M Street Park, which I enjoy almost every day, often multiple times a day, to walk my dog. The refurbishment has brightened up the park with healthy greenery and lawn, and I love that it's a quiet, peaceful place that accommodates sunbathers, games of toss, and picnickers with plenty of room for everyone. I cannot begin to imagine the effect that the Edison/L Street Project will have on the number of people who use this park, putting its peacefulness, calm, greenery and lawn at risk.

... I became pregnant with my first child, who is due in January. The death of Colin McGrath this past summer happened right around the end of my first trimester, and it forced me to see how the city and developers have swept traffic concerns under the rug in an effort to accommodate commuters at the expense of families with children in Southie. Without a comprehensive traffic study, it's impossible to plan the Edison/L Street development to accommodate the increase in traffic.

... I visited the site and attended a community meeting in which:

- The developers said they were using Fort Point as visual/design inspiration, when there are plenty of gorgeous examples of architecture in City Point that could be used as visual/design inspiration, including but not limited to 1) K Street between the beach and Broadway, 2) Broadway between L Street and M Street, 3) all of the buildings surrounding M Street Park, 4) 928 East Broadway, 5) 848 East Fifth St, plus 6) numerous private ways featuring shared patio and/or greenery. Any and all of these are much more representative of City Point than Fort Point.
- The renderings featured mature trees. There is no way that the development will have trees as depicted in the renderings, at least not for another 15 to 30 years.
- In response to concerns that the development doesn't do enough to attract families, the developers said they are building a playground and they are open to exploring the possibility of building one-bedroom apartments with offices, because those sorts of units tend to be attractive to parents with young children. First of all, a playground doesn't mean a thing, and won't be used, if the surrounding environment, including retail, caters to adults without children. Second of all, I'm appalled that the developers think it's acceptable to suggest that 1 bedrooms plus office might be included to attract families. No parent wants to use a windowless, closet-less room as a bedroom for their young children; they do so because it's the only affordable option for them in new developments in Southie. There was no commitment to including an actual supermarket, pre-school, or elementary school to serve the community.
- The developers promised there would be parking available to Southie residents, but didn't discuss how much they would charge us to use that parking.
- The developers had no plan for increased public transportation or non-car modes of transportation

I have concerns that this project

- will bring too many people to Southie
- will reduce the number of parking spots in City Point
- will increase traffic to/through City Point
- seems designed to serve visitors/commuters more than City Point residents
- will be too big
- is expected to be in an architectural style that isn't a good fit for City Point

The developers have not done research to understand the needs and desires of the City Point community. Instead of engaging with the community to develop a plan that is aligned with the long-term needs and desires of the residents of City Point, the developers created a plan on their own and have tried to force it, like a square peg in a round hole, down the throats of residents while trying to distract us with pretty renderings that they think we'll find believable. It's insulting on so many levels, and it does nothing to engender trust that they'll do anything in good faith.

I'm opposed to the Edison/L Street project, unless they can provide some plan that addressed my concerns listed above.

Sincerely,
Namas Monahan



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street development

Mathew McNamara <
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 11:52 PM

Hi Tim,

I am a resident of South Boston and want to voice my opposition to the 776 Summer Street development . I feel the increased traffic will create a more dangerous neighborhood. I also have concerns about environmental wellness of the site. I have attended multiple meetings about the project and don't feel the development group has the neighborhood's best interests in mind.

Thank you,
Mathew McNamara

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Abutter comments re: 776 Summer Street development

McCulloch, Charlie <

To: "tim.czerwienski@

Cc: Charles McCulloch

Tue, Oct 30, 2018 at 7:56 PM

Hi Tim,

Please find below my comments regarding the Edison Project development at [776 Summer Street](#) which I would kindly request be added to the record of abutters comments.

Thank you,
Charlie McCulloch

* * * * *

Dear sir or madam,

I am a resident of South Boston and am submitting the below comments regarding the proposed development at [776 Summer Street](#) (a.k.a "Edison Project" a.k.a "L Street Station").

In my opinion, the updated proposal put forth by Redgate / Hilco is an absolute and total failure which has done nothing to address the concerns raised by abutters, neighborhood associations and elected leaders in South Boston. The reasons for this are several:

- The project density is too high and has not been amended to conform to the nature and character of the neighborhood at large
 - A project of this size is completely out of character with the surrounding neighborhood
- The building heights in this amended proposal are too tall
 - Any building over 6 (six) stories is entirely out of place on this side of the Reserve Channel
 - None of the drawings or illustrations provided by the developer show a perspective that encompasses the entire height of the proposed buildings
 - Illustrations included in the proposal are deceptive and do not allow readers to accurately picture the density and size of the project
- The neighborhood infrastructure cannot support an influx of residents and visitors of this scale
 - Proposed mitigating factors are insufficient to support a project of this size
- Induced traffic demand caused by the proposed use cases for this property is underestimated in the project documents
- Parking for residents, guests, and customers is insufficient in light of the proposed uses for the property at the scale to which they are proposed

- Project does not adequately provide housing for limited-income residents above a legally mandated minimum amount

I respectfully request the BPDA reject the amended proposal and send the project back to Redgate / Hilco for redesign. In a new forthcoming proposal I would like to see the following:

- A greatly reduced Floor Area Ratio for the project resulting in:
 - Reduced building heights no greater than 6 (six) stories
 - Reduction by at least half in number of proposed residents allowable within the project
- Re-focusing of retail uses specifically tailored to Neighborhood / South Boston residents
 - Retail / commercial uses focused on neighborhood amenities will reduce vehicle traffic while promoting walking / biking by customers to the site
 - Example use cases are:
 - Full-service grocery store of at least 40,000 sq. feet in size
 - Gym or fitness studios
- Innovation-focused commercial or office spaces that allow nearby residents the opportunity to walk to work
- Designation of this parcel as outside the South Boston Resident Parking Zone
 - This would prohibit residents of this project from applying for South Boston parking stickers and mitigate worries about loss of on-street parking

Thank you very much for your time and consideration.

Charlie McCulloch

[1 Onslow Terrace](#)

[South Boston, MA 02127](#)

J.F. Bennett
South Boston, Mass.
October 30, 2018

To whom it may concern:

I have been and must remain opposed to the Edison development as presented. It is too large-it will overwhelm the neighborhood not blend with it and I have serious questions regarding what has been presented and what would be built. As a member of the IAG I have spent the past summer reading what I could of current urban renewal schemes, Privately Owned Public Spaces, Common Interest Developments, intelligent street design, gentrification and anything else I thought might help me understand this proposal.

Everything I have read gives me pause. A development of this size and scope will radically alter the surrounding community displacing many long time residents and decimating City Point's institutional memory. Such a radical change will have a serious negative psychological effect on our community. We are already in the throes of an ongoing drug and depression crisis. The displacement caused by this sort of major change can only make matter worse. This sort of project is akin to the renewal schemes of the fifties and sixties, those projects failed miserably-shouldn't we learn from past mistakes.

Below in no particular order are some of my concerns and comments in no particular order. I have other concerns that I feel others many more clearly annunciate, so I leave those to them.

CIDs/POPS

If this is not a Common Interest Development what is it? It is fifteen acres of land privately owned and developed on which stakeholders will contribute to its maintenance and upkeep. As this development ages and maintenance costs increase it will become less attractive to investors and those who do buy in will be less willing to ante up the increased costs of major repairs and upgrades. When this happens who will end up paying for necessary upkeep? If an area as large as this, in the midst of our neighborhood, goes into decline what effects will that have on the surrounding area? What guarantee do we have to protect our long-term investment in our community?

Where do the laws of the Commonwealth and the ordinances of the city stand regarding liability and civil rights on this sort of POPS (Privately Owned Public Space) How much does the average citizen understand about these hybrid spaces? If for example a union or other group feels the need to picket or protest a business on the Edison Development land on one of the private ways, can Redgate or it's designated "common area entity" force the removal of these picketers from the entire development? What of liability responsibility? How is police authority modified? Zuccotti Park in New York City comes to mind.

What mechanisms doe the city and state have in place to guarantee all public realm agreements are completely fulfilled? The city has a poor record up to now

supervising POPS (as does NYC, the birthplace of POPS.). Last year's issues with the Intercontinental Hotel and ICA Harborwalk areas is indicative of a lack of oversight. This record causes me to further doubt the reality of some of the promised benefits of this development.

I am less than enthusiastic about handing off oversight of our commonweal to private management-I believe this to be an abrogation of the responsibilities vested in government hands by the public.

Professor Jerold Kayden speaks of profit motive bleed into what is claimed to be public space; as I read the materials provided I see private enterprise continually conflated with what is sold as public amenities. Outdoor seating is not a public amenity if it's adjacent to a café-it's extra seating for a profit making enterprise. Not having a street across the north face of the buildings between them and the 1.5 acre open space fronting the Reserved Channel creates a sense of private front yard for the businesses located there. A narrow street there creating an extension of, possibly, Powerhouse street across Summer St. fronting the N^o. 1 Turbine Room and the BELCo building (and perhaps the remaining section of the N^o. 1 Boiler Room) then running to join another street at the eastern border of the property would open up the park space creating a true sense of shared amenity rather than outdoor seating for private business. In my, admittedly unsophisticated reading of the PRMP for the Fan Pier I got the idea that passive open space adjacent to properties can be assigned to those businesses for their use, that must not be allowed to happen here. Concerns have also been raised concerning emergency vehicle access-an actual street there and along the Eastern edge of the property would allay those fears.

“UN Habitat...public ownership “guarantees more stable access and enjoyment over time” while “privately-operated open spaces and facilities are subject to restrictions not governed by the community” (Garau 2115:25)

“Also, as ‘many private spaces open to the public are created to attract consumers,’ their profit motive alters the nature of public [the] spaces.” (Garau 2015:25)

“Authorities engaged in gentrifying the areas they govern often operate with a very exclusive idea of ‘the public’, addressing their services to certain publics and keeping others out of them” (Angotti 2008)

Some “POPS architects willingly create spaces designed not to be attractive” for actual use by the public.

SIDEWALKS/STREETS

Redgate's plan to widen the sidewalks adjacent to their property by moving it onto their property does nothing to address the accessibility issues of the sidewalk along the rest of First St. It also allows for a widening of Summer St. and creates a legal wall of private property along the project's border; this reinforces the sense of a private, isolated development while doing nothing to address South Boston's growth and traffic problems. The sidewalks beyond the Edison lands are not ADA compliant, they are less than inviting to pedestrians and discourage walking along the First street corridor this is in direct conflict with Redgate's stated desire of encouraging

residents of the surrounding community to visit and feel the development is a part of the greater community. The surrounding sidewalks are hardly adequate and allowing Redgate/Hilco to push the walks along their property inward lets the city off the hook, they can continue to ignore the problem until further development along First St makes it a critical issue. The issue is already beginning to negatively impact the neighborhood-the property across First St. has to put their trash out in the street for pick-up, sometimes three barrels deep. In winter where will the snow from these narrow sidewalks end up?

As traffic increases due to this development, and adjacent growth, vehicular traffic will increase without wide inviting sidewalks offering vibrant and varied views and activities, which encourage and reward walking. It will not matter how wide the sidewalks are at the Edison if all the walks leading to it are narrow broken and uninviting.

Actual full, intermodal streets allowing all modes of transportation fully integrated into the surrounding, established street grid would work best to tie this development in the greater community. This would provide most inviting and varied opportunity for exploration and discovery of any proposed offerings. Allowing for full pass-through traffic invites all members of the community to wander, try new routes and discover new retail and leisure opportunities. Business dies in dead traffic eddies. Also full city streets as opposed to private ways impart a sense of ownership and community-to all residents. An easement granted to the public to access the development's lands is a far cry from ownership. To be allowed to enter the site on the sufferance of the private owners is not enough, nor is it a guarantee of full liberty.

While Redgate's promoters talk of inclusion their own traffic experts have admitted that their design is meant to discourage through traffic and they more than once referred to their "streets" as driveways (Sept. 26 IAG meeting). This is very telling. At the same time the rest of the community is being forced to accept increased traffic and all the problems this entails; to allow the Edison development to isolate it's future tenants from this hazard is a slap in the face to the community.

The proposed street plan as already mentioned is designed to stymie through traffic. This is antithetical to inclusive urban design. This is meant to deter, if not outright prevent integration (ironically) with the rest of South Boston. Nearly half the streetscape serves merely as driveways for internal residents or outdoor space for onsite business.

A real benefit for this community stemming from this development would be the narrowing of First St, in conjunction with the already outlined widened sidewalks. Since rail and truck traffic no longer needs First Street (First Street is wider than the other east-west streets because it once had a rail line down it servicing the heavy industries located there. Narrowing First St. would benefit the neighborhood by slowing down traffic and creating a safer and more inviting environment for pedestrians and bicyclists

While this is not the responsibility of Redgate/Hilco the city and state must address the issue of through traffic impacting South Boston before any major development is allowed-especially adjacent to arterial corridors.

Throughput traffic must be drastically slowed and reduced before any more density is foisted upon us. Traffic must be slowed and South Shore commuters need to be encouraged to seek alternative routes or alternative methods of commuting. Summer St. should be narrowed to one auto lane each direction like L St. the traffic signals should be timed to further slow traffic during rush hour, although transit priority signaling should be in place. First St., likewise would be narrowed to the width of our other east/west streets by the widening of its sidewalks. It is patently unfair for the BPDA & Redgate/Hilco to talk about shared streets and pedestrian ways within the development without addressing the problematic conditions around the site.

PUBLIC TRANSPORTATION

Our existing bus service is inadequate and adding more buses, private or otherwise will do nothing over the long term to address the problem. Ongoing development and marketing to young professionals will only continue to increase transit demand throughout South Boston. You can't keep adding more cars and buses to a finite road infrastructure. The only solution for the long term is light rail. LR is cheaper to run per passenger mile. The life expectancy of rail cars is nearly treble the life expectancy of buses, LRV capacity is greater and they provide a superior ride. A "trolley" from North Point down First to P St. to Fourth St. to L St. down Summer to South Station and returning via E. Broadway using the right lane of Summer/L Sts. exclusively would be a step in the right direction. Eventually a branch could be added turning down D St. to serve the South Boston Waterfront by linking up with the Silver Line. The equivalent of busbulbs could be used as surface street stops and the lane could be utilized for emergency vehicles as well. This would also fit in with accepted traffic calming measures by narrowing the Summer/L St. corridor discouraging throughput traffic.

Redgate's jitney bus plan only lets the MBTA off the hook for the time being and it doesn't provide the greater community with any guaranteed long-term benefit. There is a long history in this city of developers altering agreements a few years down the line once they receive approval. If we are to have greater density thrust upon us there must be mechanisms in place to maintain, if not improve our quality of life.

Tinkering with our current bus routes by eliminating stops or abbreviating the return trips is a reduction in service not a solution to our problems. The should not be simply to speed up bus trip times, it should to provide more efficient service to greatest number of passengers.

While it hasn't been discussed I have a suspicion that the developers are expecting a large majority of their target audience to utilize ride sharing-this form of transportation is showing itself to be anything but efficient. Flooding our community with more automobile trips and increased pollution that comes with that and excessive idling as drivers sit waiting for passengers.

PARKING

In general more parking means more cars, however less parking doesn't necessarily mean less cars-if viable options don't exist. Creating a situation where car ownership becomes unaffordable only hurts those too poor or too slow to obtain limited off-street parking. It is an inequitable situation. The extremely limited number of on-street parking spaces on-site further serves to isolate the development from its surroundings. Streets should be a public asset and as such, be available to all. Just as my neighbors can freely park in front of my house, so too, should they be able to park anywhere within the Edison site. If the streets within the development are not a public asset, available to all, at all times, then residents of the site should not be issued South Boston parking permits. The developers also propose grade level parking in two buildings; grade level parking creates dead, blank first floors, which discourage walkers, and lessens the "eyes on the street". Interior parking should be required to be below grade or above occupied ground floors. Some part of this development should be set aside for a moderately sized parking structure free to all South Boston residents with a South Boston parking permit twenty four hours a day, seven days a week, paid for with a small surcharge on the rents or condo fees of all market rate units on site. That would be a fair and decent contribution to the surrounding community for the burden imposed on it.

SECURITY/LIABILITY

If this site is to remain private property, who is going to police it and what authority will they have over persons traversing the site? To whom will they be accountable? What recourse will a member of the public have in case of a conflict? Private security is not usually up to the level of police in training. Will there be security cameras? If so who will have access to the footage and for what purpose? How long will it be saved? Will Boston police or Massport police patrol the site? What will be the level of that coverage if any? How will their authority be affected by the fact that it's private property?

In this era of increased violence against the public what liability is Redgate/Hilco willing to accept regarding public safety? How much thought, regarding violence against public gatherings, have the designers put into the design of their pedestrian only, shared streets and boardwalks?

I mention this again: What of the right of citizens to peaceably assemble: to protest or picket a business on site for example? There have been numerous court cases in various states regarding this issue. Where does Massachusetts law and city ordinance stand on this? What rules will exist regarding use of "public space"? Will a not-for-profit "common area entity" similar to the one on the Fan Pier be set up? Will rules be written to control who is granted access to the "public amenities" like on the Fan Pier? What sort of oversight will the city and state exercise?

Who will oversee enforcement of any rules regarding delivery vehicles and the like? What's to stop delivery trucks from entering the site any way they choose and blocking travel lanes as is done all along the South Boston Waterfront daily?

HISTORIC PRESERVATION

Sadly, I believe, the developers are only paying lip service to historic preservation. The current claim is they are saving three buildings. In my opinion that is a piece of semantic acrobatics. In reality they are only “saving” one very small structure—the original fireproof document storage building. The other structures are only parts of two other buildings. They plan to leave standing, for the most part, the three turbine rooms of the original Edison Electric Illuminating Co. and the engine room of the Boston Electric Light Co. while demolishing the boiler houses of both and all other associated structures. The word preservation can only be applied in the very loosest terms when reviewing their plans.

The half of the BELCo plant is to become hall of some sort with one wall replaced by a glass curtain (in the plans presented) While the team claimed the proposed hotels wouldn't have large function rooms it was stated this structure could be used to host events for the hotels!

As for Edison Station N^o. 4 Turbine rooms, all will have their tile work pierced along the side walls for windows. The first room is to become a sort of Quincy market/Eataly affair while the next room will be pierced by a street and housing a small museum style space. The final room is slated to become an office building—this is the room facing first street, so the much ballyhooed grand turbine hall would be cut off from the adjacent community and of course not all on view as was initially implied. I would also note the side walls of the turbine rooms were never meant to be exposed to the elements, nor the interior dividing wall of the BELCo building. As a result they have no architectural features on what will be their exteriors. Will they have features such as cornices added? Will the cornice of the north face of turbine room N^o. 1 be restored? Will it's ornate lanterns be replaced?

I am disheartened that no effort seems to have been made to preserved the unique and beautiful remains of the original sections of the EEICo boiler room walls facing the Reserved Channel and Summer St. In nearly a year of research I have found not a single historic power station with large segmental arch windows with or with out the capping lunettes on the Summer St. side. Since they will not be imploding or knocking down any structure on site, but dismantling them I see little reason these two magnificent wall sections cannot be saved and repurposed. Many much more monumentally scaled structures have been preserved across the globe and a few minutes on the web will provide a plethora of innovative repurposing of similar structures. Preserving these wall would in fact help knit this development into the surrounding community. We have been looking at these elegant walls for over a century they are as much a part of this neighborhood as Castle Island or Dorchester Heights. Removing the New Boston station and the 1922 boiler house extension allows a tremendous amount of flexibility in what can be done with the remaining walls and surroundings. Without at least some sections of the boiler rooms the turbine/engine rooms of the two plants are removed from any sort of context explaining how they functioned. Without the steam generated by the boilers, the engines could do nothing. The “preservation” proposed is in my opinion the barest of minimums designed to maximize the developer's profits. This city does a very poor job of preserving its history with the noted exception of its colonial history. This

power plant is an important part of the history of power generation in the U.S. we should be looking at a much more serious level of preservation and interpretation.

CLIMATE RESILIENCE/HARBORWALK

While I am fully in favor of climate resiliency and restoring flexibility to our coastlines I am disappointed in the manner Redgate/Hilco presented their plans. Originally we were told there would be a 1-1/2 acre park on the waterside of the project. Then we began hearing larger numbers as all the open space on site was factored in. Talk of open-air theater/concert space and water taxi was heard multiple times. In reality about half the space presented as park land on the water side of the site will be set aside for flood control and may well be submerged by high tide in fifty years. This reality should have been clearly and succinctly presented to the community on day one. The neighborhood needs all the facts laid out clearly and right away if we are to craft an informed opinion on the proposal.

The remaining open space other than the boardwalk takes on the appearance of commercial space set aside for the hotel or other business onsite. There are important psychological factors involved in designing open space in an urban environment. Space can be made to be appealing and inviting to everyone or it can send subtle signals that only certain people are welcome. None of the drawings I've seen seem inviting to me.

Since so much of the space currently set aside is at risk of loss to the harbor, I feel Redgate must supply more open space. They must provide enough space to counteract the increased demand on our public parks that their residents will create. The playing fields of M St. Park are already feeling pressure from the residents of the South Boston Waterfront much further away. A nice, small park could be created in the shadow of a saved Boiler house wall along Summer St. I would also propose a large adult organized playspace on the roof of a building onsite: basketball or touch football, maybe a batting cage to take some pressure off the playing fields of M St. Park.

TRANSPARENCY

Throughout the series of meetings I have attended I can't help but feel a certain lack of transparency and real give and take discussion. Many questions get non-answers and follow-up is limited. And, unfortunately there has been some contradictions presented. It's important that when all is said and done that any agreements and promises must be enforceable by a legal mechanism. The community must have a way to hold Redgate/Hilco and any successor firms to all agreements and those agreements made permanent.

GOVERNMENT

South Boston is, as are many other neighborhoods across Boston, under assault. Our very fabric is under attack. Our institutional memory is being erased by a rush for private profit and tax revenue. Our poorest and most vulnerable neighbors are being trampled in the gentrification stampede. All we have known is at risk. As an example, Realtors are renaming sections of our neighborhood with the apparent blessing of

city officials and wiping away decades of history. We are overrun with wealthy transients who have no regard for the rest of us. As I have said I am opposed to this development, even though I have little doubt it will be built much as presented with or without community approval. Our elected officials must act and work to put real, working solutions to our problems in place before this project is built. Amelioration of the problems this development will exacerbate is not only the responsibility of Redgate/Hilco; the Commonwealth and the City must find the political will and the money to give us real improvements in transportation, publically owned open space, schools, housing, police and fire protection. The city of Boston is the heart that keeps the blood of the Commonwealth pumping, but our arteries are severely clogged and unless something is done soon something is going to give. And it will cost us much more to deal with it after the fact.

Yes, neighborhoods change. Change is, in fact, as has been said so very often, the only constant. But as Jane Jacobs teaches us it must be at a measured pace so not to overwhelm. This development as presented overwhelms.

Regards,
J.F. Bennett



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Comment

Anna Albani ·

Tue, Oct 30, 2018 at 5:10 PM

To: tim.czerwienski@boston.gov

Hi There,

I would like to go on record in opposition of this project. I think it will create huge transportation issues and will also decrease the quality of life for existing South Boston residents.

We need to stop development in South Boston that's detrimental to current residents.

Thank you,
Anna

October 30, 2018

Mr. Bart Coughlin
King Terminal LLC
60 K Street
Boston, MA 02127

RE: Review of L Street Station Redevelopment Traffic Study
South Boston, Massachusetts

Dear Mr. Coughlin:

BSC Group (BSC) has completed a review of traffic and transportation impacts relative to the L Street Station Redevelopment located at 776 Summer Street in South Boston, Massachusetts. The Proponent, 776 Summer Street, LLC, proposes to redevelop an approximately 15-acre parcel located at the northeast corner on the intersection of Summer and East 1st Streets with 1.93 million square feet of mixed use development. King Terminal LLC is an abutter to the proposed redevelopment and is concerned about potential traffic and transportation impacts from the L Street Station Redevelopment.

BSC Group has performed the review based on the following information:

- L Street Station Redevelopment Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR), prepared by VHB, August 2018
 - Chapter 5: Transportation
 - Chapter 12: Response to ENF Comments
 - Chapter 13: Response to PNF Comments
 - Appendix D transportation – Supporting Information
- Field visit performed on Tuesday October 29, 2018

BSC's review was focused on traffic and transportation impacts from the L Street Station Redevelopment on the current and future use of the King Terminal property and offers the following comments:

Project

1. L Street Station Redevelopment is a proposed 1.93 million gross square feet mixed-use development that will include:
 - a. 1,344 residential units
 - b. 344 hotel keys
 - c. 368,000 square feet of office
 - d. 85,630 square feet of retail

Engineers

Environmental
Scientists

Custom Software
Developers

Landscape
Architects

Planners

Surveyors



2. The L Street Station Redevelopment will include two vehicular access points/driveways:
 - a. Summer Street at Elkins Street
 - b. East 1st Street at M Street

3. The L Street Station Redevelopment will be constructed in five phases over approximately 12-years
 - a. Demolition Phase: 2019
 - b. Phase 1A: 2020 – 2022
 - c. Phase 1B: 2022 – 2024
 - d. Phase 2: 2024 – 2030
 - e. Phase 3: 2030 – Beyond

Study Intersections

1. A study area comprising fourteen (14) intersections (both signalized and unsignalized) was analyzed. **It is important to note that Power House Street and 803 Summer Street driveway unsignalized intersections were not included in the 14 intersections analyzed.** Turning movement counts from 8/16 were included in the Appendix for the Power House Street intersection but the intersection was not included in the analysis. **Given the volume of FedEx trucks and the number of parking spaces that use Power House Street, the Proponent should include an analysis of this intersection.**

Traffic Volumes

1. Traffic data was collected for the study area intersections in June 2017. **It is important to note that the Dedicated Freight Corridor (DFC) did not open until Fall 2017.** It appears that supplemental traffic data was collected for the Summer Street/DFC/FedEx driveway in October 2017 and June 2018 and included in the Appendix. Based on our observations, it appears that the current volumes exceed those included in the analysis.

Crash History

1. Crash history was provided for the 5-year period from 2011 to 2015 and stated that all study area intersections have calculated crash rates that fall below the District 6 average values for signalized and unsignalized intersections. In July 2018, there was a fatal accident at the intersection of L Street and East 6th Street. **Several traffic and safety improvements have been implemented in the L Street corridor since July that should be considered in the Proponent's analysis.**

Queue Analysis

1. A queue length analysis was conducted for the morning and evening peak hour conditions for the following:
 - a. 2017 Existing Conditions
 - b. 2024 No-Build Conditions
 - c. 2030 No-Build Conditions
 - d. 2024 Build Condition
 - e. 2030 Full Build Condition

No queue analysis summary was provided for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition. The Proponent should provide a queue



analysis summary for the 2024 Build Mitigated Condition or the 2030 Full-Build Mitigated Condition.

2. The graphical representation of the modeled queues shown on Figures 5.17a through 5.17h only show the queues at the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. Currently, the morning peak hour queues from the Summer Street/Drydock Avenue/Pappas Way extend to the Summer Street/DFC intersection. **The Proponent should show graphically the queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections to show how the queues interact and to determine if the queues will affect operations at other signalized intersections in the study area.**

Mitigation

1. The L Street Station Redevelopment proposes phasing the transportation mitigation consistent with the Project development phasing. At full-build, the potential mitigation will include the following roadway and signal improvements:
 - a. East 1st Street right-turn lane striping
 - b. Signal equipment, phasing and timing changes at Summer Street/L Street at East 1st Street
 - c. Signal timing changes at L Street at East Broadway
 - d. Summer Street reconstruction from East 1st Street to DFC
 - e. Signal installation at Summer Street at Elkins Street

In addition to the physical roadway and signal mitigation identified above, the Proponent is also proposing potential mitigation to include additional MBTA bus service, bicycle and pedestrian accommodations and a service drive connection to the DFC.

It is important to note that recent changes have been made to the L Street/Broadway and L Street/Summer Street/ East 1st Street intersections. A right-turn lane has been added to the East 1st Street westbound approach and all legs of both intersections have been signed No Turn on Red. **The Proponent should update the analysis to include these recent changes and modify the mitigation commitment as required.**

2. As part of the Massachusetts Department of Transportation (MassDOT) review of the Environmental Notification Form (ENF), MassDOT stated that “the DEIR should include sufficiently detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements in order to verify the feasibility of constructing such improvements. These plans should clearly show proposed lane widths and offsets, Layout lines and jurisdictions, and land uses adjacent to areas where improvements are proposed.” No detailed conceptual plans were included in the DEIR/DPIR submission. **These detailed conceptual plans are required to adequately review the proposed roadway and signalized intersection improvements and their impacts, if any, on the King Terminal property. The Proponent should provide detailed conceptual plans as requested by MassDOT.**
3. Further discussion of the proposed signal at Summer Street/Elkins Street is required to fully understand the intersection operations and any potential impacts to the King Terminal property. Elkins Street is a private way that provides access to FedEx and the King Terminal buildings and parking. Elkins Street also connects to East 1st Street via K Street. **The Proponent should present solutions to prevent Elkins Street from**



becoming a cut-through to East 1st Street.

Summary

The Proponent should provide the following additional information and analysis to demonstrate the proposed L Street Station Redevelopment will not create traffic or transportation impacts that will affect the current or future use of the King Terminal Property:

- Inclusion of Power House Street as unsignalized intersection in the Study Area
- Additional review of intersection volumes at the Summer Street/DFC intersection
- Inclusion of the recent traffic and safety improvements to the L Street corridor in the analysis
- Queue analysis for the 2024 Build Mitigated Condition and the 2030 Full-Build Mitigated Condition should be included
- The queues at the Summer Street/Elkins Street, Summer Street/DFC/FedEx driveway and Summer Street/Drydock Avenue/Pappas Way intersections should be shown graphically to show how queues interact
- Detailed conceptual plans (minimum of 80-scale) for proposed roadway improvements should be provided
- Further discussion of the proposed signal at Summer Street/Elkins Street

Please do not hesitate to contact our office with any inquiries you may have.

Sincerely,

BSC Group, Inc.

Sam Offei-Addo, P.E., PTOE
Senior Project Manager/Senior Associate

cc: John. Hession, P.E.



Tim Czerwienski <tim.czerwienski@boston.gov>

In Support of a South Boston Cultural Center

Susan Entin ·
To: tim.czerwienski@boston.gov

Tue, Oct 30, 2018 at 9:59 PM

I am a member of the South Boston Art Association and am very enthusiastic about culture and industry coming together at the old Edison Plant at [776 Summer Street](#). Susan Entin



Are you on board?

15 State Street, Suite 1100
Boston, MA 02109
617.223.8671
bostonharbornow.org

October 30, 2018

Via email to: tim.czerwienski@boston.gov

Director Brian Golden
Attn: Tim Czerwienski, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: L Street Station Draft Project Impact Report

Dear Director Golden,

On behalf of Boston Harbor Now, thank you for the opportunity to comment on the Draft Project Impact Report (Draft PIR) for the L Street Station Redevelopment submitted by HRP 776 Summer Street LLC (HRP). Our policy and planning team has reviewed the project presentation, toured the project site on several occasions, and attended a series of public meetings held throughout the summer.

As presented in the Draft PIR and following the May 2018 Designated Port Area (DPA) Designation Decision issued by the Office of Coastal Zone Management, the landward portion of the proposed 15-acre redevelopment is no longer part of the South Boston Designated Port Area along the Reserve Channel. Of the total land area, 4.1 acres are on filled tidelands and within Chapter 91 jurisdiction. Because the proposed development is for a non-water dependent use, the project requires a new Chapter 91 license.

Project Description

As described in the Draft PIR, the current proposal is for the redevelopment of 15 acres of land along the Reserve Channel in the South Boston waterfront. Since the filing of the Project Notification Form, the project has been reduced from 2.1 million SF to 1.93 million SF. The

amended building program proposes to increase retail use, increase office use, more than double hotel use, increase parking options, and decrease residential use. The seven-building proposal now includes:

- 85,630 SF of retail space,
- 368,070 SF of office space,
- a 344-key hotel,
- 1,397 parking spaces to be shared between office and residential users, and
- 1,344 residential units

The height of the proposed buildings ranges from 82 feet to 210 feet with the lowest buildings facing the South Boston neighborhood and the tallest buildings located along the Reserve Channel and Summer Street.

Existing Maritime Industrial Uses

The project site is bordered by the South Boston neighborhood to the south, the Conley Terminal Dedicated Freight Corridor (DFC) to the north, and maritime industrial uses to the East and West. As well-known amongst stakeholders, Massport is investing nearly \$35 million in a series of facilities and operational improvements in anticipation of increased growth and container activity at Conley Terminal.

The Dedicated Freight Corridor is Boston Harbor's major truck route serving Conley Terminal with heavy industrial traffic at all hours of the day and night. It is essential that the proponent continue to work with the Massport Maritime Department to ensure that the proposed mixed-use development minimizes all potential impacts to truck access and existing working port businesses. To ensure that port activity continues to be a key component of the regional economy and also balance non water dependent use in the area, Massport has made significant efforts to move port traffic and activity away from existing residential uses.

The Draft PIR suggests expanding the use of the DFC to include service vehicles traveling to and from the 15-acre site. While this may be an alternative that is worthy of further discussion, we feel strongly that all DFC use must prioritize and benefit the existing maritime operations before a private non-water-dependent project considers using the route even on a limited basis. Section 1.4 of the Draft PIR offers signage as a means to deter passenger vehicles and pedestrians from accessing the DFC. Signage alone is unlikely to deter passenger vehicles, pedestrians, and cyclists from accessing the DFC.

To ensure that Conley Terminal operations and other related maritime businesses are not adversely impacted, the final PIR should clearly define "service vehicles," specify any potential time of day restrictions, limit the use of the DFC to off-peak truck traffic hours, and describe gates or security checkpoints under consideration.

Open Space and Programming

We continue to have concerns about the characterization of current maritime-industrial activities at DFC and nearby Conley Terminal operations. Boston Harbor, especially at Conley Container Terminal, is an active industrial area that inevitably adds a significant amount of noise, dust, and vibrations to abutting spaces.

The Draft PIR includes new details for the proposed public areas along the northern edge of the site, closest to the DFC. We understand the design challenge—given the nature of marine industrial operations nearby—and encourage the team to more carefully consider the layout and programming of the public areas along this edge. They must reconcile two very different uses—general public use and the continued industrial operations of Conley Terminal and other working port businesses. The final PIR should do more to describe and depict details of the observation deck, waterfront boardwalk, waterfront plaza, performance plaza, and overlook.

Figures 3.3, 3.4A, 3.4C, and 3.4E include a dozen examples of outdoor spaces and construction materials used in similar industrial areas around the country. We appreciate the proponent's efforts to present a diverse set of open space experiences for the general public. We are especially pleased with the focus on arts and culture and would welcome the opportunity to work with the proponent to further define the public realm plan and best practices for waterfront programming and activation.

Transportation

As proposed, this development will add a substantial number of new residents and workers to the sidewalks, bus routes, and roadways of South Boston.

The Draft PIR states the proponent will include a total 1,397 on-site parking spaces. As a general principle, we favor public transportation solutions that benefit a broader section of the population. Increasing the number of parking spaces does little to address the much-needed transportation improvements in South Boston. We understand that the project is responding to the community's current parking demands, but this approach directly conflicts with the City of Boston's efforts to be carbon-neutral by 2050.

There are five existing MBTA bus routes within walking distance (10 minutes or less) of the project site—route 5, 7, 9, 10, and 11. Only one, Route 7, has a stop immediately adjacent to the property along Summer Street and is the only bus option for inbound service across the Reserve Channel to the Seaport and Downtown. As confirmed by the Draft PIR, during peak commuting hours this route is near capacity and does not operate at all on Sundays. While we appreciate the proponent's willingness to kick off a supplemental bus service as soon as site demolition begins in 2019, we have questions about the proposed pilot program. For example, additional information about management, staffing, schedule of operation, and incorporation of the pilot into existing bus tracking technology should be provided in future project filings.

With the nearest T station more than a 10-minute walk from the site, increased access to public transportation is a critical issue that needs to remain a priority for this project. We encourage collaboration with the MBTA to fund expanded or enhanced service in this route, especially with a city proposal to add a bus only lane to Summer Street. We look forward to additional transportation discussions as the project progresses.

Finally, this 15-acre site and development is large enough to warrant a new Blue Bikes station. We are pleased to learn that the proponent is committing to installing at least one additional Blue Bike Station dock at this location.

Climate Resilient Design

As presented in section 4.4.2 of the Draft PIR, the finished floor elevation for the project will be 21.5' BCB, two feet above the base flood elevation of 19.4' BCB. The site resiliency plan found in Figure 4.3 proposes to increase the site elevation, improve stormwater collection, implement permeable paving, use light-colored materials, and increase the number of shade trees. These are commendable initial steps and we applaud the proponent for including them in the early design stages of the project.

After the project proponent submitted the Draft PIR and before the closing of the public comment period, Mayor Martin J. Walsh publicly announced the City of Boston's Resilient Boston Harbor vision plan and released the Coastal Resilience Solutions for South Boston report. Both the vision plan and the report present the City's district-scale climate adaptation solution for Boston Harbor. This site is part of the Reserve Channel mid-term and long-term solution that can provide flood protection critical to reducing flood risk across South Boston.

Design detail and strategies that embrace the City of Boston's district-scale solution should be a priority for climate resiliency at this site. We look forward to reviewing additional resiliency measures proposed in the Final PIR and continuing to refine site design measures as the project progresses.

Thank you for the opportunity to comment.

Sincerely

A handwritten signature in black ink, appearing to read "Jill Valdes Horwood". The signature is fluid and cursive, with a prominent horizontal stroke across the middle.

Jill Valdes Horwood
Director of Policy

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

Mary McGunagle

NAME: Mary R. McGunagle ADDRESS: 376 West Fourth St.
SO. BOSTON MA - 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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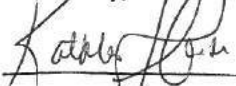
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Thank you for this opportunity to comment.

Sincerely,



NAME: Kathleen S. Frawley

ADDRESS: 295 West Third St. Apt 3

South Boston MA 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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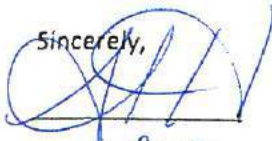
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Thank you for this opportunity to comment.

Sincerely,



NAME: Ashley Huteninsen ADDRESS: 33 G St So. Boston MA 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: Kelli O'Brien

ADDRESS:

299 West 3rd St
SO. Boston MA 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: Edward Mahoney ADDRESS: 367 West Broadway

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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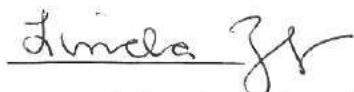
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Thank you for this opportunity to comment.

Sincerely,



NAME: Linda Zeng ADDRESS: 367 West Broadway #1

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



NAME: CAMPOT, JOSEPH ADDRESS: 232 ATHENS ST. UNIT #6

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,

Ms. Cheryl Coxley
NAME: *Cheryl Coxley*

ADDRESS: *50 West Broadway #215
So. Boston MA 02127*

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

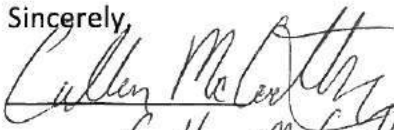
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Thank you for this opportunity to comment.

Sincerely,



NAME: Cullen McCarthy

ADDRESS: 301 West Third Street
South Boston, Ma
02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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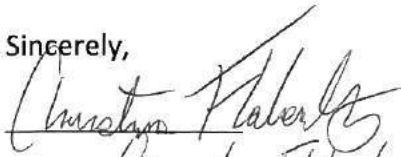
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Thank you for this opportunity to comment.

Sincerely,



NAME:

Christina Flaherty

ADDRESS:

301 West Third South Boston

ma, 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



NAME: Owen T. McCarthy ADDRESS: 301 West Third St
South Boston, Ma 02127

October 30, 2018

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One City Hall Square
Boston, MA 02201

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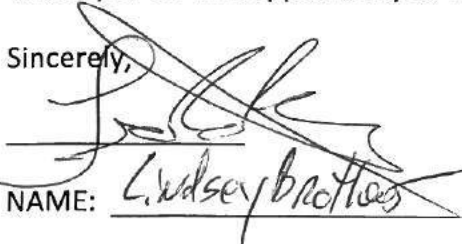
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Thank you for this opportunity to comment.

Sincerely,

NAME:


Ludsey Brothers

ADDRESS:

367 W. Broadway

October 30, 2018

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Boston, MA 02201

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Sincerely,

NAME:


Michael Chertok

ADDRESS:

367 W. BROADWAY

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Gabrielle Rogers ADDRESS: 50 West Broadway, #215

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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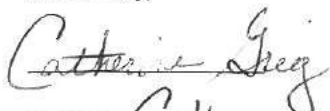
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Thank you for this opportunity to comment.

Sincerely,



NAME: CATHERINE GREIG ADDRESS: 232 Athens St. #2
S.B.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

STEPHEN GREIG

NAME: STEPHEN GREIG ADDRESS: 232 Athens St #2
S.B.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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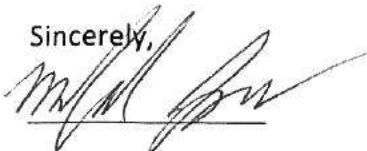
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Sincerely,



NAME: MICHAEL JOYCE ADDRESS: 234 ATHENS ST, # 2
SOUTH BOSTON, MA.
02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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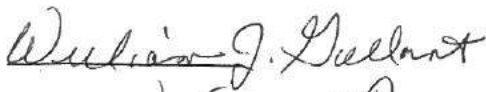
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Sincerely,



NAME: William J. Gallant ADDRESS: 234 Athens St. Unit 1

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

MaryAnn Gallant

NAME: MARYANN
GALLANT

ADDRESS: 234 Athens St, Unit 1
South Boston, MA 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

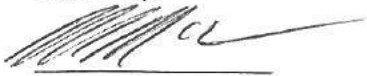
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Sincerely,



NAME: MARK MCLUNGS ADDRESS: 232 ATHENS ST #5

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Noah white

NAME: Noah white ADDRESS: 33 mst

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Richard DOUCAS ADDRESS: 273 'D' Street Boston, MA 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Robert Lee

NAME: Robert Lee ADDRESS: 239 E St. Boston, MA, 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Ms. Kevin Mahoney

NAME: Kevin Mahoney ADDRESS: 367 West Broadway
So. Boston

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Mike O'Sullivan ADDRESS: 1 Helena Rd Dorchester

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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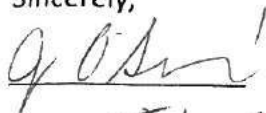
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Sincerely,



NAME: John O'Sullivan ADDRESS: 16 Helena Rd Dorchester

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One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Eileen O'Sullivan ADDRESS: 16 Helena Rd Dorchester

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Boston, MA 02201

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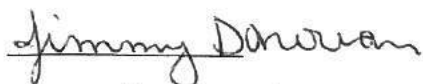
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Sincerely,



NAME: Jimmy Donovan ADDRESS: 351 West 2nd Street, S. Boston

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,

Paul Narrish

NAME: Paul Narrish ADDRESS: 10 Annavy Street, E. Boston

October 30, 2018

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One City Hall Square
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Sincerely,



NAME: Lawrence Jenkins ADDRESS: 273 0st, south Boston
Boston, mass
02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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NAME:  ADDRESS: 822 E 5TH SO BOS

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Boston, MA 02201

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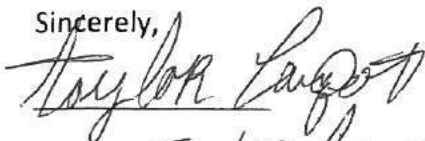
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Sincerely,



NAME: Taylor Campot ADDRESS: 232 ATHENS ST #6

October 30, 2018

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One City Hall Square
Boston, MA 02201

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Sincerely,



NAME: Stephen S Greig ADDRESS: 232 Athol St # 2

So Boston MA 02127

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One City Hall Square
Boston, MA 02201

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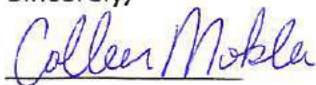
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Sincerely,



NAME: Colleen Moxier ADDRESS: 232 Athens Street Apt 5
South Boston MA, 02127

October 30, 2018

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One City Hall Square
Boston, MA 02201

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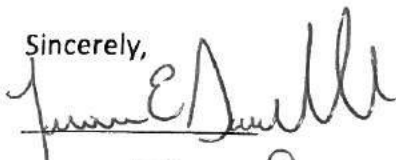
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NAME: TERENCE SMALLWOOD ADDRESS: 232 ATHENS ST.

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Boston, MA 02201

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Sincerely,



NAME: ADRIA GONZALEZ ADDRESS: 232 ATHENS ST.

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Boston, MA 02201

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Sincerely,

Christine Conley-Doran

NAME: Christine Conley-Doran ADDRESS: 351 West 2nd Street
So. Boston MA

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Kate Gregorio

NAME: Kate Gregorio ADDRESS: 351 West 2nd Street
So. Boston

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Michael Mahoney

NAME: Michael Mahoney ADDRESS: 20 Oakridge Street, Mattapan

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Ashley O'Sullivan

NAME: Ashley O'Sullivan ADDRESS: 1 Helena Rd Dorchester

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Sincerely,

Nicole Mahoney

NAME: Nicole Mahoney ADDRESS: 20 Oakridge Street, Mattapan

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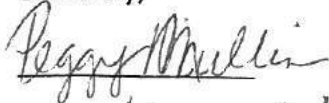
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Sincerely,



NAME: Margaret Mollin ADDRESS: 358 Gallivan Blvd Dorchester

October 30, 2018

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Boston, MA 02201

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Sincerely,

Elizabeth Ahern

NAME: Elizabeth Ahern ADDRESS: 14 Annavy Street, East Boston

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

Geraldine Ahern Norrish

NAME: Geraldine Ahern ADDRESS: 10 Annavy Street, East Boston
Norrish

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

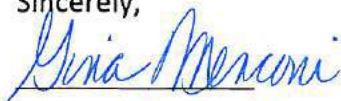
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Sincerely,



NAME: Gina Menconi ADDRESS: 297 West 3rd Street

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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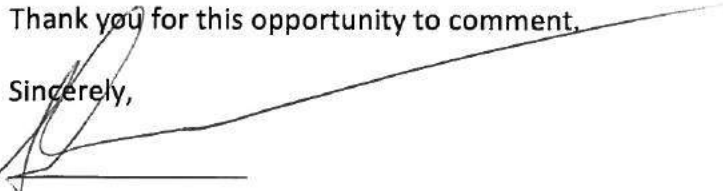
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Thank you for this opportunity to comment.

Sincerely,


NAME: SCOTT SIMPSON ADDRESS: 234 ATHENS ST.
UNIT 5

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,

Raymond A. Little

NAME: Raymond A. Little ADDRESS: 293 D. ST APT 1

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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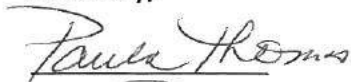
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Sincerely,



NAME: PAULA T THOMAS ADDRESS: 234 Athens St - S Boston MA 02127

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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Thank you for this opportunity to comment.

Sincerely,



NAME: William Thomas ADDRESS: 234 Athens St S Boston MA 02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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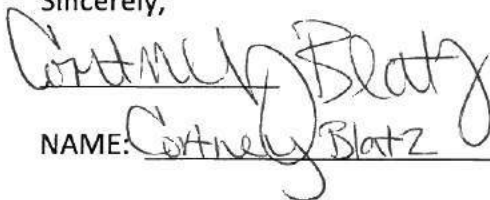
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Thank you for this opportunity to comment.

Sincerely,


NAME: Cortney Blatz

ADDRESS: 367 West Broadway #5

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



NAME: Koco Japo ADDRESS: 170 West Broadway, # 304

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



NAME: Alan Conroy ADDRESS: 367 West Broadway #5

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,



NAME: MICHAEL J. Makler ADDRESS: 273 D ST. S. BOSTON, MA 02107



Nurturing Strength and Stability

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and Executive Director of Julie's Family Learning Program, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 13% minimum City of Boston requirement of affordable housing on site. I strongly believe that this development site should include at least 25% deed restricted affordable units. Housing should be available for a range of income levels, including low income seniors and middle income families. Both lower income and middle income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the needs of low income workers who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Best Regards,


Robert D. Monahan

Executive Director

133 Dorchester Street • South Boston, MA 02127
Phone: (617) 269-6663 • Fax: (617) 268-3176
www.JuliesFamily.org

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

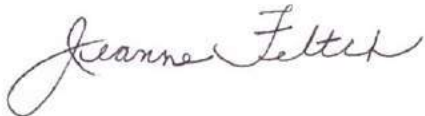
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Jeanne Feltch".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

*Sister Eleanor Clancy
SRD!*

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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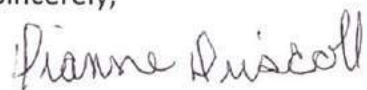
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Dianne Ruscol".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Andrea McKunes

October 30, 2018

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Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in cursive script that reads "Taylor Rawton". The signature is written in dark ink and is positioned below the typed name "Taylor Rawton".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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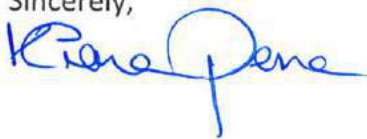
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October 30, 2018

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Thank you for this opportunity to comment.

Sincerely,

Jennifer McGrath 10/31/18

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anita M. Park".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Jean Charison". The signature is written in black ink and is positioned below the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Maureen Dooley". The signature is written in a cursive, flowing style with a long, sweeping tail on the final letter.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in blue ink that reads "Donna Harlan". The signature is written in a cursive style with a large, looped initial "D".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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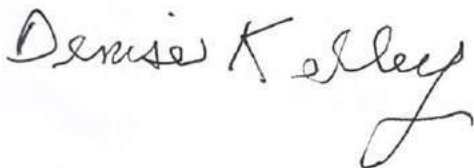
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South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Denise Kelley". The signature is written in black ink and is positioned at the bottom left of the page.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

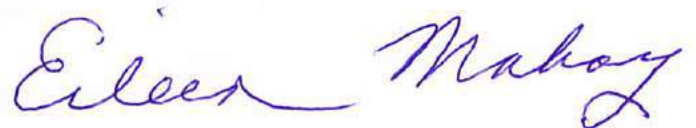
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Sincerely,



October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

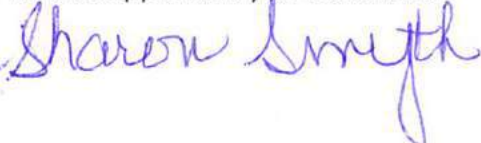
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Sincerely, 

October 30, 2018

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One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Edna T. Swanson". The signature is written in a cursive style with a small "Ed" at the beginning.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely, *Tahkeshia Ellis*

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

The developer's proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Asha An".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "Tim Czerwienski".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. While I am not a resident of South Boston, I have worked in a non-profit organization there and have seen many people forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for this site.

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Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Mary E. Boyle".

Mary E. Boyle

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "Dudley", followed by several horizontal scribbles.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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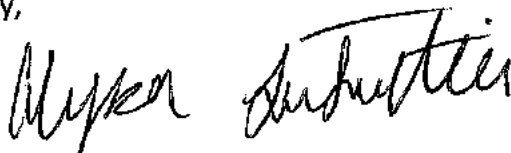
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Alyson Sabatelli". The signature is written in a cursive, flowing style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ashley M. C...", written over the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul H. [unclear]", with a long horizontal line extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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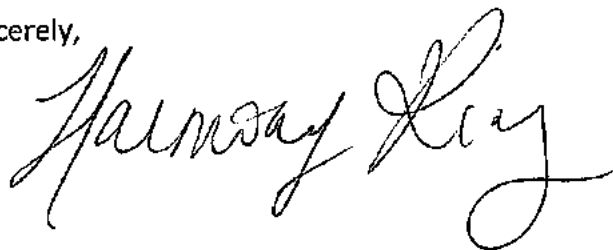
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony King". The signature is written in a cursive, flowing style with a large, decorative flourish at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'Matt', written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Luis Mercado

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

Arthur
Harvatis

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan A. Aron". The signature is fluid and cursive, with a large initial "J" and "A".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

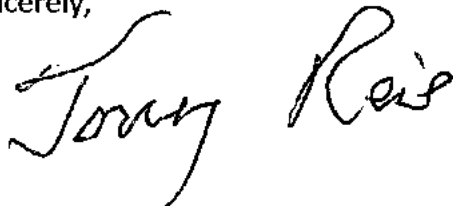
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Tony Reis". The signature is written in a cursive, flowing style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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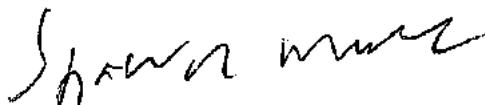
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'Shi' or similar, written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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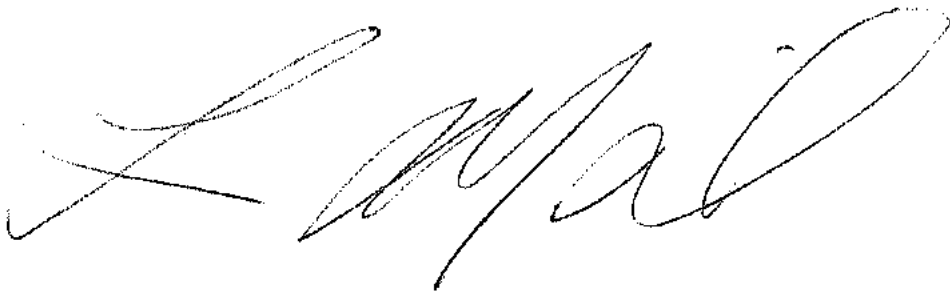
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "L. M. P. O.", written in a cursive style.

11-1-18

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Rainey". The signature is fluid and cursive, with a large, sweeping loop at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

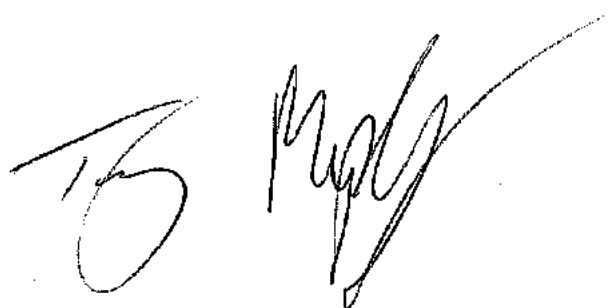
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'T. Czerwienski', written over a light blue horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. Long' or similar, written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Wayne Burtell". The signature is written in a cursive style with a large, prominent initial "W".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be the name of the sender, written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

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

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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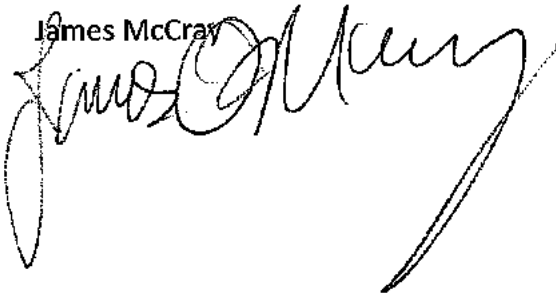
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Thank you for this opportunity to comment.

Sincerely,

James McCray

A handwritten signature in black ink, appearing to read 'James McCray', written over the printed name.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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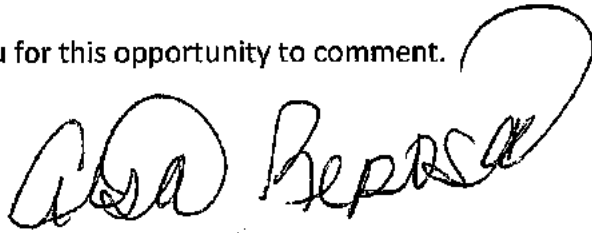
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ada Repasa". The signature is written in a cursive, flowing style with a large loop at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)


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October 30, 2018

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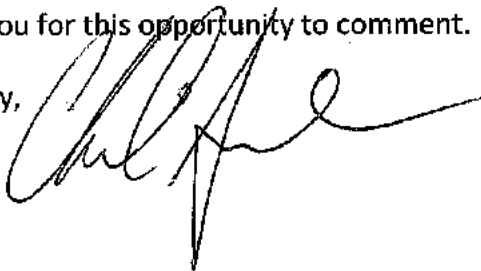
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "Chloe", written over the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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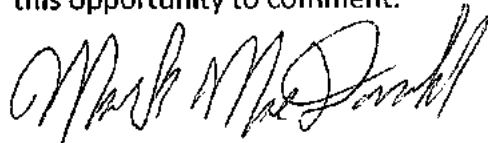
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Sincerely,



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Sincerely,

Handwritten signature of Jason Cormier in black ink.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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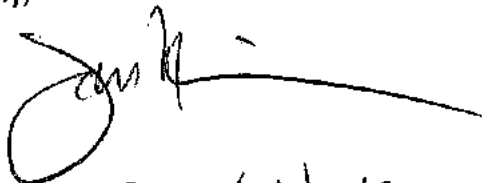
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Sincerely,



JASON HINES

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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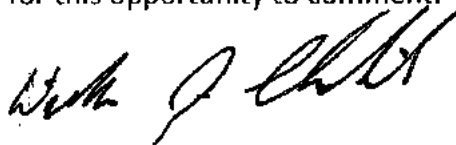
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Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

William Curtis

A handwritten signature in black ink, appearing to read 'William Curtis', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'M. Czerwienski', followed by a long horizontal flourish.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be the initials 'D. B.' or similar, written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Thank you, much appreciated,

Branley Hamel

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "D O'Brien". The signature is fluid and cursive, with the first letter "D" being particularly large and stylized.

Danielle O'Brien

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

Thank you, much appreciated,

Blanka Hannul

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

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October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

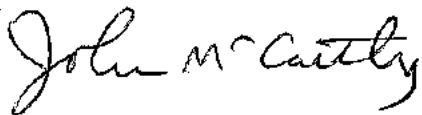
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Thank you for this opportunity to comment.

Sincerely,

*Christina
Healey*

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Czerwienski". The signature is fluid and cursive, with a large initial "T" and "C".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in blue ink, appearing to read "Anna Haberman". The signature is fluid and cursive, written in a professional style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in blue ink, appearing to be "Amy M. [unclear]", written in a cursive style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Sincerely,

A handwritten signature in blue ink that reads "Kayla Higgins". The signature is written in a cursive, flowing style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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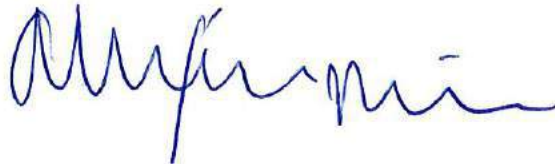
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alfonso", is written over the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Cati Groe". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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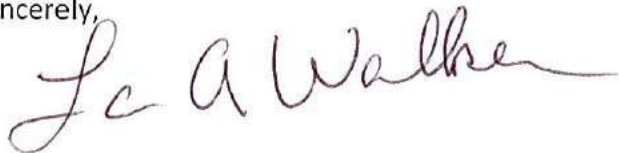
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Jc A Walker". The signature is written in dark ink and is positioned below the word "Sincerely,".

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Duane Dupre". The signature is written in a cursive style with a large, looped initial "D".

October 30, 2018

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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Celine A. Cannon". The signature is written in a cursive style with a large, flowing "C" at the beginning.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely, Sarahann Jacoby.

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Sincerely,

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October 30, 2018

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Sincerely,

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October 30, 2018

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Arianna Adams
Gavin House
Program Director

October 30, 2018

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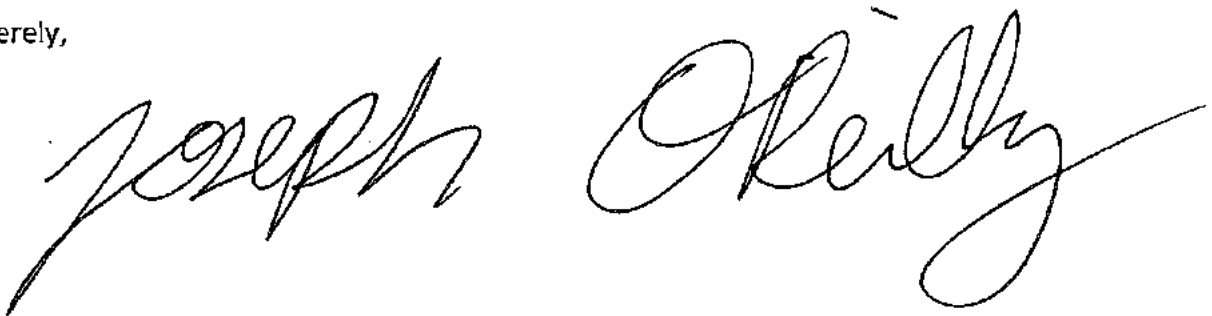
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Sincerely,

A handwritten signature in black ink, reading "Joseph O'Reilly". The signature is written in a cursive style with a large, sweeping flourish at the end of the name.

October 30, 2018

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October 30, 2018

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One City Hall Square
Boston, MA 02201
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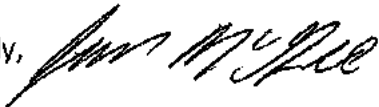
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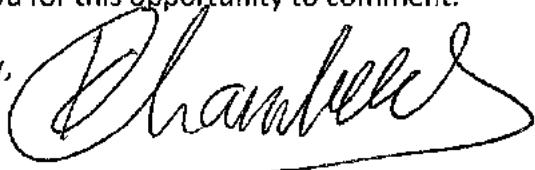
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Sincerely,

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October 30, 2018

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Boston, MA 02201
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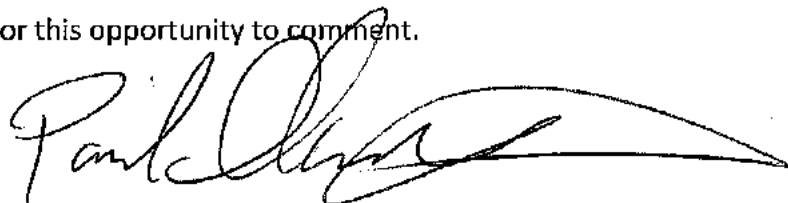
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October 30, 2018

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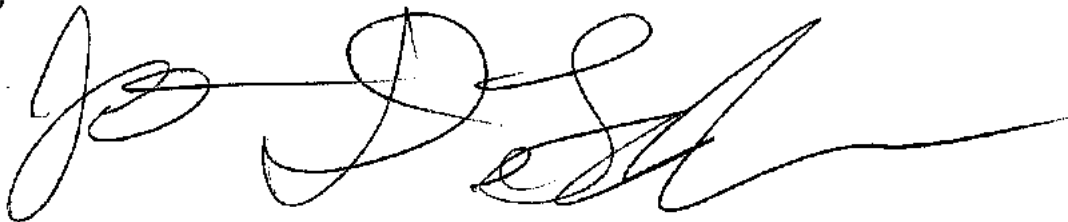
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Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

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Thank you for this opportunity to comment.

Sincerely,

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

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)


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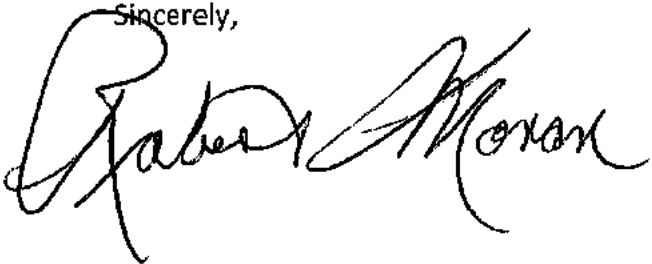
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Moran". The signature is written in a cursive style with a large, looping initial "R".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Daniel Mc Donough". The signature is written in a cursive style with a long, vertical tail on the letter "h".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Smith". The signature is written in a cursive, flowing style with some loops and flourishes.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be the initials 'DM' followed by a long, horizontal flourish.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jan D. [unclear]". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Chris Ricci".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

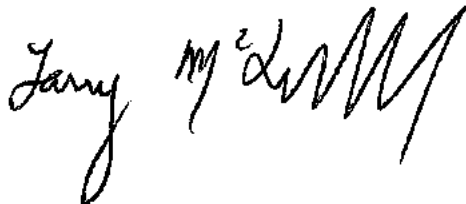
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry McDermott". The signature is written in a cursive style with a large, stylized "L" and "M".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Collier". The signature is written in a cursive style with a large, sweeping initial "J".

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "Tim Czerwienski". The signature is written in a cursive, flowing style and extends across the width of the page.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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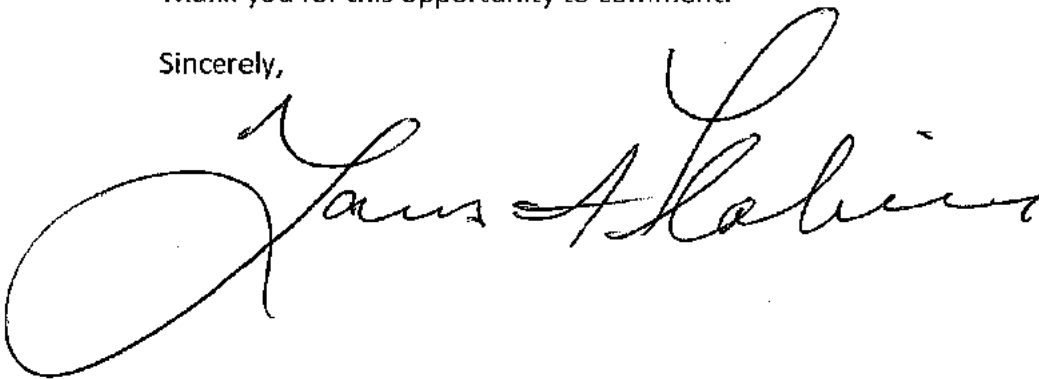
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Thank you for this opportunity to comment.

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A handwritten signature in black ink, appearing to read "James A. Habier". The signature is written in a cursive style with a large, looping initial "J".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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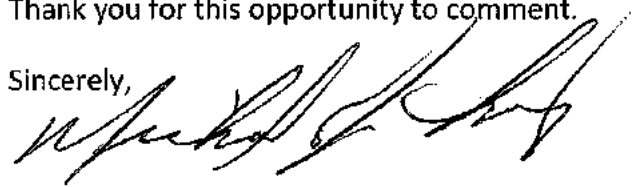
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "W. [unclear] [unclear]", written over a light blue horizontal line.

October 30, 2018

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One City Hall Square
Boston, MA 02201
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Sincerely,

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October 30, 2018

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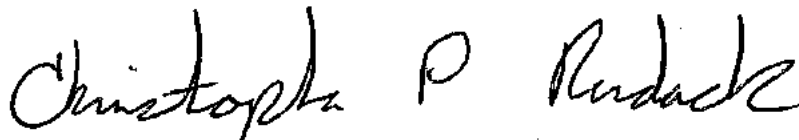
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Sincerely,

Handwritten signature of Christopher P. Rudack in black ink.

October 30, 2018

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One City Hall Square
Boston, MA 02201
bostonplans.org

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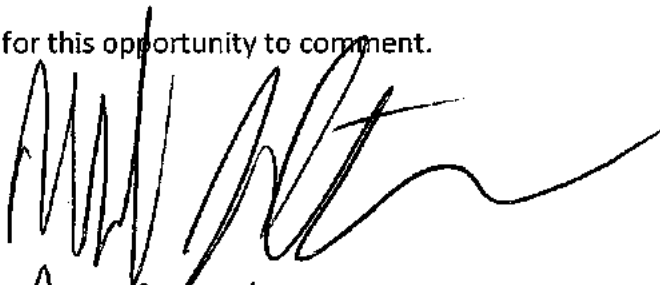
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Sincerely,



Michael Rich

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ronald J. Walsh". The signature is written in a cursive style with a small star above the letter 'i' in "Walsh".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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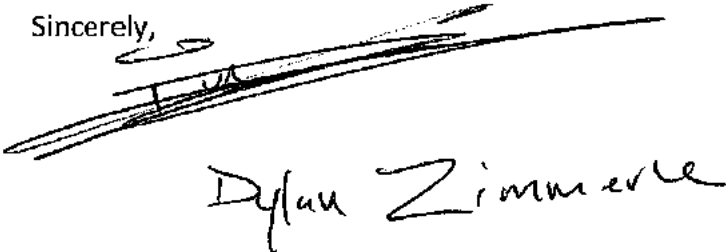
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Thank you for this opportunity to comment.

Sincerely,



Dylan Zimmerle

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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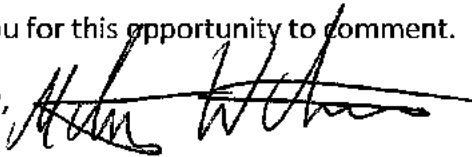
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Adam White", written over the word "Sincerely,".

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

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Thank you for this opportunity to comment.

Sincerely,

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October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon M. Duran". The signature is written in a cursive style with a large initial "J" and "D".

October 30, 2018

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One City Hall Square
Boston, MA 02201
bostonplans.org

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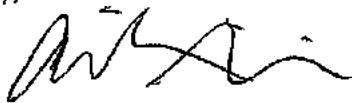
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The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

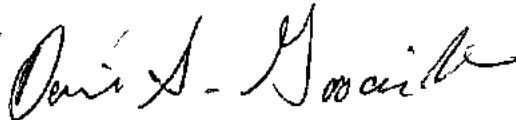
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Denis S. Giacinto". The signature is written in a cursive style with a large initial "D".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

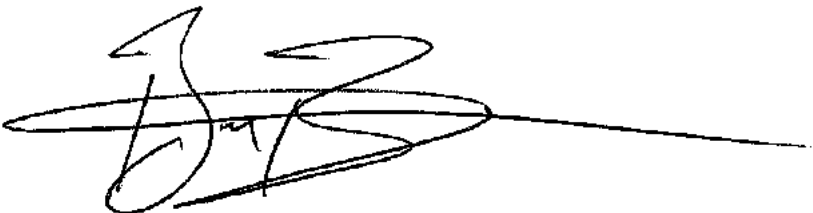
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. C.', with a long horizontal line extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Anthony P. Russo". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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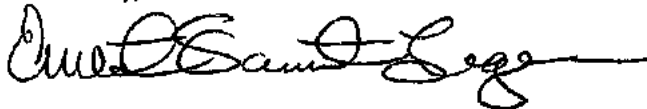
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Sant'Agata". The signature is fluid and cursive, with a long horizontal stroke at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Valentin Rodriguez". The signature is written in a cursive, somewhat stylized font.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Keith O'Connell

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

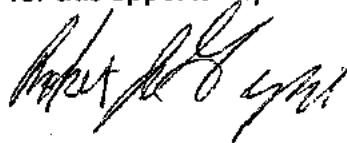
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Sincerely,



October 30, 2018

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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be a stylized name, possibly "John" or "John Doe", written over a large, loopy flourish.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,



Edward Berrio

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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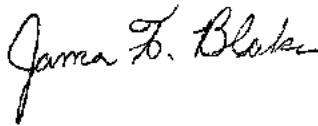
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "James F. Blake".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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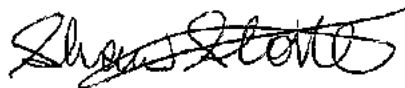
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October 30, 2018

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One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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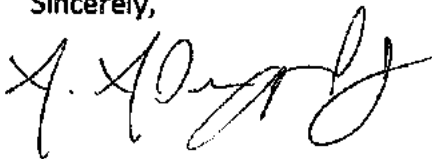
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Sincerely,

A handwritten signature in black ink, appearing to read "J. Anthony". The signature is fluid and cursive, with a large initial "J" and "A".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

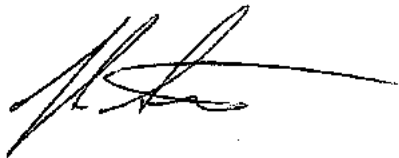
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'M. Czerwienski', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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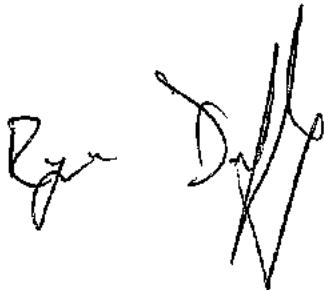
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Sincerely,

A handwritten signature in black ink, appearing to be "Eva D. Kelly", written in a cursive style.

October 30, 2018

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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Ralph Budy". The signature is written in a cursive style with a large, stylized initial "R" and a long, sweeping underline.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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One City Hall Square
Boston, MA 02201
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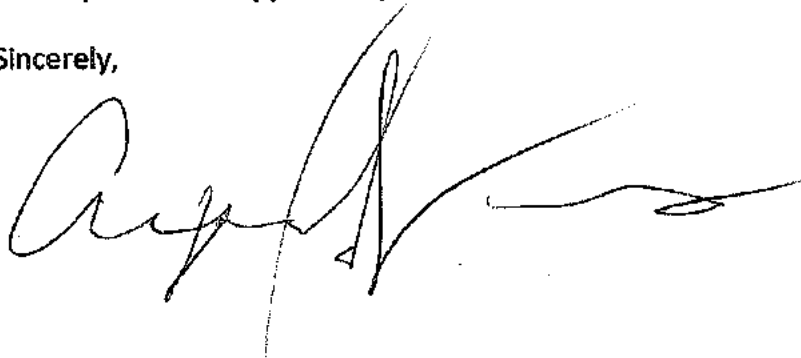
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'A. [unclear]', written over a faint dotted line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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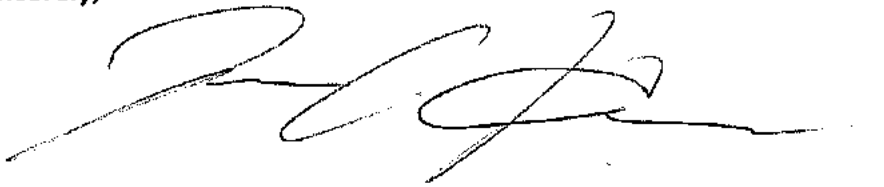
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. Czerwienski', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Sincerely,



October 30, 2018

Tim Czerwienski
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Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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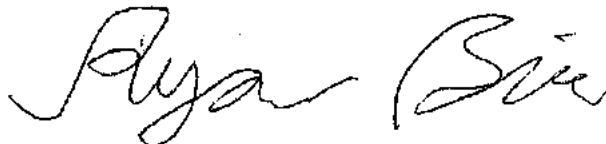
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Rya Biv". The signature is fluid and cursive, written in a dark ink on a white background.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "David Daller". The signature is written in a cursive style with a large, looped "D" at the beginning and a long, sweeping underline.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

Be

A handwritten signature in black ink, appearing to be a stylized name, possibly "Be" or "Bee".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

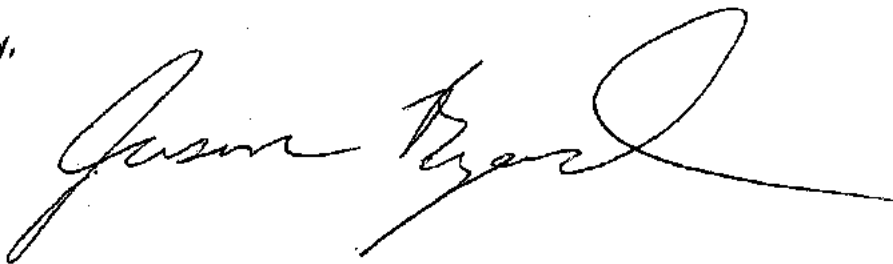
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South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Byrd". The signature is fluid and cursive, with a large loop at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

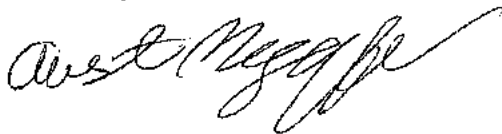
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Aust Meyer". The signature is fluid and cursive, written over a white background.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard O'Connor". The signature is fluid and cursive, written over a faint horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Wally Spodovica". The signature is written in a cursive, slightly slanted style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Green".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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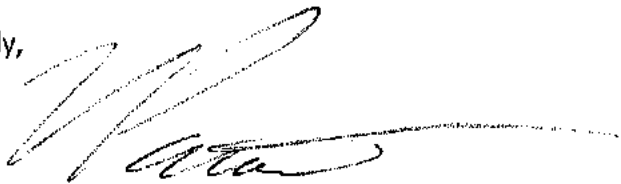
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "W. Czerwienski", written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

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

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

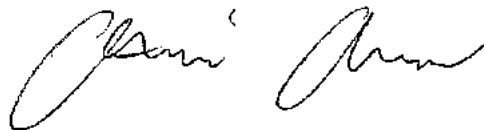
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Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael", with a long, sweeping flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be the initials 'CA' or similar, written in a cursive style.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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October 30, 2018

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Boston, MA 02201
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Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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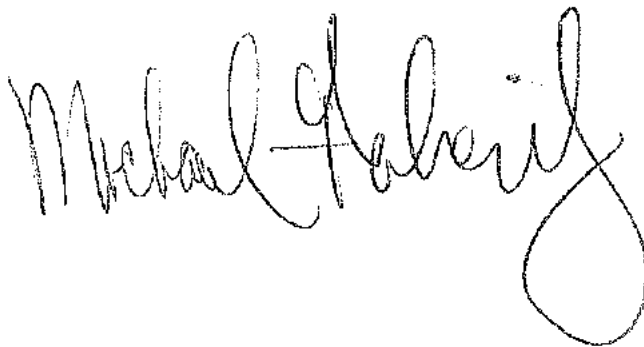
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Gabriel". The signature is written in a cursive style with a large, looping flourish at the end.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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October 30, 2018

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Joseph S. Kelly". The signature is written in black ink on a white background.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. [unclear]', written over a horizontal line.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "James L. Leland". The signature is written in black ink and is positioned below the word "Sincerely,".

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, reading "Ashley Payer". The signature is written in black ink and includes a long horizontal flourish extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

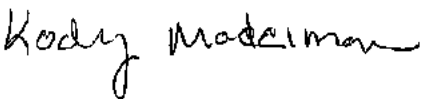
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October 30, 2018

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Boston, MA 02201
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew J. White", followed by a horizontal line extending to the right.

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

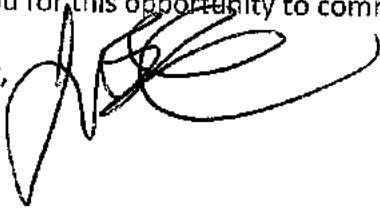
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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be 'J. [unclear]', written over the word 'Sincerely,'.

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

Dear Mr. Czerwienski, et al,

As a South Boston resident of 20 years, living within eyesight (3 blocks) of the L Street Power Plant and the past Interim President of the South Boston Chamber of Commerce I am writing this letter of support for the L Street Station Redevelopment Project as submitted to the BPDA by the partnership team from Redgate Real Estate and Hilco Development Partners.

I write this letter of support not without concerns about the project as proposed, however I feel that what I have seen, heard and read about the project, the South Boston community would be hard pressed to find a development team better suited to tackle this project. HRP 776 Summer Street, LLC, the partnership formed by Redgate and Hilco, bring a depth of knowledge and experience to this project that will finally clean up this contaminated eyesore, and replace it with uses that are more compatible with surrounding neighborhood.

Sincerely,


Donald J. Wilson Sr.

789 East Broadway
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston

Cole, Breana <

Mon, Oct 29, 2018 at 4:51 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Hello Mr. Czerwienski,

I am writing to voice my support of the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. It will also enhance our community by creating a more beautiful place to live, gathering places and increased industry.

I realize that there is an objection to increased traffic in the area, by which I too will be affected. But the idea that we would leave a property vacant, especially one that has so much potential for creating community, because of traffic is wholly un-American. We should not hold back the development of our community because of some people's fear of change.

Please allow this project to move forward.

Breana Cole

Vice President/ Client Advisor

[53 State Street](#), 38th Floor

Boston, MA 02109

[Bernstein.com](#)[Blog](#) | [LinkedIn](#) | [Twitter](#) | [YouTube](#) | [Facebook](#)



789 EAST BROADWAY, 1B • SOUTH BOSTON, MA 02127
P: 617.990.7062 • E: karen@vibrant-events.com


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

Dear Mr. Czerwienski,

As a South Boston resident that was born and raised in the neighborhood, I am writing this letter of support for the L Street Station Redevelopment Project. I now live just 3 blocks from the site of this project, I see it everyday from my doorstep, drive by it sometimes several time a day and and very much look forward to seeing this presently contaminated piece of urban blight replaced by a combination of restored historical buildings and modern mixed use buildings as well as indoor and outdoor spaces for the community to enjoy.

As a long time South Boston business owner, as well as the past Vice President of the South Boston Chamber of Commerce, I too have concerns about the neighborhood becoming overcrowded and about the potential traffic issues. However, something is going to be built on this site. I have attended several community meetings about the project, and spoke with several members of the development team, I feel that they are listening to the concerns of the neighborhood, and wherever possible making adjustments to their plans to better serve the community.

Sincerely,

A handwritten signature in blue ink that reads 'Karen Stanley'. The signature is fluid and cursive, with a large loop at the end of the last name.

Karen Stanley
Resident and Proprietor



Tim Czerwienski <tim.czerwienski@boston.gov>

Support for L Street Power Plan Project

Danielle Simbliaris <danielle.simbliaris@cityofboston.gov>
To: Tim.Czerwienski@boston.gov

Mon, Oct 29, 2018 at 2:26 PM

Tim,

Just sending a letter in support of the L Street Power Plant project – I own a condo at O Street/East Broadway and very excited to have a project of this scale coming to the neighborhood. One of the best locations in South Boston -- close to Seaport/Financial and the connecting piece to our neighborhood that's completely non-functional and an eyesore at the moment.

Thanks for all you do to make our city a great place to live.

Best,
Danielle Simbliaris



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of Support

Brian Kender ·
To: Tim.Czerwienski@boston.gov

Mon, Oct 29, 2018 at 6:19 PM

Tim,

I want to express my support for the redevelopment of L Street Station. I think it will be a great addition to the community.

Thank you,

Brian Kender



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street update

Ann Kane <

Mon, Oct 29, 2018 at 10:15 AM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim,

Can you let me know how to submit feedback?

I am still in opposition to the current proposal as the scale and scope will overwhelm the adjacent residential neighborhood. The proposal simply does not adequately enhance public transportation specifically given the MBTA's current peak capacity issues or weekend schedule. The plan relies on a very high share of traffic utilizing public transport - but fails to address the two major bus routes that service this location (#4 or #7) have limited or no routes on the weekends.

Just as critical, the proposal does not adequately address traffic in the surrounding residential neighborhood. The only planned improvements to the neighborhood streets of City Point is a single stop sign at the M and 1st Street entrance. Logically this is just not enough when you are talking about adding 1.93 million square feet of development with thousands of residents and tens of thousands square feet of office and retail space - to a residential neighborhood!

Additionally, I am also concerned about remediation of a site that is most notoriously known for pollution in our city. The developer should have an independent EPA certified agency monitoring remediation. My children along with many other neighborhood children use M St Park every single day - which is a short breeze away from whatever lurks in that building.

Kind Regards,
Ann Kane

On Thu, Oct 18, 2018 at 2:47 PM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

MARTY MURPHY <
To: Tim.Czerwienski@boston.gov

Sun, Oct 28, 2018 at 5:33 PM

Tim Czerwienski, Project Director
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Re: Edison Project

Dear Mr. Czerwienski:

As you can tell from this picture, taken from my living room window, I live about as close to the old Edison plant as you can get.



Given the geography—the plant is only about 75 feet across East 1st Street from me—I am very concerned about what happens on the site. *That is why I believe that the project is essential and strongly favor what the developers are proposing.* Right now, I live across the street from an abandoned industrial site. Barbed wire, corrugated steel, decrepit buildings (one with asbestos in it), and weeds make for quiet neighbors, but not good neighbors. These pictures show some of what I see now when I look out the window.







I am excited that the developers propose to keep the parts of the plant, including the façade in the first photo above, that deserve to be preserved, and to demolish and re-invent the rest. Without thoughtful redevelopment, like what's on the table, the Edison site is only going to fall further into disrepair, and that seems like a very bad idea.

If the development built on the site turns out even half as nice as the drawings, the plant will be replaced by an attractive set of buildings in keeping with the rest of the neighborhood. There will be direct attract access to the Reserved Channel through the extension of M Street. East First Street will be improved, and Summer Street will as well. Taking down the ugly corrugated steel fences will make this great location accessible to the whole neighborhood.

Good construction jobs will be created as these buildings go up, and as progress is made, there will be businesses with people working in them, and condos and apartments for so that people can take advantage of the extraordinary location. I see all of that as something that would improve the neighborhood dramatically.

There will be challenges and costs, of course, but the developers have in my judgment done a thoughtful and comprehensive job of responding to the issues that have been raised. I was glad to hear at the community meeting that the developers are prepared to

pay for an independent environmental engineer to make sure that the asbestos removal from the building at the corner of East First and Summer proceeds as carefully as possible. (I for one, am much more comfortable with that approach than merely leaving a old building with asbestos in it just standing there less than a football field from my home.) Their plans to add bus service, open to anyone with a T-Pass, will have a positive impact even before the buildings go up. And in my judgment, they have struck the right balance between the practical demands for more parking in the neighborhood and the desire to avoid adding more congestion to the streets.

The City's process has already help the developers shape their plans to everyone's benefit. Unlike some who spoke out about the project at September community meeting, I trust the City to continue to help the process by holding the developers to their commitments.

In the end, I think that the proposed development will be a great addition to the neighborhood and the City. I don't think there is a better alternative: a park would be great of course, but it makes no economic sense. Turning it into a giant parking lot will create more traffic problems than it will solve, and would in my judgment be a shameful waste of an extraordinary location. I strongly urge that the project be approved.

Thank you for your consideration.

Martin F. Murphy
621 East First Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L St Station

James Brock

Sat, Oct 27, 2018 at 8:11 PM

To: Tim.Czerwienski@boston.gov

Tim,

As a South Boston resident and South Boston business owner I support the L St Station project.

James Brock

If you have any questions, please do not hesitate to call us at

Thanks,

James



James Brock
Boston Home Inspectors
1326 Columbia Road • Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Samantha Hallowell
To: Tim.Czerwienski@boston.gov

Fri, Oct 26, 2018 at 2:07 PM

Hi Tim,

I wanted to send along my support of the L Street Station. I believe The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you for all you help in this process!

Best regards,
Sam



Tim Czerwienski <tim.czerwienski@boston.gov>

Supporting Redevelopment of L Street Station

Lucy Fitzpatrick ·

Fri, Oct 26, 2018 at 1:56 PM

To: Tim.Czerwienski@boston.gov

Hi Tim,

I am a resident of [584 E. 3rd St. South Boston, MA](#). I enthusiastically support the redevelopment of L Street Station.

The area block currently serves no purpose to residents or visitors of our neighborhood. Redeveloping the area will create year-round spaces for arts, culture, and activity where currently there is really none. This will invite people from other neighborhoods and visitors to enjoy our community as well.

Thank you!
Lucy Fitzpatrick



Tim Czerwienski <tim.czerwienski@boston.gov>

766 Summer Street

Mary McAuliffe <
To: Tim.Czerwienski@boston.gov

Thu, Oct 25, 2018 at 8:00 AM

I am writing to share my concerns about this project.

Along with other residents of the community, I feel that this project is going to have a huge negative impact on both the traffic and parking problems that already exist. Nothing I have heard at the meetings has lessened my concerns.

During the demolition and construction, it was stated that the hours would be 7am til 7 pm six days a week. Even with the mufflers mentioned that seems egregious.

I believe it was Mr. Cox who stated to Congressman Lynch that the traffic study would be updated. That statement was made weeks ago and when asked last night if he had contacted Congressman Lynch yet Mr. Cox said NO. That does NOT show good faith and destroys our ability to trust and believe in what is said.

Sincerely,
Marge McAuliffe
[51 M Street](#)
[South Boston](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Letter of Support

Maria Koulopoulos

Thu, Oct 25, 2018 at 11:24 AM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Tim,

As a business in South Boston it is my delight to write in to support the Summer Street power plan redevelopment project. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.

The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. In short the project will continue to add value to the South Boston neighborhood.

Best,

Maria

Maria Koulopoulos*Business Development***Vidaris, Inc.**www.vidaris.com**Boston**[250 Dorchester Avenue](#)Boston, Massachusetts [02127](#)

October 25, 2018

Joyce Biele, of 915 East 2nd Street, called BPDA Project Manager Tim Czerwienski to register her opposition to the 776 Summer Street project proposal.



Tim Czerwienski <tim.czerwienski@boston.gov>

The Edison Project

Mary Cooney

Wed, Oct 24, 2018 at 7:57 AM

To: Tim.Czerwienski@boston.gov

Again, I offer support for the project that will serve to redevelop this former heavy industrial site, buffer the expansion of the port and create open space and public access to the South Boston harbor front that had been dirty and walled off for a century.

There have been a few of us who worked for decades to demand and oversee the clean up of this site and others along First St as we tried to hold all parties accountable for the health risks and environmental damage that ignorance created. It is disturbing that political criticism of this site is so strong considering that over the decades it was political blindness that failed to hold Massport, the DEP and other state and city authorities accountable for all the environmental damage on First St until activists got involved.

We have an opportunity now to refine the project and insure that this site is a signature gateway project with amenities, open space and buildings that buffer the port especially considering the dredging and the potential for the dirtiest ships on the planet arriving at our shore.

respectfully submitted, Mary Cooney

Sent from my iPad



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street

josephjoycecappuccio.417 <

Wed, Oct 24, 2018 at 12:09 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

All of those reports are fake reports. This whole thing seems wrong and not transparent to the impacted community of South Boston. Will the developers tell the new home owners and guests of the hotel that they are living on contaminated land? Health and safety should be the priority not profits.

This site should be condemned and capped as soon as possible.

Joe Cappuccio

Sent from my T-Mobile 4G LTE Device

***Bob and Mary Lentz
403 W 1st Street, Unit 401
Boston, MA 02127***

October 23, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston


Dear Mr. Czerwienski:

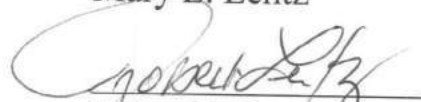
We wholly support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up an environmentally tainted site, remove a huge eye sore from the skyline, create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

“Do nothing” is NOT an alternative. It is time to address this abandoned and dilapidated structure and site.

Please allow this project to move forward.


Mary L. Lentz


Robert L. Lentz



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street, South Boston

Todd Stafford ·
To: Tim.Czerwienski@boston.gov

Mon, Oct 22, 2018 at 9:14 PM

Dear Mr. Czerwienski:

As a resident of South Boston, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Best,

Todd Stafford



Tim Czerwienski <tim.czerwienski@boston.gov>

Hello

Maura Nugent

Mon, Oct 22, 2018 at 3:05 PM

To: Tim.Czerwienski@boston.gov

Hello Tim, I live with my two kids and husband on East First street, and am writing in support of the redevelopment of the old Edison power plant. We would like to see the area cleaned up and beautified, which is what the developers plan to do, and to repurpose it at least in part as a community space. Just about anything would be better than what is there now (blighted eyesore) but to see it made into a positive force in South Boston, a really pretty spot to bring people together and enjoy the old building would be amazing. I also would like to see cleaned up and better lit sidewalks in that area which should come with the development. Please let us know what else we can do to move the process forward. Best Maura



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of support for the redevelopment of L Street Statio

Brent Grinna

Mon, Oct 22, 2018 at 7:56 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

To Whom It May Concern:

I am writing in support of the proposed redevelopment. As a City Point resident with two young children and a third on the way, I believe this project represents a once-in-a-generation opportunity to create an iconic destination to live, work and play. I have toured the facility, met with the developers and reviewed the plans in detail. This project will both honor the past and strengthen our future.

Sincerely,
Brent Grinna
L & 7th



Tim Czerwienski <tim.czerwienski@boston.gov>

Support for Redevelopment of L Street Station

Chris McNamara

To: Tim.Czerwienski@boston.gov

Fri, Oct 19, 2018 at 12:04 PM

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: [776 Summer Street, South Boston](#)

Dear Mr. Czerwienski,

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing, and new tax revenue for the city.

Please allow this project to move forward.

Sincerely,
Chris McNamara



Tim Czerwienski <tim.czerwienski@boston.gov>

Letter of support for Lstreet project

john Ragan <
To: Tim.Czerwienski@boston.gov

Thu, Oct 18, 2018 at 7:23 AM

Dear Tim,

As a recent new owner and future full time resident of our beautiful retirement 3 bedroom condo at 621 East first street I would like to comment how excited we are for this tremendous project to get underway. We purchased this condo directly across from the L street station project because we knew this will enhance the area and make our home accessible to new public space and outdoor grounds, new restaurants and much more. Our building is brand new and when this project is completed it will enhance and finish the "makeover" of first street. We are thrilled to support this project! Kathleen Ragan (resident of 621 East First Street)
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Public Comments

Kate Feist ·

Thu, Oct 18, 2018 at 3:50 PM

To: tim.czerwienski@boston.gov

Hi Tim,

A quick note to share my support for the proposed L Street Station project currently under review. The Edison plant is a visual blight and physical barrier between South Boston and the Seaport. The evolution of the site into a mixed-use development would connect two of the most dynamic and growing neighborhoods in the city and extend public waterfront access in a very real way. It will also serve as a venue for community gathering and collaboration - which are desperately needed in both areas.

On a personal note, I am a pedestrian commuter and walk from South Boston into the Seaport for work. Every day I pass the Edison plant; a pink monstrosity of infinite potential. Aesthetics aside- the stretch of land from East 1st Street to the new Bypass bridge is poorly lit and maintained (particularly along the Edison plant); it is the only point in my commute where I do not feel completely safe walking alone. Now more than ever, we need thoughtful, well-planned, community-centric, and safe development projects in Boston. I look forward to L Street Station becoming a reality; incorporating the history of the site and community with its bright future.

Sincerely,
Kate Feist



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

David Miller

Wed, Oct 17, 2018 at 2:29 PM

To: Tim.Czerwienski@boston.gov

Hi Tim,

Just wanted to write to show my support for the L Street Station development. I am a South Boston resident on E 4th Street, and think it would be an amazing addition that our town desperately needs. The addition of arts, top of the line food, new apartments, and hotels will do nothing but good for our neighborhood. I fully support the project and am excited for it to begin. Above all else, it will put a space that has sat there wasting precious real estate to good use.

All the best,



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant - I support it

Ann Sanders <

Wed, Oct 17, 2018 at 2:05 PM

To: Tim.Czerwienski@boston.gov

Cc: Ann Sanders, tim.czerwienski@boston.gov

Dear Tim,

I live on West First Street in South Boston. I have attended most of the community meetings about the redevelopment plans of the old power plant and I support what I have heard.

I have experienced the developers and others who will be involved as being thorough with their presentations and willing to modify some elements as a result of community feedback. I have also experienced them as caring, sincere people.

However, the main reason I support this plan is that it will open up the site to the neighborhood, it will create year-round indoor & outdoor spaces that I think the neighborhood will enjoy. It will also clean up an environmentally contaminated site. I believe the finished site will enhance the neighborhood and provide many amenities that currently do not exist.

I do have a concern about the amount of truck traffic that will be on both East & West First Streets (as there is already too much), but am confident the developers can develop a plan that will mitigate that.

So, in conclusion, I am fully behind the redevelopment plans, as they currently stand, for the old power plant.

Thank you for your consideration.

Sincerely,
Ann Sanders
405 West First Street, #101
Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Re: 776 Summer Street, South Boston

Colin Reposa

Tue, Oct 16, 2018 at 8:41 PM

To: Tim.Czerwienski@boston.gov

Re: [776 Summer Street, South Boston](#)

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Thank you,

Colin

Colin Reposa

[881 East 2nd St, Unit 6, Boston, MA 02127](#)

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

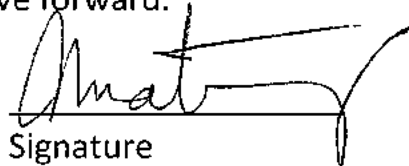
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): Nina To Truong

Address: 150 Dorchester Ave #307 Boston MA

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

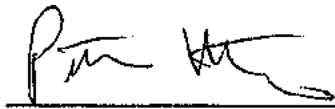
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): PETER KUTZ

Address: 150 DORCHESTER AVE #307, BOSTON MA
02127

Email:



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston Redevelopment Project

Henry Pynchon

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 7:23 AM

October 10, 2018

Tim Czerwienski

Project Manager

Boston Planning & Development Agency (BPDA)

One City Hall Square

Boston, MA 02201

Re: [776 Summer Street, South Boston](#)

Hello Mr. Czerwienski:

I am writing to voice my support of the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. The proposed redevelopment will clean up this contaminated property, end the industrial use of the property and will create construction jobs, new housing and new tax revenue for the City.

I will also say that I know Ralph Cox and the entire Cox family on a close personal level. Ralph is a man of integrity and conducts himself with the utmost respect for others; he is a true role model to me and my entire group of friends who know Ralph.

I implore you to please allow this project to move forward.

Sincerely,

Henry Wilton Pynchon
[88 Old Right Road](#)
[Ipswich, MA. 01938](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St plans

Molly O'Leary ·

Wed, Oct 10, 2018 at 4:00 PM

To: Tim.Czerwienski@boston.gov

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

-Molly O'Leary
South Boston Resident



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Bryan Giudicelli

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 8:54 AM

I am fully in support of the Edison Power Plant redevelopment. I think the developers are the perfect ones to execute a transformation on this property that will improve this neighborhood for generations to come.

--

Bryan Giudicelli

FoxRock Properties | www.foxrockproperties.com/



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Driscoll, Jay

Wed, Oct 10, 2018 at 2:55 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Tim,

I am writing this note in support of the redevelopment of the L Street Station location at [776 Summer Street](#). As someone whose family is from South Boston, I believe continued improvements to the neighborhood are critical to the future success of those that currently live in the community. This project will generate thousands of new jobs and will generate new tax revenue for the City to support local education and other priorities.

Best,

Jay

Jay Driscoll**Business Development Consultant**

Lockton Companies

One International Place, 16th Floor

Boston, MA 02110



Tim Czerwienski <tim.czerwienski@boston.gov>

redevelopment of the L Street Station

Jessica Doggett ·

To: Tim.Czerwienski@boston.gov

Wed, Oct 10, 2018 at 11:22 AM

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.

Thanks,

Jess Doggett

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print): Tom Dixon

Address: 713 E Fifth St. Apt. 3 Boston MA, 02127

Email: T



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston

Hannah Brazel

Wed, Oct 10, 2018 at 8:51 AM

To: Tim.Czerwienski@boston.gov

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.

Best,

Hannah Brazel
5 Peters St. Apt 2
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, South Boston - Redevelopment

Chris Murray ·
To: Tim.Czerwienski@boston.gov

Tue, Oct 9, 2018 at 9:20 PM

Dear Mr. Czerwienski,

I am a resident of South Boston and fully support the redevelopment of the L street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Impact Report on August 16, 2018. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.

Thank you for your consideration.

--

Chris Murray



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Pat Mullane ·

Tue, Oct 9, 2018 at 5:39 PM

To: "Tim.Czerwienski@Boston.gov" <Tim.Czerwienski@boston.gov>

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. I also have full faith in Redgate's ability to successfully complete this project.

Please allow this project to move forward.

Thanks,

Pat

Pat Mullane

Goedecke & Co., LLC

[10 High Street](#)

[Boston, MA 02110](#)

If you are not the intended recipient of this email, you are hereby notified that you have received this transmittal in error; any review, dissemination, distribution or copying of this transmittal is strictly prohibited. If you have received this transmittal and/or attachments in error, please notify us immediately by reply or by telephone (call us at 617-790-9000) and immediately delete this message and all its attachments.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison power plant

Ryan Ginand ·
To: Tim.Czerwienski@boston.gov

Tue, Oct 9, 2018 at 5:35 PM

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at [776 Summer Street](#) in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed fields / command space for community resident in South Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.

-Ryan Ginand
West 4th street resident



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station

Joseph Dixon

To: Tim.Czerwienski@boston.gov

Tue, Oct 9, 2018 at 7:54 PM

Hi,

I'm writing to support the redevelopment of the I street station to redevelopment an out of use environmentally unfriendly building. The redevelopment of this area will help improve our neighborhood greatly.

Joseph Dixon

Sent from my iPhone

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

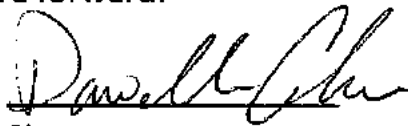
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.



Signature

Name (please print): Danielle Coderre

Address: 650 E 7th St. #1 Boston, MA 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

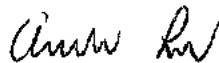
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will end the industrial use of the property and make it part of the neighborhood again. It will also create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Andrew Lowkes

Name (please print):

Address: 669 East 6th St, Boston MA 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City.

Please allow this project to move forward.



Signature

Name (please print):

Joe Boland

Address:

145 N St apt 2

South Boston

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

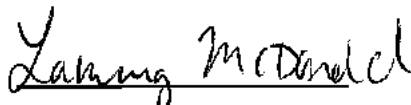
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

The proposed redevelopment will create much needed new housing, including affordable housing, in the City of Boston. It will also result in thousands of good jobs, both construction and permanent jobs, and will generate new tax revenue for the City to support education and other priorities.

Please allow this project to move forward.


Signature

Name (please print):

Lanning McDonald

Address:

649 E. 3rd Boston, MA 02210

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

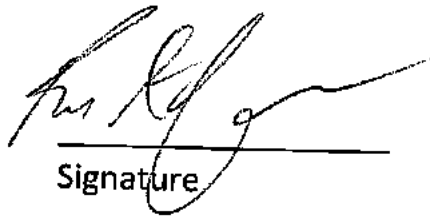
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Signature

Name (please print):

Ryan Alford

Address:

42 N Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

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Signature

Name (please print): Kyle Bayly

Address: 916 E 4th Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

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Signature

Name (please print): Paige Moynahan

Address: 10 Hatch St

Email:

October 2018

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Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

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Signature

Name (please print): Kevin deMontbain

Address: 728 East Second Street, Boston
02127

Email:

October 2018

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Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

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Signature

Name (please print): HOWARD PROCTOR

Address: 86 EMERSON STREET
SOUTH BOSTON 02127

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


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Signature

Name (please print): Chris Lowry

Address: 786 E 3rd St

Email:

October 2018

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Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201


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Signature

Name (please print):

Amy Lerner

Address:

1 Park Lane Boston

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

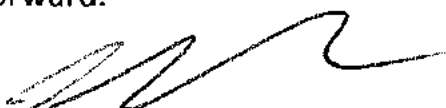
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Signature

Name (please print): *Matthew R. Lohan, Esq.*

Address: *1 Park Lane, Unit 1741, Boston, MA 02210*

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

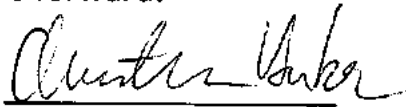
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Signature

Christian Huber

Name (please print):

6 Monks St, Boston MA 02127

Address:

Email: (

October 2018

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Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

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Signature

Name (please print): Andrew Navicki

Address: 761 E 6th St #1

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

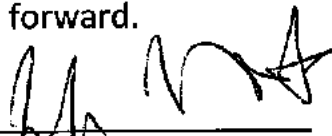
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Signature

Name (please print):

Jennifer Marchand

Address:

E 3rd Street

Email:

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

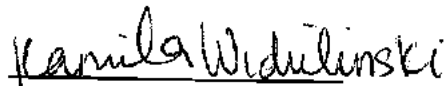
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Signature

Name (please print):

Kamila Widulinski

Address:

60 K Street, Boston, MA 02127

October 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

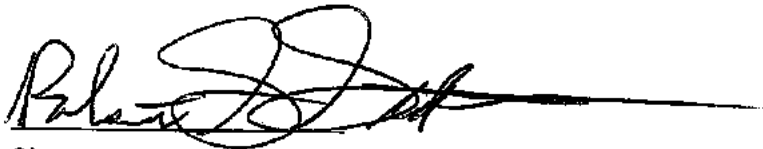
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Signature

Robert S. Staples

Name (please print):

803 Summer St. Boston, MA

Address:

Email: |



Tim Czerwienski <tim.czerwienski@boston.gov>

Shuttle for old Edison plant

michael christopher

Fri, Sep 28, 2018 at 1:10 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Please, thereis no need for a private shuttle between south station and old Edison plant.



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Comments

Amy Glynn ·

Thu, Sep 20, 2018 at 9:14 AM

Dear Mayor Walsh and Tim,

I attended last night's meeting. While I like many aspects of the project - I continue to be deeply disturbed by the City's lack of commitment to protect and develop Boston's parks and green.

My widowed mother retired to Fort Point 16 years ago with the promise of acres of parks which never came to fruition. Her 3 grandsons under 11 get frustrated without areas to run free and play. They often don't want to visit because they can't run.

In the plans presented last night the presenter quickly pointed to a tiny children's play ground in between buildings - how about surrounding picnic tables and gardens??

What about a plan to plant trees in the indoor corridors?

What about a decent dog park and not patch?

Southie has an insufficient number of dog parks and none of any size or decency.

The only City green of reference near us is the D street lawn which is "temporary" and ugly and a PARTY place.

I had to sue the City of Boston to protect a historic 150 year old Elm in front of my home at [60 Thomas Park](#).

South Boston has been on a development bonanza for over a decade now at the benefit of the city and developers and the demise of our neighborhood and community. Many of the buildings are ugly bc the city did not require any historic preservation - buildings overhang tiny sidewalks with no trees - Southie and Seaport have become a disgraceful concrete nation.

With 15 acres at 776 Summer St there is an opportunity to do something special for the City and our coastline with a meaningful park. The City should mandate that at least 1/3 of those 15 acres be developed for open parks and recreation.

Finally enough was said about parking - come on - just build a giant garage - offer it out to residents in snow emergencies.

I know my neighbor, Honorable Patrick King sent Mayor Marty Walsh some examples of stunning city developments in Japan from his recent visit.

LET'S DARE TO BE DIFFERENT - DARE TO SAY THAT 5 acres of greenspace is far more valuable to the people and children of Boston than any more buildings in Southie/Seaport.

Don't miss these priceless opportunities to build a better greener Boston.

Thank you,

Amy Glynn
[60 Thomas Park](#)
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

In Regards to the Edison project

Khaleesi D

Thu, Sep 20, 2018 at 1:18 PM

To: tim.czerwienski@boston.gov, Ed.Flynn@boston.gov

Hello,

I have lived in this neighborhood my whole life. Recently, I've seen and heard of accidents in Southie but also of SOME of our elected officials taking the time to listen to community concerns over these horrible accidents.

I am deeply concerned, primarily of the over development in regards to condos, apartments, and commercial spacing. I will not lie, i am certainly do not have the oldest residency - but over my twenty-three years of living, I have seen rapid growth in terms of this said development. But it hasn't been for the better.

This growth has come with gentrification in the highest number I have seen, pushing out low-income families who are unable to return to the new buildings and some even having to find new jobs as a result of being pushed out of Boston all together. This proposed development at [776 Summer St](#) was originally going to have 1,588 units and 20,370 car trips PER DAY. Their New proposal is now 1,344 units, along with more commercial space, more commercial space will bring even more cars than residential units. But before we even get to that, who are these residential units for?

I know that as a college attending student, I would not be able to afford a place on my own home neighborhood if it weren't for my family. I also know that if I did try to live here with friends we would not be able to afford it. As a life-long resident I have always taken the bus when I can. But most people coming into Boston are also bring in cars.

They say that going from 1,588 units to 1,344 and adding commercial space will somehow cut the car trips in half. The people pushing that narrative are naive at best in my opinion, and malicious or greedy at the worst. I personally believe that an Independent Traffic and Environmental Study is needed. Lack of input has put us where we are as a nation, with corporations and business putting out information to sway people to their side of the argument only to find out that these facts are false. We CAN NOT rely on the developer's math.

Regardless, 10,000 cars or 20,000 cars, is abhorrent. Our streets will have more cars speeding, more cut-throughs, more ubers and lyfts in the middle of the road. As a younger member of this community, I can not deny that Ubers and Lyfts have made commuting easier for people. But as a concerned member of the community who has seen plenty of accidents in regards to traffic, I can confidently say that this would cause far more traffic concerns then we currently have.

Please, Southie's elected officials, Bostonian elected officials - Do the right thing, get an independent report done, and stop with this rapid gentrification. We've always been a densely populated neighborhood and with more development, comes more accidents waiting to happen.

Sincerely,

Jessyca E. Doyle.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Jenn Menjin <jenn.menjin@gmail.com>

Tue, Sep 18, 2018 at 8:41 AM

Good Morning,

As we move closer and closer to the inevitable development of the Edison Plant, I want to reiterate some concerns that I know that I have, as I am sure plenty of people have.

1. Let us not forget that almost the entire land that the Edison sits on is polluted in some way or another. Will there be comprehensive testing to ensure that when the development starts, we will not succumb to illness due to toxins in the air? How can we ensure this will not happen? As I am sure you are aware, the Plant is thought to blame for the outbreaks of Scleroderma and Lupus in our neighborhood.

2. Let us, also, not forget that South Boston is COMPLETELY overpopulated. We can barely manage the people we have in our neighborhood right now. We can barely keep up with traffic enforcement of the thousands of cars that cut through our neighborhood each and every day. We currently are building a hotel at the beginning of the Flynn Cruise Terminal, which will inevitably make all of these things worse. On top of all of this, we are now to add another 1000+ units where the Edison is? This is totally unacceptable. We do not have the room in our town for all these people.

These are just two main concerns. There are several more, including length of construction, noise pollution when construction begins, etc. There is not enough space in this e-mail to address every single concern or complaint.

I know I am not alone in my concerns here. Development is inevitable, but let's have some consideration for the residents, please. Stop overrunning our town.

Thank you for your time,
Jenn Menjin



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Proposal

Ann Kane ·

Tue, Sep 18, 2018 at 11:26 AM

To: tim.czerwienski@boston.gov

Hi Tim,

We were able to spend some more time reviewing the documents. We wanted to share some of our additional concerns with you in advance of the public meeting at the Tynan tomorrow night. Please see our feedback below:

- The scale and scope of the development remain too big to be accommodated into a residential neighborhood as proposed. At 1.93 millions square feet of new development, this is comparable to adding the square footage of the John Hancock Tower to City Point.
- The proposed mitigation efforts are not enough for a project of this size to be added to a residential neighborhood, which is expected to generate 17,000 daily trips to and from the facilities. The only initial mitigation options proposed to accommodate this incremental volume of congestion would cover just four intersections and two city blocks:
 - The reconstruction of Summer Street from East 1st Street to the DFC
 - The signalization of the intersection of Summer Street at Elkins Street/
 - Elkins Street Extension
 - Signal timing improvements at the intersection of Summer Street/L Street at East 1st Street
 - Signal optimization at L Street/East Broadway
- The developer has underestimated the volume of cars and traffic that will impact the surrounding neighborhood. A key assumption for modeling is based on a high percentage of walkers/bikers, with this mode of transportation accounting for 24% of residents, 40% of retail, 23% of hotel and 24% of office.
 - These assumptions are based on developments that are not at the same scale; in closer proximity to multi modes of public transit (train stations & bus lines); not in a residential neighborhood; and/or not yet completed so the impact remains unknown.
 - L St Station is located in City Point a residential neighborhood and it is not within the Seaport, Downtown Boston or Back Bay.
 - The projected share of walkers is much higher than US Census Community Survey 2011-2015 data, with just 8.4% of South Boston residents walking. Additionally, South Boston Residents are more likely to drive than the average Boston residents (48.9%).
 - There are no existing bikes lanes near the development with continuous access to Downtown, Copley or the Seaport. Yet, no additional bike lanes are proposed to be added as part of the development.
 - While there are many days a high percentage of people will walk, the system needs to accommodate for the many days of inclement weather – on average Boston has 137 days with precipitation.
- The developer needs to better address and manage the volume of traffic coming through a residential neighborhood. There are just two vehicular access points/driveways provided into the Project Site; one will be located on Summer Street near the intersection with Elkins Street, and a second will be located on East 1st Street near the intersection with M Street.

- Even with the proposed improvements two signalized intersection L & 1st and Summer & Pappas Way fall to an F designation - LOS F condition suggest extremely long delays for the average driver. L & E Broadway move to an E rating.
- Additionally, E 1st & M is also projected as an F as noted D is typically considered acceptable in a downtown, urban environment while this is a residential neighborhood.
- M & 1st is denoted as a primary corridor and M St will be extended into the development making it a 4-point intersection. It is estimated between 11-15% net new trips will occur at the intersection of M & 1st. It is unclear what assumptions were made to determine this limited allocation of traffic. Furthermore, it should be assumed the trips at this intersection will have a higher share of cars as there is no MBTA stop at this point of access and it is not the closest access point to the Seaport and Downtown.
- The proposal also assumes 100% of East 1st traffic will be Westbound. Without proposing no left turns, it is almost impossible to believe that not a single percentage of traffic will use the Eastbound side of 1st Street specifically during peak hours. The development will undoubtedly drive more vehicle traffic onto the streets of City Point.
- The developer needs to consider alternative modes of public transportation (extending the silver line, water shuttles, trams to the seaport) to control the influx of traffic in City Point.
 - The current transit system serving South Boston is already overtaxed. As noted in the South Boston Waterfront Sustainable Transportation Plan a substantial investment in major transportation infrastructure serving the South Boston Waterfront was made as part of the ca/t project and with construction of the Silver Line transit way. Today, these systems are beginning to be overtaxed by the pace of growth. Transit services and key vehicular gateways into and out of the waterfront are at or nearing capacity. Limitations on direct and comfortable pedestrian connections, exclusive bicycle accommodations, and internal transit services contribute to mobility challenges within the Waterfront.
 - Assembly Row is a comparable development and an Orange Line stop was added to better accommodate the influx of daily trips.
- There is still not enough parking and the developer is not planning on building the total volume of provided parking supply they outline in the proposal, falling short on the residential condos (1.5 parking ratio). It appears they are building just 567 spaces for condo units yet offering 851.
 - L St Station is located in City Point and it is not within the Seaport, which already has parking issues for the existing residents.
- The developer needs to share where and how the truck docking stations will be added and how will delivery trucks access the development.
- The developer needs to adhere to the City of Boston limits on construction hours to 7:00 AM to 6:00 PM, Monday through Friday.
- Additionally, there should be no sound generating activities permitted to occur prior to 7:00 AM at the development following the city of Boston guidelines.
- How will this development impact ongoing efforts to make the streets of South Boston safer for pedestrians?
- How Is the city/state planning on accommodating the influx of people and traffic:
 - How will resources for law enforcement increase to cover a densely packed urban development within a heavily congested residential neighborhood?

11/1/2018

City of Boston Mail - L Street Station Proposal

– Will either firehouse in South Boston receive added resources to accommodate buildings exceeding 170+ feet?

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: I support this project with thoughtful planning

Mary Cooney

To: Tim.Czerwienski@boston.gov

Tue, Sep 18, 2018 at 8:09 AM

To whom it may concern,

I have spent over 30 years defending the neighborhood against polluters on First St including Coastal Oil, Massport, the MBTA power plant and Edison and then the against the dirty businesses that tried to go there including a sewerage treatment facility.

The mega container ships that are planned after dredging, (burning the dirtiest fuel on the planet) and escalating air and other port traffic with all its impacts are powerfully represented.

I hope this new development- with thoughtful planning and support- can try to buffer both. Mary Cooney



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Proposal

Ann Kane <

Thu, Sep 13, 2018 at 11:30 AM

To: tim.czerwienski@boston.gov

Hi Tim,

John Allison recommended that we reach out to you with questions on the L Street Station project. We took some time to review the L St Station proposal. It is a massive document and almost impossible to process without a city planning background, so we hoping someone a city hall can provide us answers to a few questions outlined below:

- The proposal sourced outdated US Census data, using 2000 to provide information on where area residents work and where area employees live. Does the city mandate developers use the most updated Census data to model impact? A lot has changed in our neighborhood in the last 17 months, let alone 17 years.
- The proposal seems to have underestimated the volume of residential commuters. The development will have a total of 1,344 residential units yet projections account for just 530 (AM) and 548 (PM) generated trips. Is the ratio of units to 'generated trips' a standard for Boston? According to US Census from 2011-2015 only 2.8% of South Boston residents work from home. Also does this assume all units will be single occupancy?
- The proposals also seems to over-estimate the volume of residential commuters that will walk - 31% of residents are expected to drive and 25% walk. Whereas according to US Census data from 2011-2015, 49% of South Boston residents drive and 8.9% walk.
- There is no concrete plan or long-term commitment to improve public transportation – just references to a shuttle bus with no firm details or schedule. Will the plan be finalized in order for this project to be approved?
- As proposed, are current mitigation efforts limited to these four intersections:
 - The reconstruction of Summer Street from East 1st Street to the DFC
 - The signalization of the intersection of Summer Street at Elkins Street/ Elkins Street Extension
 - Signal timing improvements at the intersection of Summer Street/L Street at East 1st Street
 - Signal optimization at L Street/East Broadway
- The proposal seems to assume access to the development will be almost exclusively via L St / Summer St. Since one of just two main access points will be at M and 1st Street and M St will be extended into the development, it seems reasonable to assume the traffic flow will impact intersections across the City Point neighborhood including. Does the city project any impact to: M & 1st; N St & Broadway; O St & Broadway; M & Broadway; Day Blvd & Farragut Rd, 1st & Farragut Road; O St & 1st.
- South Boston Catholic sits less than ¼ mile from the M & 1st access point. Will there be any mitigation provided to add more signals or improved pedestrian crossings to ensure children's safety?
- Additionally, will the developer be required to address recent traffic changes to Day Blvd and project the impact to the flow of traffic to the site.

- Will the development be required to adhere to the City of Boston limits on construction hours to 7:00 AM to 6:00 PM, Monday through Friday?
- Will the developer be required to adhere to no sound generating activities permitted to occur prior to 7:00 AM at the development?

Kind Regards,
Ann Kane

POWER HOUSE COMPANY
C/O KING ASSOCIATES LLP
60 K STREET
BOSTON, MA 02127

July 11, 2018

Mr. Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: 776 Summer Street, South Boston (Edison Power Plant) Proposal

Dear Director Golden:

I am writing to you regarding the project proposed by HRP 776 Summer Street LLP (the "Proponent") for the 15.2 acre site at 776 Summer St., South Boston (formerly the Edison Power Plant). I am one of the partners of Power House Company ("PHC"), which owns the property commonly known as King Terminal, which is sited on over 12 acres directly across Summer Street from 776 Summer Street. As a direct abutter, we have reviewed the PNF and Scoping Determination, and have met with the developer on several occasions.

The development proposal submitted to the BPDA by the Proponent raises concerns for PHC relating to traffic congestion, possible increased use of our private ways, environmental issues, and public safety.

Traffic congestion in the neighborhood has increased dramatically in the last few years, and this proposal would contribute to an increasingly unmanageable situation. We would like to understand how traffic impacts of this and other projects in the area will be mitigated.

The Proponent's plans show a new road into the 776 Summer Street parcel, which lines up with and apparently is considered by the Proponent to be an extension of Elkins Street. Elkins Street is a private way owned by PHC that runs between Summer Street and K Street. In addition, there is another private way that crosses King Terminal, Power House Street, which runs parallel to Elkins Street. Both Elkins Street and Power House Street lie entirely on property owned by PHC, and both streets are reserved for the use of tenants and guests of King Terminal, and certain abutters.

We are concerned that extending Elkins Street into the new 776 Summer Street development will encourage drivers to access the portion of Elkins Street that passes through King Terminal as a cut through between East 1st Street and Summer Street, causing additional traffic and congestion within King Terminal, and increasing risks to

pedestrians and drivers using Elkins Street. We are also concerned that with increased traffic in the area Power House Street also might be used as a cut through between East 1st Street and Summer Street.

We would like to know how the Proponent will limit their customers, visitors, tenants, etc. from using Elkins Street and/or Power House Street.

Other concerns with the current proposal include public safety and environmental issues during the demolition and cleanup process, with potential health risks of contaminants drifting into our property, as well as maintaining unimpeded access to our property during construction.

While the developer has been very cordial with us and the neighborhood, we want to make sure that our concerns are addressed in a concrete manner. I strongly encourage the developer to continue further dialogue with us and the neighborhood with a comprehensive transportation study, more accurate descriptions and renderings of the project and measures to address our concerns.

We would like to reserve the right to supplement this letter as we get new information and further review the impacts and issues raised by the proposed development.

Director Golden, thank you for your time and consideration in this matter,

Sincerely,



Gordon B. Coughlin

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/30/2018	Matthew	Jones		Support	I am writing in support of the Edison Plant revitalization project. I think the proposal under consideration has demonstrated extraordinary thoughtfulness and consideration for the immediate neighborhood, the entire South Boston community, and the city as a whole, and will add an exciting and attract district to a derelict zone that is currently a useless eyesore. I have attended almost all of the public meetings about this project over the last year or so. I have been alarmed and disheartened by many other residents negative, argumentative comments that in many cases outright reject the premise of any redevelopment of the Edison Plant. I am astonished that residents express a preference for having a rusting power plant on our skyline than the beautiful amenity proposed here. This thinking is parochial and shortsighted. I understand that some of my neighbors are naturally wary of change, and have legitimate concerns about the demolition, abatement and construction safety. In my observation these concerns are being more than adequately addressed by a responsible and professional development team. I especially share my neighbors' concern about traffic impact and increased congestion. This is a real issue: since moving to South Boston at age 20, I have seen the changes taking place largely as the result of the development of the Seaport. Traffic in the neighborhood is already terrible, especially from 3-7pm on weekdays. This is a problem, and the 776 Summer street project will exacerbate this. However, this is not a reason to reject the project! Our city, the entire of metro Boston but especially the South Boston area, is in desperate need of enhanced transit. This project should be a further impetus to the promulgation of more comprehensive mass transit along the Seaport and South Boston waterfront and in to Southie itself. The area is far too car dependent and a few more buses are not going to cut it. But this should be a governmental response to the growth and increased vitality of the area: rejecting good development, freezing the neighborhood in time, would be the wrong answer. There is no question that better transit is lacking but this is not the fault of the development team and not a reason to cancel or lessen this project. If there are legitimate demands that the city needs to make to the developer, in my observations of this project I would expect that the development team would respond thoughtfully and positively. I hope that the relevant authorities will have the wisdom and vision to approve this project. I am excited to see it come about.
10/30/2018	Kate	Browne		Support	I live on East Second Street - just a block behind the Edison Building and I strongly support the 776 Summer Street project. Not only would it remove the pink eyesore that is currently on the lot, but it would be great to have the site cleaned up and it would certainly bring new life to an under-used and beautiful spot along Boston's seaport. I think the current development proposal sounds amazing and as a neighbor, I'm excited to have access to the open space and amenities mentioned in the proposal.
10/30/2018	Krishna	Ramaswamy		Support	Having lived in the east side of South Boston for the past 3+ years, it would be fantastic to see something done with the old powerplant. We had the opportunity to tour the building and see some of the plans for the new marketplace and it looks fantastic. We strongly support moving forward with this project and think it will be a great improvement to the space for this part of the city. Thanks! Krishna
10/30/2018	Ryan	Fletcher		Support	I am writing to express my support of the 776 summer street project. I believe the project will help alleviate the housing supply crunch in south Boston and help limit displacement by providing prospective residents with a viable alternative to the current housing stock.
10/30/2018	Sean	Hannigan	Colliers International	Support	I am writing in support for the L Street Power Station project. As a resident at 3 M Street in South Boston, I believe it is extremely important this development goes through. It will bring much needed neighborhood friendly spaces to our neighborhood.
10/30/2018	Sean	Wheeler		Support	I support this project given its transformative nature of what is still an underutilized, industrial eyesore. The size of the project will make a huge dent in the city's affordability goals and help prevent displacement in surrounding neighborhoods.

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10/30/2018	Elizabeth	Smith	Suffolk Construction	Support	As a resident of South Boston, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. The proposed redevelopment will clean up this contaminated property and will create construction jobs, new housing and new tax revenue for the City. Please allow this project to move forward.
10/30/2018	Meg	Ayers	CBRE	Support	Dear Mr. Czerwienski: As an active Boston resident I strongly support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. Being relatively new to South Boston I have experienced first hand the strong need for more housing, more parking, and more connectivity across the board. The proposed redevelopment will create that much needed housing, parking, and additionally will bring much needed connectivity from the Seaport to South Boston. It will not only provide thousands of great jobs, short term and long term, but it will generate new tax revenue for the City to support education and other important priorities. This project will allow so many people to enjoy the great neighborhood of South Boston. Please allow this project to move forward. Meg Ayers 868 E 5th St, Unit 3 Boston, MA 02127 meg.ayers@cbre.com
10/30/2018	Britt	Harter		Support	I support the building of dense housing in Boston to alleviate the housing crisis. The L street station is a excellent opportunity and should proceed
10/30/2018	james	Mullahy		Support	Great project and use of this space. I fortunately got a chance to take advantage of the open house here to look at the property and plans. Personally, I would love to see the project on a shorter time frame for completion, but I do understand that the current plan is to accommodate local residents.
10/30/2018	Jenny	Xaylitdet		Support	I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston
10/30/2018	Cyrus	Tehrani		Support	After reviewing the updated proposal I maintain my support for this project as a South Boston homeowner. 1,344 apartments and condos are crucial to solving our city and region's housing crisis. This project will not just affect South Boston. It will affect the entire Boston-metro. The project also will create 175 affordable homes, which are important because the only realistic way we can create low-moderate income housing is through private investment. If this project doesn't get built it will contribute to the displacement of 1,344 households across the city, disproportionately affecting vulnerable communities in neighborhoods like Dorchester, Roxbury, and East Boston by forcing would-be South Boston residents into outlying neighborhoods. I also look forward to the opening up of the waterfront and turning a dead space in the neighborhood into a vibrant space for the community. We should not be adding any additional parking to the project given the site's proximity to bus lines and the T. Please approve this project as proposed.
10/30/2018	Eric	Herot		Support	Please allow this important project to go forward with minimal parking and maximal housing/retail/hotel/everything. Boston needs more ambitious projects like this one and we can't let a handful of self-interested neighbors take it away from us!
10/30/2018	Tim	Giarrusso		Support	To Whom it May Concern, I am writing this letter in support of redeveloping the L Street Power Plant. As a current resident of South Boston, I recognize the various benefits that this project will bring to our community. In partnering with Redgate & Hilco, the city of Boston will be working with two experienced developers that have had a lot of local success. Many of the members on this team grew up in Boston and still live here. They understand the importance of working with the city and at the end of the day they will create something that represents the people. We have seen this in their effort to make this a public place where members of the community can live, work and play. It is important for South Boston that this project gets the city's approval and I am excited to take advantage of all that it has to offer in the future. Thank you, Tim Giarrusso 159 W 6th Street South Boston

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10/30/2018	Brianna	Piacitelli	Newmark	Support	I am really looking forward to seeing this redevelopment. It will great for the city of South Boston and it's residents. It will bring in a safe, communal place for residents to gather and enjoy what South Boston has to offer. All of the restaurants in SB are getting really old and repetitive. There aren't any retail stores already that are worth stopping in. The L Street Station redevelopment will really change this. Sincerely, A VERY excited resident
10/30/2018	Mary	Chalifour	Barr Foundation	Support	Dear Tim, I am a resident of South Boston and am in support of the 776 Summer Street development. There are many positives in the Redgate plans, which will help our community. These include: - A climate resilient design - Preserving and honoring the history of its industrial use - A marketplace with local businesses and services for residents (local restaurants, daycare, a butcher, a grocery store, a bakery) - Increased bus service to downtown - Wide sidewalks - Contained and phased construction - A bikeshare dock - Open space where people can enjoy the waterfront There are things that could be done better to serve the community, such as: - More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. - Better public transit. The shuttle buses are an OK temporary solution but the developer should be working with the MBTA and the City on longer-term solutions, such as a dedicated bus lane on Summer Street and more frequent bus service. - Fewer condo units. They are trying to squeeze too many condos into an already dense and congested neighborhood. From the people I've spoken to, this seems to be the biggest issue with the current plan. I am one of many people in support of this project and think it should move forward. It's time to activate that space in our neighborhood. Thank you, Mary
10/30/2018	Tammy	Copson	Homeowner	Support	Strongly support the power plant redevelopment plans. Red gate has been very communicative, participatory and informative about their plans. This is going to be a fantastic addition to our community and neighborhood.
10/30/2018	Diana	Hemm		Support	This development would be a welcomed addition to southie. As a resident, it would be wonderful to have a diverse space that includes open markets, retail and activity space like this in the neighborhood.
10/30/2018	Drew	Myers		Support	Dear Mr. Czerwiensk, I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018. Having attended a tour of the site, I like the project's commitment to keeping some of the old structure while seeking to involve the local community with culture-catered vendors and a public market concept. The added jobs and tax revenue for the city seem like an ideal "win-win" scenario for all parties involved in this development that will add some desirable density to South Boston, while connecting the Financial District to Seaport to South Boston in a meaningful manner. I support the project moving forward to the next stage of planning/implementation.
10/30/2018	Chris	Legocki		Support	I appreciate the thoughtful planning that has gone into this project, and the developer's consideration of neighborhood concerns throughout the process. I believe this project will ultimately bring much needed housing and economic development to an underutilized site sorely in need of development, and trust that the developer has solicited and planned around the appropriate professional expertise on such contentious matters as transportation and environmental risk.

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10/29/2018	Virginia	Kropas		Support	To Whom It May Concern: October 29, 2018 I am writing as a lifelong South Boston resident, voter, and taxpayer in support of the redevelopment project called 776 Summer Street, best remembered as Edison's L Street Station. The development plan by Redgate/Hilco is planned in totality: old and new integrated with respect for the site on the channel, its history, and position as a gateway into South Boston. There is a sincere desire to build a world-class project including housing, offices, hotel rooms, and green spaces: all in line with Mayor Martin Walsh's vision of world class Boston. My favorite parts: The project incorporates flexible, resilient, and green public spaces as well as amenities for the South Boston neighborhood. Outside: parking, new pedestrian ways, a human-scale streetscape of micro-parks, plazas, and storefronts. Inside: Turbine Hall, a museum, performance spaces, shops and small businesses. A continuation of M Street will make the channel accessible to pedestrians for the first. The landscape plan considers resiliency in the face of climate change and the ecological health of a neglected waterfront area. It returns it to us citizens for recreation and respite. The turbine buildings and other artifacts of the site are not discarded but are integrated into the overall design from the very beginning. The exterior of new buildings will be guided by their historical styles and materials. Several facing East First Street are scaled so that Southie residents uphill should still have their view. As Mr. Bielecki said at the the first tour, "We want this to be Fort Point, not the Seaport District". This is a huge project that will impact us greatly during its construction and for many decades to come. There will be disagreement and pain among all participants. Still I think this project will an amazing good for South Boston and the city as a whole: one in which South Bostonians will take pride in our contributions to improvements in the design. I thank the Redgate team for "keeping the lines open" as we all go forward. Respectfully, Virginia Kropas
10/29/2018	Daniel	Griffith	DLA Piper LL	Support	To Whom it May Concern, My name is Daniel Griffith. I am a Legal Support Specialist and a fourth year evening law student in the city of Boston. I am writing to express my support and confidence in Hilco Redevelopment Partners and Redgate with regards to their acquisition and redevelopment of the South Boston Edison Power Plant. As a young person and resident with great appreciation of South Boston and with profound respect for my family and Irish ancestors who settled in this historic neighborhood, I recognize that change can be difficult, but at times it is necessary. I believe this project will modernize a dilapidated property that has been in disrepair for as long as I can remember. It appears that the redevelopment of this property is long overdue, and I fully support Hilco Redevelopment Partners and Redgate in their acquisition and future plans. Sincerely, Daniel Griffith
10/29/2018	Matt	Kehoe		Support	I am writing to convey my support for the project proposed at 776 Summer Street, the Edison Power Plant. This development appears to be well designed and phased. I was born and raised in South Boston and have lived here for 26 years, and believe this will be a good thing for the community and its residents. I see the long term benefits to South Boston of having this underutilized parcel developed.
10/29/2018	Ashley	Kinney		Support	I support the proposed project at L Street Station. I think that it will bring a wonderful addition of much needed housing, shops, and restaurants to the neighborhood.
10/29/2018	Albert	Manley		Support	I support this project for multiple reasons. I think this project will help clean up an environmentally polluted site and open it up to more uses by the waterfront. I also believe south boston has a major shortage in housing units and needs more developments like this to keep up with such high demand to live in this area.

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10/29/2018	Evan	Hoffman	Mr.	Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. As a homeowner in South Boston, I have a vested interest in seeing this project be approved and go forward and am excited in the direction it will take our neighborhood.
10/28/2018	Dora	Clark		Support	I feel the project should go forward. The developer is retaining historic buildings which would otherwise be torn down. Unlike the condos now lining L Street, they are creating a neighborhood. They are committed to cleaning up a contaminated site, and creating open, public green spaces. The density is better on this site, rather than tearing down existing housing in the neighborhood to build boxes. I believe the developers have tried to work with the community, some of whom have unrealistic expectations. I would like to see the project go forward, and hope that the architectural components will be more innovative and in keeping with the historic nature of the site.
10/26/2018	Bryan	Putney		Support	I'm in support of a project to redevelop L Street Station. This initiative would open the site to the neighborhood for the first time in decades, clean up an environmentally contaminated site (making it safe for all uses), replace the industrial use of the site with a mix of uses more compatible with the South Boston residential neighborhood, and create a year-round space for the neighborhood to enjoy.
10/26/2018	Matthew	Kaplan		Support	I support the redevelopment because it will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood.
10/24/2018	Michael	Maloney	Resident	Support	I support the redevelopment as I believe it will clean up old site, take down the walls and fences, and open the site to the neighborhood. I support more development in Southie, especially for spaces like this that help the community.
10/24/2018	Callie	Cramer		Support	Hello, I support the redevelopment plan for the L Street station for a multitude of reasons. Though I don't live directly in his neighborhood, I spend a lot of time in the area and am an advocate for this project. This redevelopment will take down walls surrounding the plan and open the access to the land in the neighborhood for the first time in decades. In addition, this mix used space will be highly useful and welcoming to all South Boston residents, and frequent visitors of the neighborhood like myself. I hope you will take my comments into consideration. Thanks, Caroline Cramer
10/24/2018	Trey	Klein		Support	I'm an architect and I really appreciate that this historic building is getting renovated and reused in this way. Currently, the building is simply languishing and decaying. The finished design takes down all the walls and barbed wire and makes a vibrant space that the city and neighborhood will be proud of! Thank you, Trey
10/24/2018	Jill	Reilly	1942	Support	I live directly across the street from the project site. Based on the plan design, as described by the developers, I support the redevelopment for a number of reasons: the need for the site to be cleaned up; the overall beautification of the area - particularly my street; the intention to preserve some historic features of the plant; a good balance of parking for new residents; the shuttle service as a very helpful supplement to the MBTA buses which are packed every morning; the inclusion of community arts and open space which will bring the waterfront right to the neighborhood. Thanks. Jill Reilly

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10/24/2018	Kathleen	O'Roark	Mullen	Support	To Whom it May Concern, I am in FULL SUPPORT of this project!!!!!! I am a Southie resident who recently moved to Carson Beach but formerly lived on M street where it meets E 1st. For the time that I was there, I hated looking at the powerplant as it was dirty and seemed to be unsanitary or contaminated. I was embarrassed when having friends or family over as that was my only view - the old powerplant. They would have to park near it, and it was the first landmark they would see when coming to M Street. The developers have an amazing opportunity to take this site and build something for the entire community to have access to - something that can potentially bring the community of South Boston together. Instead of taking this site and building ONLY condo's, they are listening to the community and taking it to build restaurants, play areas, a waterfront view and even more. Thank you for your time. - Kathleen O'Roark
10/24/2018	Marguerite	Daly		Support	I am a current resident of Somerville with many family members and friends living in Southie and will be moving to Southie come Fall 2019. I strongly support and encourage the redevelopment of the Southie Powerplant as it will only add to the South Boston community. The Southie Powerplant land should be put to better use and has so much untapped potential. I think this redevelopment will help to clean up the industrial side of Southie, an area of Southie that right now feels unsafe and environmentally contaminated. Cleaning this space up and creating a year-round space that the neighborhood can enjoy will only benefit the neighborhoods and the residents. I hope the vision for this redevelopment is followed through because it really would be amazing!
10/24/2018	Ellen	Boodry		Support	Hi, I am a South Boston resident and a supporter of the L Street Station project for multiple reasons and felt it would be important to share during the approval process of this project. 1) I am a teacher and a babysitter. I have a hard time finding activities for the kids to do in South Boston and the development team has discussed having places outside for kids to hang out once the L Street station project is complete. I would appreciate that very much! 2) The restaurants and bars in South Boston are already very crowded as it is. I think this would open up a huge opportunity for families and friends to dine out and shop aside from just Broadway 3) The idea for hotels in my own opinion, is a great idea. There are limited hotels currently in South Boston and when family and friends come to visit I would love to host them somewhere other than my tiny apartment I look forward to this projects approval!!!!
10/23/2018	Ryan	WALSH	HUBweek/Boston Globe	Support	I think this project is a great addition to the neighborhood (I live directly across the street). The key benefits for me include unlocking the waterfront, updating an otherwise unsightly building, more public space, and the environmental improvements. Mixed use applications would also bring more diversity to the area.
10/23/2018	Tom	Cantwell		Support	Had a chance to visit this site a couple of weeks ago for a tour. I'm 100% on board with this project. The project team has a passion for preserving the historical significance of this space, and the activation of the main hall as a market will be a huge benefit in beautifying the waterfront and fostering a sense of community in South Boston.
10/23/2018	Zack	DeClerck		Support	This project adds crucial housing units, taking us a nudge closer to a Boston that will be able to retain a middle class. As a millennial homeowner in Boston with a household income under 100K, I fear that if we continue to downsize this or other proposals around the city and region, fewer and fewer households like ours will have the opportunity to live here. Without a middle class, our poorest neighbors will have to relocate for social mobility. The only critique I would add is that the project is too car-centric. I say less parking, more housing and transportation alternatives. I support this project!
10/23/2018	Andre	Texier	Mr.	Support	This is amazing. Please do it ASAP

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10/21/2018	Joanne	McDevitt	City Point Neighborhood Association	Support	I am in support of this project as it will take down the walls which for over 100 years have obstructed the view for residents of City Point and brought only contamination to our neighborhood. The site will clean up the contamination and create a year round facility that will bring some of the amenities to South Boston that the waterfront has and we are lacking . We need area for arts and culture in the community as well as place for senior and families to stay in South Boston to live and enjoy a facility where we can walk to , a supermarket , restaurant, open space for music and artists as well as needed housing .
10/20/2018	David	Barker		Support	I live across the street from the Edison eyesore and it is time the site was cleaned up and put to good uses. The plan seems sound and gives something to everyone and I look forward to watching it evolve.
10/20/2018	Lauren	Gunther		Support	As a resident of South Boston, I support the redevelopment plan for 776 Summer Street for many reasons. One reason is that the redevelopment plan will contribute ~1,300 residential housing units to Boston's incredibly undersupplied housing stock. This is important to me because without new units coming online (luxury or affordable), the price of housing will continue to rise in this city, and the low income folks and middle class will continue to suffer. It is crucial that more housing becomes available over the next several years, and I think the benefits of more housing outweigh the potential inconvenience that higher density brings to a neighborhood. Another important factor for me in deciding to support this project is that I believe the developers have been responsive to community feedback. Without a doubt, a project of this size will draw community concern - and for good reason. I think that the developers will continue to listen to the community's feedback - especially when it is communicated in a clear, logical, and constructive manner. This gives me confidence that the end product will be a space that serves the greater community better than it currently can now as a defunct power plant.
10/18/2018	Eric	Smoczynski		Support	I fully support this project as it appears to be thoughtfully developing an area of South Boston that is currently a blight. It will really transform the waterfront experience as well as connect the neighborhood and Metal of Honor park into one cohesive district. I support added height in this location to better fulfill the need for housing in South Boston and Boston as a whole. I think making this development a leader in promoting transit oriented development with a lower parking ratio would be a fantastic progressive step forward. A lot of my neighbors want to push more parking but in reality what we need is less parking so we have less cars on the road. I hope to see more pedestrian friendly streets rather than being car centric. I love the pedestrian elements at the waterfront and that should be maintained. I do hope there will be a partnership with the MBTA as the city is struggling as whole with fulfilling the demand of daily public transportation. With the mitigation of cars we need attention to expanding public transportation options for all South Boston residents. Please support transit oriented development and limit the open parking lots, invest in the public realm green space and experience.
10/18/2018	John	Ragan		Support	I support the project! The environmental cleaning, the renovation and development of the neighborhood would be welcome.
10/17/2018	Jason	Kaplan		Support	As a South Boston homeowner, resident and community member, I adamantly support the plan for the redevelopment of L Street Station submitted to the City. This contaminated site has been inaccessible to the public for decades. The proposed redevelopment will clean up the land, and create indoor/outdoor spaces that all members of my community can enjoy year round. Further, we have a dramatic shortage of housing options in Boston. Given South Boston's proximity to the Innovation District, The Financial District and Back Bay, we need to build adequate housing to meet demand and prevent displacement. This redevelopment does not displace anyone, and creates a range of housing options that our city needs.

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10/12/2018	Jamie	Simchik		Support	I am writing in support of the 776 Summer Street project. As is, the site is highly underutilized and not only a barrier between the Summer Street and the water, but also a barrier within the neighborhood. While some may question the scale of this development, I can appreciate that it is necessary to fund the clean up of what must be a highly contaminated site. Currently, it stands out in the neighborhood for all the wrong reasons and I am excited for the redevelopment potential to add much needed amenities to the neighborhood while at the same time preserving some of the historic elements. The project team should be commended for providing many opportunities for the community to weigh in on the project and I feel the resulting ideas that have been proposed are very thoughtful and have responded to the comments that I have heard at public meetings.
10/11/2018	Marjorie	Kaplan		Support	I am in complete support of this project transforming the old Edison plant into a multi use neighborhood destination. As a resident of South Boston living across the street from this location, I believe the transformation of this old, vacant overwhelming power plant will positively add to this neighborhood. The multi use plan for this area is a huge upgrade to the neighborhood as well as a way to add local jobs and income to the area. To have the large fenced area removed, the turbine transformed into a mixed use facility, the addition of residences as well as a hotel and additional parking is very much needed in this area.
10/11/2018	MATTHEW	BLONDER		Support	As a newer resident of South Boston, I am in strong support of the L Street Project; this sort of investment and revitalization is exactly the thing that attracted me to this neighborhood and I hope to see such positive contributions continue to grow and develop. My deep value and respect for the heritage of our neighborhood are supported by the project's weaving of South Boston's roots into the future fabric of our community. Further, the proximity to the seaport district makes this project a logical transition into South Boston, without materially disrupting the heart of our hamlet.
10/10/2018	Ryan	Kenny		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses, open the site to the neighborhood for the first time in decades and will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Chris	Sava	Sava Advisors LTD	Support	Southie needs to modernize and stay up to par with more developed parts of the city. I am all for redeveloping 776 Summer- it is prime space that can be capitalized on and aid in the continuing boon Southie is experiencing.
10/10/2018	Patrick	Hill		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	John B.	Pynchon		Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Kerry	Maxey		Support	The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy. It will also end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. As a resident of South Boston I would love to see this project completed. Thanks!

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10/10/2018	Sara	Boyle		Support	I think the redevelopment will dramatically improve the city of Boston. It will clean up an environmentally contaminated site and make it safe for all uses. It will take down the walls and fences and open the site to the neighborhood for the first time in decades. It will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood and create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Michael	Farley	Self	Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Will	Bromstedt		Support	a. The redevelopment will clean up an environmentally contaminated site and make it safe for all uses. b. The redevelopment will take down the walls and fences and open the site to the neighborhood for the first time in decades. c. The redevelopment will end the industrial uses of the site and replace them with a mix of uses more compatible with the South Boston residential neighborhood. d. The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/10/2018	Lucas	Wilson		Support	I lived in Southie for ten years before moving to New York and this building has been an eye sore to the east side and needs to be upgraded and put to good use for the neighborhood. I agree to this change!!
10/10/2018	John	Schott		Support	The redevelopment will clean up an environmentally contaminated site and make it safe for all uses.
10/10/2018	Gordon	Breidenbach		Support	I fully support the re-development of 776 Summer st as I believe it will clean up an environmentally contaminated site and make it safe for other many other uses with greater interest to the residents of Boston.
10/10/2018	Andrew	Frates	Team FrateTrain	Support	The redevelopment will create year-round spaces, both indoor and outdoor, for the neighborhood to enjoy.
10/9/2018	Dylan	Cox	Kane Company	Support	I am in support of the redevelopment of the Edison Plant for multiple reasons. As a neighbor to the area I think the overall development will benefit the community in the end, as a year-round indoor/outdoor place for the neighborhood to enjoy, and economically over-all. As well as just cleaning up of an environmentally contaminated site and make it safe. I know the traffic has been an issue, but I have faith that the developers being local, will not allow that to become as negative as many believe. Thanks for your time.
10/4/2018	Suzanne	Taylor	Freedom Trail Foundation	Oppose	Hello, While I was excited about the arts and cultural piece of the project when it was proposed to the Boston Creates South Boston team last summer, I am no longer in favor of this development in our neighborhood. I learned much more about the project at a recent community meeting at the Tynan, which concerns me and the community as a whole, including health concerns (at least 10 known carcinogens), density (South Boston is already WAY too densely populated), traffic congestion nightmares, and more. It's much too big. It is my hope the City of Boston will help us maintain what South Boston has left of its charm, livability, and the neighborhood's strong community. Thank you for your attention, Suzanne
10/3/2018	Jason	Kaplan		Support	I'm a South Boston homeowner and full-time resident. I adamantly support this project.
9/27/2018	Patrick	Chatfield		Oppose	I am opposed to this development as currently proposed. The traffic this will bring to the area will be unbearable. Our current public transit infrastructure is insufficient with many bus lines already full by the time they reach L St, this will exacerbate bus overcrowding and make the bus service worse with additional traffic.

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
9/19/2018	Sam	Burgess		Support	I support this project. Please streamline the approval process and get this built as quickly as possible. Boston is starved for housing and we need more soon. Housing development in every neighborhood can help mitigate rising rents citywide. #yimby Only criticism of this project is that there are way too many parking spaces. We shouldn't be encouraging and subsidizing car ownership in a transit rich and walkable city like Boston.
9/19/2018	Patrick	Balaconis		Oppose	The area of this proposed project is in a residential area of South Boston. The builder would like you to think that the building site is in the seaport. The height of the project and the amount of residential units is far too great. That area of first street allows a building height of 60 feet. Not 200. The negative impact on the neighbors will be immense. 20000 more trips a day down L street when there are already more accidents than we can count. Parking for 1300 cars when realalosticly there should be 3000 for a project of this size. In no way at all does this fit into the neighborhood. All you would have to do is take a walk down the street to realize that. This is not the seaport. This is the residential portion of South Boston.
9/5/2018	Maryann	Symanowicz		Oppose	I am very much opposed to a development of this size in this location. The infrastructure is simply not there to support this much density. You need to build better public transportation first. Also, we do not need another new hotel when a brand new Hampton Inn is already being built a few blocks away. This part of South Boston is residential and should remain that way.
8/31/2018	Erin	Gaudreau		Oppose	Is the parking for residents only, for retail customers only, mixed use? That doesn't even remotely seem like enough parking to support that many units AND retail space.
8/31/2018	Joshua	Eddy		Neutral	According to zoning ratios the number of parking spaces should be between 1850 and 2706. This proposal falls very short of that. I do not want already-difficult parking to worsen in my neighborhood. Please adjust the proposal to better fit zoning ratios. Math: 1344 residential @ 1-1.5 per unit + 368070 sq ft retail @ 1-1.5 per 1000 sq ft + 344 hotel room @ 0.4 per hotel room = 1850-2706 spaces. Bus transit is already accounted for in the zoning ratios, so supplemental buses should not affect the ratio. Other than parking, I look forward to a beautiful revitalization of the power plant as a highlight in the neighborhood.
8/31/2018	KAREN	carey		Support	As a resident of South Boston, I am vehemently OPPOSED to this project To disturb toxic/deadly chemical in the name of "development" is beyond irresponsible To allow even a discussion to build on this property is criminal Haven't enough tax paying citizens died from or stricken with cancer, lupus and scleroderma The guarantee that every precaution will be made to ensure safety is absolutely NO security and laughable at best To allow people to actually live on the land after is greed at its finest You should all be ashamed of yourselves A study proved this land should never be touched But the dollar sign is more important than the lives you should be protecting Will you or any of the developers daring enough to visit or live on this site?



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition Edison project

Erin Sawyer [redacted]
To: tim.czerwienski@boston.gov

Sun, Nov 18, 2018 at 10:50 PM

[redacted]
Project Manager Czerwienski,

I am writing to express my opposition to the current proposal for 776 Summer Street (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.

Erin



Tim Czerwienski <tim.czerwienski@boston.gov>

Hilco-Redgate L St Station Development

Paul Carthas [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 9:28 AM

Hi Tim,

I am a South Boston resident who lives down the City Point section of the town.

I have looked at the August 2018 development plan.

The most current plan I believe calls for the following:
1300+ units of housing and 1300+ parking places
Commercial retail & office space
3 buildings over 100 ft, one of them being over 200 ft
At least 1 hotel
Estimate of 5,000-10,000 extra trips/day

Note that L Street is backed-up from Day Blvd to the Convention Ctr currently on any given day.

L Street and 1st Street are the only access points to the site.

New housing is already going up on L Street that will add to the current congestion.

More cars bring additional noise & air pollution to the area, affecting quality of life, coupled with the planes and trucks we currently deal with.

Currently MBTA bus service is already overwhelmed during peak periods.

Car services will be hovering in and around South Boston day and night looking for riders from the 1300 units and hotels, adding to congestion and quality of life issues, with many parking on the neighborhood streets, idling, waiting for a rider.

A new hotel is already going up at the entrance to the Raymond Flynn Industrial Park that will add to congestion and quality of life issues.

In addition, if 100-200 ft buildings go up on this site, it sets a precedence for the rest of L St.

Plus 15 years of some magnitude of construction.

Even with the concessions Hilco-Redgate have made since their 2017 proposal, I believe this project is still too dense and too big for the site and the surrounding community. Why not all low-rise residential units, fewer in number, with walkable streets and open space w/out adding hotel(s), just an idea.

Regards,
Paul Carthas
[132 P St](#)
[South Boston](#)

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St

Jim Sardina [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 9:11 AM

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for [776 Summer Street](#) (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.
Copy these



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Rich Evans [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Mon, Nov 19, 2018 at 9:42 AM

Hi Tim,

Wanted to pass along my concerns that the project is too massive as proposed currently.

I don't believe the 15 acres of space is properly planned to address the impact of traffic and quality of life issues which the neighborhood would be subjected to, should the current plans go forward.

Thank you,
Rich Evans
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Edison Building) Proposal-Opposed!

Ryan Long [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 1:11 PM

To Mr. Czerwienski and all other whom it may concern,

I am opposed to this current proposal for a variety of reasons of which I will try an simply outline and summarize. However, I do understand that this former industrial site has a lot of great potential for future development but it needs to be reasonable and accepted by the community and our many concerns.

The approximately 1,344 residential units proposed in this plan is far too many! I understand that the mayor has a plan in this city to increase the housing supply in order to keep up with the demand. But at what cost? This area is large of course and seems to be an opportunity to maximize the number of units that can fit but the access points to get to this area is very small and minimal. L street/Summer Street and First streets are the only route to access this location. Wether we are talking personal vehicles, ubers, lyfts, taxi cabs, public transit by means of the bus, no matter how we slice it, this will inevitably create a bottleneck situation on a daily basis on both above mentioned streets. It is not a secret that the residents of South Boston have many concerns currently involving traffic and public safety related to the traffic which is directly related to such irresponsible developments like this one.

Public transportation is a hot topic in South Boston especially in regards to more development. The folks that are proposing developments thru out the neighborhood often point to public transportation when asked about the means in which the new residents will travel that will occupy these new buildings. The fact of the matter is that our current public transit system is failing its daily users and that needs to be addressed before implementing more major developments and additional residences in this town. The lines we see each morning are long and the process for those traveling via bus are insufficient. The traffic situation in this town and citywide is already a nightmare and as increased dramatically in the past couple years. To impose more buses may solve the line issue but then that will have a negative impact on the traffic situation. So it's a tough issue to handle when the overall agenda is to create more housing. when it comes down to it, we need to consider a push back on such major developments, which are directly causing the increased influx of commuters leading to the frustrating traffic. Our daily traffic issue is very intense and Washington Village is not even here yet. To impose such a large scale project on this neighborhood without resolving the current transportation and safety concerns is nothing short of irresponsible

Another hotel? There are already two hotels under construction on the other side of the summer street bridge, a stones throw away from this Summer Street location. Let's not forget, despite the city's agenda to maximize housing opportunities and hotels room capacity in this city, that South Boston is still a family neighborhood. To introduce a hotel on this side or the bridge is a big deal. The youth of South Boston play on these fields across the street from this location, go to school down the street from here, and parents commute daily from their jobs and back into the town to pick up kids, drop them off at school, sports etc. We should not have to deal with the repercussions of the influx of commuters this project will bring. Whenever I see advertisements for large scale projects such as these the poster often highlights the luxury residences, nice green space and elaborate retail space and fancy restaurants and bars. Have we not enough of that already! Have we not enough places to shop, have we not have enough places gather and enjoy the city we all love. When is it too much? I'm all about the boom of businesses and jobs but just in the past year a handful of restaurants that are relatively new have closed due too failing business. When is this too much? These are all questions we need to ask when talking about introducing more developments.

The space at the Edison is certainly a great opportunity to develop and create a positive impact on our town and our city, but the size and scale of this proposal will create negatives that far out way the positives! Please consider the residents and families of South Boston in 2018 instead of the vision of Boston in 2030. Thank you for your time.

Sincerely,

Ryan Long
1 Cottage Street
South Boston, MA

October 29 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: Boston Edison Project/ 776 Summer Street, South Boston

Dear Tim,

As you may remember, I live on West 2nd Street with my wife and young son, with another child on the way. We are active members of the Southie community and have loved living here; my son will attend South Boston Catholic Academy this coming year.

To us, the walkability of Southie is one of the reasons we love living here. We are criss-crossing the neighborhood daily on foot, sometimes not even touching our cars on the weekend. It is a great advantage of urban living. Oftentimes, we walk toward the Seaport along A Street, D Street, Pappas Way or Summer Street/ L Street. There are few areas of desolation that remain in South Boston, and unfortunately the Edison site is one of them. The lack of activity and interaction with the street/ pedestrian corridor is one of the attributes that makes this stretch a speedway. If you spend time at the L & E 1st intersection you see cars 'floor it' as soon as the light turns green, as there is nothing but walls on either side of the street and drivers have little regard for traffic (pedestrian and vehicular) interaction from either side of the street.

The eventual redevelopment of L Street Station will help this. I support the ideas of density and a thoughtful, mixed-use environment here. L Street/ Summer Street is not a highway, and creating an active environment at the Edison site will help to improve this important corner of our neighborhood. What is there today is not good for anyone – and I ask that you take a walk around the site and see how it has become an imposing, litter-strewn desert when it should be a vibrant gateway between the two neighborhoods.

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

I hope that the neighborhood can see clearly the potential of this site- and that we can walk there with our kids for years to come.

Michael Greeley

MICHAEL GREELEY
195 Wth 2nd Street.
Boston MA 02127

10/29/18

Tim Czerwienski, Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I am writing this letter in support the redevelopment of the L Street Station project located at 776 Summer Street in South Boston.

As a nearby resident in the City of Boston, the redevelopment of the contaminated current site is very important to me and the future of my family. I have recently purchased a condo with my husband and someday we will raise a family here. The plans for the project will provide my family and the entire community of South Boston, as well as every community in Boston with a place to shop, eat, play and enjoy. Right now, our options are limited for leisure, and this space is being completely wasted just sitting there. The potential that this project has (as presented by the development teams) is truly amazing and inspiring for all that live around here.

I hope that this letter will help the chances of this project to move forward so that we can continue improving the city of South Boston and its surrounding neighborhoods. You have my full support



Jennifer Noonan
[REDACTED]

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I am writing this letter in support the redevelopment of the L Street Station project located at 776 Summer Street in South Boston.

Please allow this project to move forward and benefit our community.

I appreciate it.

Sincerely,


Adam Rogers

Resident

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Richard Ames". The signature is fluid and cursive, with a long horizontal stroke at the end.

Richard Ames
3 Linden St.
South Boston, MA
02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Douglas Ames". The signature is written in a cursive style with a large initial "D".

Douglas Ames
3 Linden St.
South Boston, MA
02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

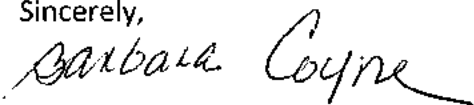
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Thank you for this opportunity to comment.

Sincerely,



Barbara Coyne
615 East 6th Street Unit 2
South Boston, Ma. 02127



October 31, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident, homeowner and Director of Development at the South Boston Neighborhood House, a local non-profit, I have seen many neighbors, friends, family, employees and program participants forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

The revised development proposal includes over 1,300 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 13% minimum City of Boston requirement of affordable housing on site. I strongly believe that this development site should include at least 25% deed restricted affordable units. Housing should be available for a range of income levels, including low income seniors and middle-income families. Both lower-income and middle-income residents are being displaced in South Boston because of rapidly increasing real estate prices.

The City's Inclusionary Development requirement is not adequate to address this critical neighborhood need because the income levels for IDP units are not low enough to address the needs of low-income workers who earn less than \$50,000 annually. Elderly residents are most at risk of displacement because their income is usually below \$25,000 annually.

South Boston deserves a greater percentage of affordability to mitigate the impacts of this project. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly. Thank you for this opportunity to comment.

Best Regards,

Mary C. Fiske
Director of Development

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

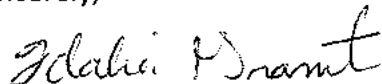
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Sincerely,



October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Loui Harbette". The signature is written in a cursive style with a large initial "L".



Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and Executive Director of South Boston Neighborhood House, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The proposed development of the Edison Plant will have serious negative impacts on our neighborhood and fails to address the urgent need for affordable housing for working families and the elderly.

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Thank you for this opportunity to comment.

Best Regards,

Kathy Lafferty
Executive Director

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I can no longer afford to live in South Boston. I am writing to you to ask that the L Street Station project include more affordable housing. We need more places for families and the elderly, not luxury housing in South Boston.

After serving in the Marine Corps for 13 years, my wife and I returned to Boston to only find out we could not afford anything in the neighborhood my family grew up in. I currently work for the City of Boston, which requires our family to live in the city for ten years. Because there is no affordable housing in South Boston, our families we forced to move out of South Boston and has forced us to live with family for the past five and half years.

The developer's proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

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Thank you for this opportunity to comment.

Sincerely,



Robert Savicke
93 Buttonwood St.
Dorchester, MA
02127

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

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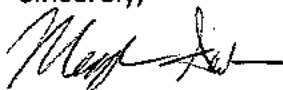
My husband was born and raised in South Boston. After serving in the Marine Corps for 13 years, we returned to Boston to only find out we could not afford anything in the neighborhood my husband and his family grew up in. He currently works for the City of Boston, which requires our family to live in the city for ten years. Because there is no affordable housing in South Boston, our families we forced to move out of South Boston and has forced us to live with family for the past five and half years.

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Thank you for this opportunity to comment.

Sincerely,



Meghan Savicke
93 Buttonwood St.
Dorchester, MA

October 30, 2018

Tim Czerwienski
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201
bostonplans.org

Re: 776 Summer Street, South Boston (L Street Station Redevelopment)

Dear Mr. Czerwienski:

I am writing to express my concerns about lack of affordable housing in the proposal to develop the L Street Station/776 Summer Street in South Boston. I am a resident of South Boston, and I have seen many friends and family members forced to move from this community because of major increases in their rents. We need more affordable housing for families and the elderly, not luxury housing in South Boston.

The proposal includes over 1300 units of housing. To address the need for affordable housing in South Boston, the developers should commit to at least 25% affordable housing on site before they are allowed to build hotels and office space. Affordable apartments for our seniors should be a part of any proposal for the site.

South Boston deserves a higher percentage of affordability than the City requires in order to address the desperate need for housing that working people and the elderly can afford. We do not need more luxury housing; we need ownership and rental opportunities for working families and deeply affordable housing for the elderly.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Joyce Sheehan". The signature is written in a cursive, flowing style.

Joyce Sheehan
3 Linden St.
South Boston, MA
02127

October 30, 2018

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski/Whom It May Concern:

I am a South Boston resident and I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018 for many reasons.

As someone who works in the hospitality industry, the idea of bringing hotels to Southie will create much needed jobs and opportunity to this area. I also support the idea of bringing housing (and AFFORDABLE housing) into Southie as it is very much needed and will continue to be in high demand as time goes on. The location of the redevelopment project is great and accessible for everyone in this community and will only help to bring the neighborhoods together if this project is approved.

Please allow this project to move forward.


Thank you,



Michael Noonan

228 West 9th street, apt #1

South Boston, MA 02127



October 31, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street Project, South Boston, MA, 02127

Dear Mr. Czerwienski:

My boyfriend and I are both South Boston residents and are writing to express our strong support in the redevelopment of the L Street Station located at 776 Summer Street in South Boston.

We would love to see this site picked up and redeveloped into something useful for everyone in this community. We have attended these community meetings and trust both teams brought on board to handle the redevelopment and design of the new site.

Hoping this letter will help the project to pass.



Katelyn Callahan

Resident on East Broadway, South Boston MA 02127



October 31, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski:

I support the redevelopment of the L Street Station located at 776 Summer Street in South Boston, as proposed by the developer in its Draft Project Impact Report on August 16, 2018.

As a current resident here, the proposed redevelopment will create much needed new housing, and jobs to this neighborhood. It will also provide a place for families and friends to get together in the community, which is something I feel our community strongly lacks right now.

Please allow this project to move forward.



Ailey Kemmerer
560 E 8th Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street IAG

David N [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>
Cc: [REDACTED]

Thu, Nov 1, 2018 at 7:38 PM

Tim;

Due to time constraints and my being out of town from 1/1/2019 through 5/1/2019 I am resigning from the Summer St IAG.

On another note as a direct abutter to this project (living within 300ft). I am opposed to this project as currently designed. I believe we need a comprehensive traffic study done in South Boston. Not just for this project but for the entire town. We are consistently proposing massive developments with no infrastructure in place. The South Boston Seaport is a prime example of this. Traffic cannot get out of the Seaport on a daily basis. South Boston needs this study done now before this project goes forward.

Davis Nagle

711 E Second St SB
[Quoted text hidden]

November 1, 2018

Tim Czerwienski
Project Manager
Boston Planning & Development Agency (BPDA)
One City Hall Square
Boston, MA 02201

Re: 776 Summer Street Project, South Boston, MA, 02127

Dear Mr. Czerwienski:

The comment website was down when I tried to submit online. I am writing this note in support of the L Street Power Plant Project. I am a current nearby resident that would support the current environmentally contaminated site on L street to be redeveloped into housing, retail, offices and new public spaces for the city.



Margaret Taylor





Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant

Daniel Conroy <[REDACTED]>
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 6:36 PM

My name is Daniel Conroy and I am writing you in regards to the Edison project. There is no way possible that this project could positively effect our neighborhood. We are already overcrowded by development and this could be that last straw. The infrastructure is is a disaster because of poor planning by the city and state. There is no way this can work.

Thank You

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison housing proposal

Tim Godfrey [REDACTED]
To: Tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 10:50 PM

To whom it may concern,

I, Timothy Godfrey, am a lifelong resident of South Boston. With every new high rise being built I see the local people becoming more and more disenfranchised. Traffic is already bad enough, adding more cars to the area will only put pedestrians at risk more. Why two kids were just run over not even a month ago. The local neighborhood simply can not sustain more condominiums being built in the area. I am vehemently against this housing project on the old Edison lot. Thank you for your time.



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer street (Edison Building) Proposal-Opposeed!

mary long [REDACTED]

Mon, Nov 19, 2018 at 8:55 PM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

[REDACTED]

To Mr. Czerwienski and all other whom it may concern,

I writing to let you know that I am opposed to current project at [776 Summer street South Boston, Ma.](#)
I feel that the impact it will have on the South Boston is a negative one.

Sincerely yours,
Mary Long
[952 East Broadway](#)
[South Boston](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

I am against the edison project

kevin manning [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Nov 19, 2018 at 8:30 PM

Hello

My name is Kevin Manning. I live at 780 east broadway unit 1B. I am writing in opposition of the Edison project, south boston has been dealing with parking issues already. And this project will just make it worse. Also it will bring so much more congestion with its traaffic. This project will ruin south boston. And bring traffic to a stand still. We are a small neighborhood. No need for a project of this size here. Also with minimal parking is a joke.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

Patrick Long <[REDACTED]>
To: tim.czerwienski@boston.gov

Tue, Nov 20, 2018 at 7:15 PM

[REDACTED]

To whom it may concern,

I am a South Boston resident. I would like to let you know about my opposition to the proposed project at the site of the Edison Plant. I am deeply concerned about how this project will adversely affect the neighborhood. Adding this many units and bedrooms to an area that already has huge problems with parking, traffic and has a public transportation system that is struggling (understatement). Even more so, to add buildings of there size will create a domino affect on the height of buildings in an already thriving and historical neighborhood. The seaport area is one thing, but to add high-rises (buildings over 70') on the neighborhood side of the bridge would put us on path to be the next West End. That will be a shame.

Thank you,
Patrick Long
952 East Broadway
S. Boston, MA 02127

[REDACTED]

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Frank Donaghue [REDACTED]
To: Tim.Czerwienski@boston.gov

Wed, Nov 21, 2018 at 5:03 PM

I have lived in City Point for over 14 years and I am very concerned about access to Summer St., environmental impact, and privately owned streets just to name a few. Privately owned streets is particularly odious to me as a person who has served in our military.



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: Opposed to 776 Summer Street (Edison Project)

Katherine Chiocca [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Nov 21, 2018 at 7:15 PM

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for 776 Summer Street (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.

Katey Levin
[245 Emerson St Apt 3](#)
[South Boston, MA 02127](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Joseph Cappuccio [REDACTED]

Fri, Nov 23, 2018 at 9:14 AM

To: Tim Czerwienski <Tim.Czerwienski@boston.gov>

[REDACTED]

Good Day Tim,

Health and safety are my main concerns for my community, they can not be compromised. Throughout this process the community has asked for an independent study on the contaminated property. The community was never given this opportunity. We will not stand by and let another developer make our residents sick by pushing cancer causing pollutants into the air we breath. The site is an abandoned industrial site totally polluted with dangerous contaminants. We will not stand by and let, South Boston, become another, Love Canal.

Keeping in mind the health and safety of this community, and the deplorable heath statistics that we all know about, I am asking the city not to approve this project.

Thank You,

Joseph Cappuccio



Tim Czerwienski <tim.czerwienski@boston.gov>

The Edison project

Bernard O'Donnell [REDACTED]

Wed, Nov 28, 2018 at 8:41 PM

To: tim.czerwienski@boston.gov, nick.collins@massstate.gov, ed.flynn@boston.gov, michael.f.fleaherty@boston.gov
[REDACTED]

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for [776 Summer Street](#) (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.



Tim Czerwienski <tim.czerwienski@boston.gov>

L Street Station Comment

Connor Burke <[REDACTED]>
To: Tim.Czerwienski@boston.gov

Wed, Nov 28, 2018 at 10:55 AM

Hi Tim,

I understand the comment period is over as of the end of October, but I wanted to reach out and say that I support this project and believe it will benefit the community greatly. I hope that the project can be completed to help improve the parking situation, as well as clean up the contaminated site. I think it would be a great addition to the neighborhood, I currently live on W 4th Street and would love to see the space be cleaned up.

Thanks,
Connor



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposed to Edison .

Kelly Allison <[REDACTED]>
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Nov 30, 2018 at 11:35 AM

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for [776 Summer Street](#) (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.

[Sent from Yahoo Mail for iPhone](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

devon bailey <[REDACTED]>

Fri, Nov 30, 2018 at 6:57 PM

[REDACTED]

My name is Devon Bailey, I'm 21 years old, and a proud member of the ILA. I am writing to share my opposition for the Edison building plans. I have no doubt that this development will have a detrimental effect on myself, my fellow neighbors, and our livelihood. The residents of South Boston, a wholesome part of the community, will be negatively effected by this building plan and the gentrification that goes along with it. Not to mention the 200 foot buildings that will disrupt South Boston's historical authentic charm. This project is also located at the core of Boston's shipping port and would negatively affect the progress of the expansion of the Conley Terminal. The traffic from new residents as well as construction will slow down the operation of the ports and importing cargo, one of Boston's main industries. The current plan for the Edison building must be opposed in order to continue to support the livelihood of long standing community members and employees of south Boston who have kept this area running for so long.

Thank you for your time,

Devon Bailey
ILA union member



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

Jenna <[REDACTED]> Fri, Nov 30, 2018 at 7:55 PM

Francis Collins @ mass.gov, Ed Flynn @ boston.gov, Michael F. Flaherty @ boston.gov, Yvonne Kilkenny @ gmail.com
[REDACTED]

Being a resident in Boston, I would like to oppose the plans for the Edison building because it will result in major problems for the neighborhood and huge losses for the shipping industry at Conley terminal. There needs to be full transparency with the people and employees of south Boston in the planning process and we need to be able to make a better plan.



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to the Boston Edison Power Plant Project

Theresa Doherty <theresadoherty@gmail.com>

Fri, Nov 30, 2018 at 8:43 PM

To: tim.czerwienski@boston.gov

Cc: nick.collins@massstate.gov, Ed.flynn@boston.gov, Michael.f.fleaherty@boston.gov, Votodavidhiale@gmail.com

Dear Project Manager Czerwienski,

I am sending you this email to express my opposition to the former Boston Edison Power Plant Project. As a longshoremwoman, I commute everyday into South Boston to go to work at Conley Terminal. As a commuter, not only do I have to deal with the traffic of 93 south, I also have to deal with the congestion leading into the seaport district. By taking this building and converting it into condos and hotels, it will only add to the congestion to the area that is already so over populated, not only by people, but also by cars. This will not only obstruct traffic flow, this will also cause unsafe conditions for pedestrians as well; nothing more dangerous than a frustrated driver missing a light.

As you know, Conley terminal has been expanded and will continue to expand, to accommodate all the new containers of goods to New England. To bring down traffic congestion on First street, we had a bridge built for the trucks and workers to use, to alleviate the congestion. By going through with this project, you're just bringing the problem back.

I feel this area can be used for something better, something the community could actually use, like a parking structure. I do hope alternative ideas can be brought to the community meetings and that this opposition to the project has been helpful.

Regards,

Theresa "Tree" Doherty





Tim Czerwienski <tim.czerwienski@boston.gov>

Edison development

Bernard Doherty <[REDACTED]>
To: Tim.Czerwienski@boston.gov

Fri, Nov 30, 2018 at 8:13 AM

Consider that the port is expanding around the site to the point that people who pay top dollar for their condo will be disturbed by ship operations at 2 AM on a Tuesday. Please reconsider your plans for the Edison plant.



Tim Czerwienski <tim.czerwienski@boston.gov>

Longshoremen opposing Edison plant

genna hickey <[REDACTED]>

Fri, Nov 30, 2018 at 10:46 AM

[REDACTED]

Dear Tim,

As a concerned longshoreman, I am writing you in opposition to the proposed development of the current Edison plant. I believe it will adversely affect the operations in the port of Boston which is vital to the Massachusetts economy. As it is now, we are developing and expanding the port with considerations for existing residents on east first street by building the new haul road; effectively removing tractor trailer traffic off of E. First St. Once there are upwards of 1500 new families in such a congested area there will be lots of pressure put upon the port. We operate a lot of times day and night. This would affect people living in that area and would hamper our ability (if opposed) to service shipping companies in the fast efficient manner that has been achieved throughout the past 20 years. We are now one of the most efficient and productive ports in the country considering our size and are now expanding to accommodate future commerce. There are already many many obstacles we face on a daily basis just to accomplish what we do everyday. This situation could bring things to a halt and have a huge affect on the billions of dollars generated in local economic activity currently being produced out of the work we do at Conley Terminal.

I thank you in advance for your attention to this email.

Sincerely,
Genevieve hickey
Longshoremans union local 799



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project in South Boston

Maddie Hindley [REDACTED]

Fri, Nov 30, 2018 at 7:35 PM

[REDACTED]

To whom it may concern,

As a resident of Boston I want to express my opposition to the plans for the Edison building because it will result in major problems like traffic, gentrification, and huge losses for the shipping industry at Conley Terminal. There needs to be complete transparency with the people and employees of South Boston in the planning process. I am confident that working together will be the key to creating better solutions.

Thank you for your consideration,

Madison Hindley



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Power Plant

kevin manning <[REDACTED]>

Fri, Nov 30, 2018 at 11:23 AM

To: tim.czerwienski@boston.gov

[REDACTED]
[REDACTED]

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for 776 Summer Street (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location. I am a life long South Boston resident. (30 years) and just managed to buy my own home here.

Thank you for your time and attention.

Kevin Manning
780 east broadway
South boston ma 02127

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to Summer Street Project

michael mcevoy <[REDACTED]>

Fri, Nov 30, 2018 at 9:37 AM

To: tim.czerwienski@boston.gov

[REDACTED]

Sent from Good morning Mr. Czerwienski

I am writing to you today regarding the South Boston Edison plant and its proposed development. As a longshoreman employed in the South Boston area, specifically at the Conley Container terminal. I have a wide range of concerns with this proposed development. The developers Redgate / Hilco have proposed some 1,588 condo's and residential units, along with other new buildings, and hotel. One of my concerns is the influx of cars and traffic to this portion of the city. The Conley Container terminal is 1/2 mile away from the Edison plant and roadways all thru the seaport and S. Boston area(s) already are congested.

Another item is the ongoing is the Conley Container terminal expansion. After receiving \$42 million federal grant from the US Department of Transportation to repair the Conley's two existing berths and subsidize new gate facilities. Massport is about to embark on a massive dredging project, with the US Army Corps of Engineers, to make it easier for bigger ships to navigate Boston Harbor. All this money is being invested into the Conley Container terminal to make it a more competitive and attractive port to draw in more shipping lines and their business. Also the Massport project of the new access road meant to divert truck traffic off of East First Street is nearly complete and runs directly in front of the Edison plant. These monies were invested by Massport to divert truck traffic and noise away from residential homes. Now someone is proposing 1,588 residential units to be built directly overlooking the new access road.

Again I must stress my strong opposition to this proposed development. I would hope after careful consideration of all facts, yourself and the Boston Planning and Development Agency deny the proposal by Redgate/Hilco.

Respectfully submitted, Michael McEvoy

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project Opposition

George McEvoy [REDACTED]

Fri, Nov 30, 2018 at 8:00 AM

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

Dear Tim,

I strongly oppose the Edison Plant project. Conley terminal is New England's only full device container terminal. It generates 4.6 billion dollars in economic activity per year for the Commonwealth. The port of Boston employs 7,000 direct jobs, most of which are blue-collar jobs. Conley terminal is about to undergo a billion dollar upgrade between dredging and land side improvements. Productivity and efficiency have increased almost 30% in Conley terminal over the last three years. This has led to three consecutive years of record breaking volume being shipped in and out of the port. Boston has become an attractive destination for shippers because of our ability to get trucks in and out with their containers in about 30 minutes. We will lose our competitive advantage if the 10,000 additional cars per day jam up the streets between Conley's new haul road and the highway connections. The US Army Corps of Engineers completed a study a couple of years ago that predicted Conley's container volume to double by 2025. If this development is allowed to go forward, the future of our working port is in jeopardy. Please consider the workers which depend on this port in order to provide for their families. It will not affect just the ILA members, but about 6,500 other workers spread through the Commonwealth whose businesses depend on the success of Conley terminal. Please do not allow this project to go forward. Thank you for your time.

Sincerely,

George McEvoy
Business Agent
ILA 800



Tim Czerwienski <tim.czerwienski@boston.gov>

No community support.

Chris McEvoy <[REDACTED]>

Fri, Nov 30, 2018 at 1:33 PM

Mr. Czerwienski

I am writing to you today regarding the South Boston Edison plant and its alleged development. As a lifelong resident of South Boston and a Longshoreman the proposed development will be a hindrance to everyone in the community. 1,300 condo's and residential units, a marketplace, and 2 hotels. L St. and First St. as it is now, is already a dangerous intersection without this development. That is one of the many reasons why we built an access road direct to the port. Southie is already a hassle to get through, now imagine 15,000 more cars daily heading to this development. DAILY. After all the work was done to get the trucks off of First street, this is what you want to drop in there now? It's asinine.

Conley Container terminal is expanding, new cranes are coming and the harbor is being dredged. It is not only the getaway to New England, but the pulse of the economy as well. Over 6,500 jobs, if not more, are directly affected and supported by the successful operations at the port. How would this development not effect not only the local economy, but the entire New England region as well?

I strongly oppose this proposed development. The only people that would benefit from this is Hilco/Redgate. Every single person that lives in Southie, or has to commute through it daily, lives will be hindered even more than it is now. No politician I've heard has supported it, the local community meetings have been against it, and no one I personally know wants this.

Christopher McEvoy



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street. Edison Project

Gail Moran <[REDACTED]>

Fri, Nov 30, 2018 at 1:03 PM

To: tim.czerwienski@boston.gov

[REDACTED]

Dear Mr. Czerwienski,

I am a lifelong resident of South Boston, a third generation longshoreman, and I am strongly opposed to the planned development of [776 Summer Street](#) (the old Edison plant). South Boston has seen too much overdevelopment in the past several years. There are too many people, too few parking spots and not enough buses for the throngs of people standing at the bus stops every morning. We can't handle the 10,000 more cars this project is expected to bring into our neighborhood everyday. Our streets are already congested and unsafe with the influx of thousands of new residents.

Also as a member of Local 800 of the International Longshoremen's Association, I am concerned that this development will adversely affect the Port of Boston as well as the neighborhood. With the increased volume of cars and trucks this development will bring, Summer Street will be backed up in both directions, and tractor trailers trying to get to Conley Terminal will be stuck in the gridlock. Also the cruiseport on Summer Street which welcomed over 300,000 passengers last year will be negatively affected with the increase in traffic.

One of the reasons the Port of Boston is doing as well as it is and is still a viable port is the turn-around time for the truck drivers. Conley is the only full service container terminal in New England and is a vital component in the shipping of many products throughout the region. If the area becomes even more congested the port could lose business, and thousands of jobs would be affected.

This project is too large, and most people in South Boston do not want to see a new development of this size jammed into our neighborhood.

Sincerely,
Gail Moran
[814 East 5th Street](#)
[South Boston, MA 02127](#)

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Summer street development

Sean Murphy <[REDACTED]>
To: tim.czerwienski@boston.gov

Fri, Nov 30, 2018 at 1:25 PM

[REDACTED]
[REDACTED]

Dear Tim,

As a concerned longshoreman, I am writing you in opposition to the proposed development of the current Edison plant. I believe it will adversely affect the operations in the port of Boston which is vital to the Massachusetts economy. As it is now, we are developing and expanding the port with considerations for existing residents on east first street by building the new haul road; effectively removing tractor trailer traffic off of E. First St. Once there are upwards of 1500 new families in such a congested area there will be lots of pressure put upon the port. We operate a lot of times day and night. This would affect people living in that area and would hamper our ability (if opposed) to service shipping companies in the fast efficient manner that has been achieved throughout the past 20 years. We are now one of the most efficient and productive ports in the country considering our size and are now expanding to accommodate future commerce. There are already many many obstacles we face on a daily basis just to accomplish what we do everyday. This situation could bring things to a halt and have a huge affect on the billions of dollars generated in local economic activity currently being produced out of the work we do at Conley Terminal.

I thank you in advance for your attention to this email.

Sincerely,
Sean Murphy
ILA Local 799



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project opposition

Margaret O'Donnell <[REDACTED]>
To: tim.czerwienski@boston.gov

Fri, Nov 30, 2018 at 5:57 PM

[REDACTED]

Project manager Tim,

I strongly oppose the Edison Plant project. Conley terminal is New England' only full device container terminal. It generates 4.6 billion dollars in economic activity per year for the Commonwealth. The port of Boston employs 7,000 direct jobs, most of which are blue-collar jobs. Conley terminal is about to undergo a billion dollar upgrade between dredging and land side improvements. Productivity and efficiency have increased almost 30% in Conley terminal over the last three years. This has led to three consecutive years of record breaking volume being shipped in and out of the port. Boston has become an attractive destination for shippers because of our ability to get trucks in and out with their containers in about 30 minutes. We will lose our competitive advantage if the 10,000 additional cars per day jam up the streets between Conley's new haul road and the highway connections. The US army corps of engineers completed a study a couple of years ago that predicted Conley's container volume to double by 2025. If this development is allowed to go forward, the future of our working port is in jeopardy. Please consider the workers which depend on this port in order to provide for their families. It will not affect just the ILA members, but about 6,500 other workers spread through the Commonwealth whose businesses depend on the success of Conley terminal. Please do not allow this project to go forward. Thank you for your time.

Sincerely,

Margaret O'Donnell

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Brendan Price [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Nov 30, 2018 at 10:25 PM

Mr Czerwienski:

I am writing to express my opposition to the proposal for [776 Summer Street](#) . I have deep concerns about the density of the proposal (1344 units and multiple hotels). The project has included three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicles coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the proposed site (last filing estimated the trips at around 10,000 plus trips per day). Our community is already suffering from congestion throughout our streets and this project will only make it worse.

Additionally this project is located at the beginning of bus service for the entire neighborhood. That corner is already a nightmare. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Furthermore, the project includes non-housing alternatives for the site, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities and alternatives at this location.

Thank you for your time and consideration.

Brendan Price
[61st](#)
[South Boston, MA 02127](#)



Tim Czerwienski <tim.czerwienski@boston.gov>

Against Edison Project

Eugene Stancato <[REDACTED]>
To: tim.czerwienski@boston.gov

Fri, Nov 30, 2018 at 12:13 PM

Dear Tim,

I strongly oppose the Edison Plant Project for a couple of different reasons. The first being the expansion of Conley Terminal. Our port has had record breaking numbers for the past three years, and with our expansion, this will only continue.

The second reason being traffic in and out of an already grid-locked area. The trucks coming in and out of Conley have a turn around of thirty minutes. Our port wouldn't be as valuable to companies distributing products across the northeast with traffic that could potentially quadruple the time it takes for a truck to come in and out of Conley.

This proposed project is way to big for such a small area and what the developers tell the workers and residents of that area are not entirely true. I have been to all the community meeting about this project and every meeting I attend, the numbers seem to change; whether it be the amount of cars it would add on a daily basis, or the amount of residents it plans to house. The developers say they plan to be there for the residents and the workers even after the project is done, but we know that isn't entirely true as well considering they live in different parts of MA.

When commuting home at rush hour, it takes about 45 minutes to an hour. I can only imagine what it would take with an addition 2000 people and upwards of 10000 extra cars...per day.

Eugene Stancato
Recording Secretary
ILA 800



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Plant Site

Dorothy Manning <[REDACTED]>

Sun, Dec 2, 2018 at 10:41 PM

To: "Tim.Czerwienski@boston.gov" <Tim.Czerwienski@boston.gov>, "Alexander.Stryisky@state.ma.us" <Alexander.Stryisky@state.ma.us>

[REDACTED]

Dear Mr. Stryisky and Mr. Czerwienski,

We are writing to voice our continued strong opposition to the proposed development of the Boston Edison Plant site in South Boston. Even with the change in the developer's proposal, this project is just TOO BIG! The sheer size and scope of the project and the amount of vehicle traffic proposed will have a devastating impact on the residents of South Boston.

The amount of vehicle traffic would add too much congestion to an area that's already maxed out in traffic, parking and public transportation - that alone would make this project unfeasible.

In addition, there needs to be a study of alternatives to the current proposal, including offices and commercial spaces, along with light industrial space that are consistent with the surrounding port and terminals. Public access to the waterfront must be maintained if the area becomes developed.

Lastly, but no less importantly, is that a new haul road has been added for truck traffic to the Conley Terminal in South Boston to move trucks off of East First Street and to bolster the expansion of the Conley Terminal as a premier shipping destination. The economic impact to those who work there would be disastrous.

By copy of this email, we would ask all of our elected representatives to continue to do the right thing and strongly oppose this development as well.

Thank you.

Dorothy and Martin Manning
745 East 6th Street, Apt. 16
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposed to 776 Summer Street (Edison Project)

Tom Price <[REDACTED]>
To: tim.czerwienski@boston.gov

Mon, Dec 3, 2018 at 7:49 AM

[REDACTED]

Project Manager Czerwienski:

I am writing to express my opposition to the current proposal for [776 Summer Street](#) (the former Boston Edison Power Plant). I have serious concerns about the density of the proposal (1344 units and multiple hotels). The project also includes three buildings over 100 feet tall, including one building which would be over 200 feet tall. This type of height has been seen down the South Boston Waterfront, and I am worried about the precedent of allowing these heights and density along the First Street corridor in the traditional South Boston neighborhood.

I also have concerns about the number of vehicle trips coming to and from this site each day. There are no clear numbers in the filing on how many vehicle trips are expected from the Edison (last filing estimated the trips at around 10,000 trips per day). Our community is already suffering from congestion throughout our streets and this project will only make things worse.

Third, this project is located at the start of bus service for the entire neighborhood. We are already at capacity on our bus lines—look at the lines at First Street and East Broadway each morning—and adding over 1300 units at the start of our transit system will hurt service for the rest of the neighborhood.

Lastly, the project includes non-housing alternatives for the Edison, which might be more appropriate given its proximity to ports and terminals (and which also calls for 1500 parking spots which could benefit the neighborhood after hours and during snow emergencies). I would like to see these proposals brought to the neighborhood so we can make an informed decision on possibilities at this location.

Thank you for your time and attention.

Tom Price

South Boston Resident

