

**BOSTON REDEVELOPMENT AUTHORITY
D/B/A BOSTON PLANNING & DEVELOPMENT AGENCY**

**SCOPING DETERMINATION
776 SUMMER STREET**

**SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (“DPIR”)**

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: JANUARY 12, 2018

The Boston Redevelopment Authority (“BRA”), d/b/a the Boston Planning & Development Agency (“BPDA”) is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code (“Code”), in response to a Project Notification Form (“PNF”), which HRP Summer Street LLC (the “Proponent”) filed on May 15, 2017 for the proposed 776 Summer Street project (the “Proposed Project”). Notice of the receipt by the BPDA of the PNF was published in the Boston Herald on May 15, 2017, which initiated a public comment period with a closing date of June 30, 2017. Pursuant to Section 80A-2 of the Code, the PNF was sent to the City’s public agencies/departments and elected officials on May 15, 2017. Hard copies of the PNF were also sent to all of the Impact Advisory Group (“IAG”) members. The initial public comment period was subsequently extended until August 4, 2017, through mutual consent between the BPDA and the Proponent to allow more time for the general public to provide comments and feedback.

On April 24, 2017, the Proponent filed a Letter of Intent (“LOI”) in accordance with the Mayor’s Executive Order Regarding Provision of Mitigation by Development Projects in Boston for the redevelopment of the former Boston Edison power plant site at Summer Street and East First Street in the South Boston neighborhood of Boston.

On April 25, 2017, letters soliciting IAG nominations for the Proposed Project were delivered to City Councilor Bill Linehan, State Senator Linda Dorcena Forry, and State

Representative Nick Collins. Additional letters seeking recommendations were delivered to the Mayor's Office of Neighborhood Services ("MONS") and the City Councilors At Large.

Fifteen (15) individuals were nominated and appointed to the IAG and have been invited to participate in advising BPDA staff on the Proposed Project's possible impacts and appropriate mitigation.

The following is a list of the IAG members:

1. David Gifford
2. Nancy Pickup
3. James Covenor
4. Sean Quirk
5. Dave Nagle
6. Christopher Soules
7. John Bennett
8. Eileen Smith
9. Joanne McDevitt
10. David Biele
11. Jerry Tracey
12. Allison Drescher
13. Anna White
14. Robert Allison
15. Joe Lee

The BPDA appreciates the efforts of the IAG and the members should be applauded for their commitment to the review of the Proposed Project.

Pursuant to Section 80B5.3 of the Code, a Scoping Session was held on May 31, 2017 with the City of Boston's public agencies/departments at which time the Proposed Project was reviewed and discussed. IAG members were also invited to attend the Scoping Session.

BPDA-sponsored publicly advertised meetings were conducted on June 7, 2017; June 21, 2017; and July 24, 2017 at the Tynan School located at 650 East Fourth Street in South Boston. IAG meetings were held on June 12, 2017 at 776 Summer Street and on July 31, 2017 at the South Boston branch of the Boston Public Library.

Included in the Scoping Determination are written comments that were received by the BPDA in response to the PNF, from BPDA staff, public agencies/departments, elected officials, the general public, and IAG members. All of which are included in **Appendices A, B, and C and must be answered in their entirety.**

Appendix A includes written comments from BPDA staff, public agencies/departments, and elected officials.

Specifically, they are:

- BPDA Transportation, Urban Design, and Planning Departments
- BPDA Climate Change and Environmental Planning Department
- Carrie Marsh: Boston Parks and Recreation Department
- John P. Sullivan: Boston Water and Sewer Commission
- Todd Satter: Boston Landmarks Commission
- Congressman Stephen F. Lynch
- State Senator Linda Dorcea Forry and State Representative Nick Collins
- Boston City Councilor Michael F. Flaherty

Public comments received by the BPDA during the comment period are included in **Appendix B**.

Impact Advisory Group (“IAG”) member comments received by the BPDA during the comment period are included in **Appendix C**.

The Scoping Determination requests information that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval, and other applicable sections of the Code.

In addition to the specific submission requirements outlined in the sections below, the following points are highlighted for additional emphasis and consideration:

- Throughout this initial phase of review, the Proponent has taken steps to meet with community members, elected officials, abutters, and various City agencies/departments. Regular conversations and meetings with all interested parties must continue through the duration of the public review process, ensuring that what is presented in the DPIR is beneficial to the respective neighborhood and the City of Boston as a whole.
- It is clear in reading through the comment letters that the Proposed Project has simultaneously generated excitement and concern. While many of the letters show desire to see the redevelopment of the former Edison plan site, numerous letters request that additional studies occur in order to evaluate the potential impacts of a project of this magnitude, as well as the potential benefits. The BPDA encourages the Proponent to continue to work with those parties, including the IAG and community members, who have expressed concern, in order to minimize and mitigate the Proposed Project’s impacts.

- The general public along with the IAG have expressed concerns with respect to the overall density of the project and the height of some of the buildings being proposed. The BPDA encourages the Proponent to continue to work with the community to address the concerns regarding density and the height of the overall project.
- During the initial review process, residents, elected officials, and other stakeholders raised concerns about the Proposed Project's effect on the continued viability of the Conley Terminal and Raymond Flynn Cruiseport. The BPDA shares these concerns, and encourages the Proponent to continue to work with the various port stakeholders and to keep the long-term sustainability of the port in mind as the design of the Proposed Project evolves.
- The BPDA encourages the Proponent to continue to work with the Boston Police Department ("BPD") and Boston Fire Department ("BFD") to review and address the community's concerns regarding the impacts that this proposal will have on the existing capacity of these departments' facilities and staff, should a project move forward.
- The BPDA encourages the Proponent to provide a range of rental and homeownership opportunities, including income-restricted units of both types. The Proponent should look at ways in which the project can exceed the Inclusionary Development Policy, perhaps through the provision of additional income restricted units at a higher income level, so as to meet the needs of middle-income households who are having a difficulty finding housing in the South Boston neighborhood.
- The Proponent must work with the Boston Transportation Department ("BTD") to address concerns regarding site access, circulation of traffic in and around the Proposed Project site, potential traffic impacts, and appropriate mitigation throughout South Boston.
- The Proponent must work with the Boston Parks and Recreation Department ("BPRD") to address anticipated impacts on South Boston's public parks and open spaces. In addition to working with BPRD, the BPDA encourages the Proponent to continue to engage the IAG and community to help mitigate these impacts and provide new public open space that addresses the needs and goals of the BPRD and overall community.
- As stated in the PNF, the Proponent intends to provide a total of approximately 987 vehicle parking spaces. A better understanding of how these spaces will be allocated must be provided in the DPIR. The Proponent should promote alternative modes of transit to new occupants and visitors to the site.

- All development projects have construction impacts. As with any urban development, there needs to be a balance of construction related inconveniences with the daily activities that will continue to occur adjacent to the Proposed Project site. A detailed approach to the construction management must be included in the DPIR.
- The Proponent must take into account all BPDA approved and under review proposals in the South Boston and South Boston Waterfront neighborhoods, scheduled infrastructure improvements in the general area, and nearby large scale developments in the City of Boston while conducting the DPIR's required studies (transportation, infrastructure, open space, etc.).
- The Proponent must clearly describe the overall demolition and phasing of the Proposed Project. The buildings to be demolished and constructed in each phase of the Proposed Project should be specified along with an anticipated timeline for each phase. The BPDA acknowledges that project timelines are subject to change due to market conditions and other factors.

I. PROJECT SITE

The site of the Proposed Project is an approximately 15 acre site bound by the Reserved Channel to the north; land owned by the Massachusetts Port Authority (MassPort) and the Massachusetts Bay Transportation Authority (MBTA) to the east; East First Street to the south; and Summer Street to the west (the "Project Site"). The site currently houses the former Boston Edison L Street Power Station, consisting of several buildings of various ages, ranging in height from one (1) story to 330 feet.

II. PROJECT DESCRIPTION

The Proposed Project, as described in the PNF, consists of 2.1 million square feet of development, including 1.5 million square feet of residential use (totaling approximately 1,588 units), 339,639 square feet of office use, 68,077 of retail space, and a 150-room hotel. Approximately 987 parking spaces will be provided in several parking structures to support the Proposed Project, with the potential for some on-street parking. The Proponent seeks to retain and rehabilitate the existing historic turbine halls one through three that run the length of the Project Site, adapting them for retail, arts, and cultural uses. The Proponent also intends to preserve some equipment associated with the site's historical energy production and industrial uses.

The Proposed Project includes several outdoor public spaces totaling 104,500 square feet, including 1.15 acres of open space along the waterfront. The Proponent seeks to expand

the existing street grid by extending the east-west Elkins Street and the north-south M Street into the Project Site. The Proposed Project will also create a new shared street on the north edge of the Project Site and two pedestrian-only streets running north-south and linking East First Street to the waterfront. This street network will divide the Proposed Project into eight (8) development blocks. Building heights will range from 60 feet to 220 feet, with taller buildings being located along Summer Street and the interior of the site, and shorter buildings along East First Street. Active ground floor uses will be located along Summer Street, in the turbine hall buildings, and in the interior of the site. The hotel and office uses will also be confined to the interior of the site.

III. 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 applicability. The Proponent is required to prepare and submit to the BPDA a Draft Project Impact Report (“DPIR”) that meets the requirements of the Scoping Determination by detailing the Proposed Project’s impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BPDA shall issue a written Preliminary Adequacy Determination (“PAD”) within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA no later than fifteen (15) days prior to the date by which the BPDA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BPDA determines that the DPIR adequately describes the Proposed Project’s impacts and, if appropriate, propose measures to mitigate, limit or minimize such impacts, the PAD 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.

IV. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, ten (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 booklet should be printed on both sides of the page. Bound booklets should be mailed directly to all of the IAG members. A copy of

this Scoping Determination should be included in the booklet for reference. The electronic copy should be submitted to the BPDA via the following website:
<https://attachments.bostonredevelopmentauthority.org/>

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 architect(s)
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact person for each
 - b. Legal Information
 - (1) Legal judgements 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 area, 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 Area
 - a. An area map identifying the location of the Proposed Project
 - b. Description of metes and bounds of project area or certified survey of the project area.
 - c. Current zoning
3. Project Description and Alternatives

- a. The DPIR 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 of the DPIR shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to clearly illustrate 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 programs which benefit the host neighborhood, adjacent neighborhoods of Boston and the city at large, such as; child care programs, scholarships, internships, elderly services, education and job training programs, public realm/infrastructure improvements, grant 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, elected officials, businesses, 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 DPIR.

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 procedures.

C. TRANSPORTATION COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must also refer to the BTDA "Transportation Access Plan Guidelines" in preparing its studies.

The Proponent must address the comments outlined by the BPDA's Transportation, Urban Design and Planning Departments, included in **Appendix A**.

Proposed transportation network and infrastructure improvements/mitigation in the impacted area should also be listed and explained in this component.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of the BPDA Climate Change and Environmental Planning Department, included in **Appendix A** and must include the most up to date documents required by the Article 37/ Interagency Green Building Committee ("IGBC").

The DPIR should include the most up to date Article 37 Interagency Green Building Committee ("IGBC") documentation.

Shadow

A shadow analysis shall be required for existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn. It should be noted that due to time differences (daylight savings vs. standard), the autumnal equinox shadows would not be the same as the vernal equinox shadows and therefore separate shadow studies are required for the vernal and autumnal equinoxes.

Particular attention shall be given to existing or proposed public open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the Proposed Project. Design or other mitigation measures to minimize or avoid any adverse shadow impact must be identified.

The above shadow analysis shall be required for any alternative to be studied in accordance with Scoping Determination as well as the preferred development option.

Wind

A qualitative analysis of the potential pedestrian level wind impacts shall be required for the DPIR. This analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the project site and shall identify any areas where wind velocities are expected to exceed acceptable levels, including the BPDA's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time.

For areas where wind speeds are projected to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impacts shall be identified.

Noise

The Proponent shall be required to conduct a noise assessment to analyze the potential noise impacts that may occur during construction and as well as during the subsequent occupancy/operation of the Proposed Project. The noise assessment shall include monitoring of the existing sound levels as well as calculations of future sound levels associated with the Proposed Project's mechanical equipment including, but not limited to exhaust fans, cooling towers and emergency generators. Additionally, an evaluation of the study area shall identify sensitive receptor locations, locations with outdoor activities, which may be sensitive to noise associated with the Proposed Project.

The Proponent shall be required to demonstrate that the Proposed Project complies with all applicable City of Boston, Massachusetts and Federal (including Housing and Urban Development noise standards) regulations and guidelines.

Solar Glare

An evaluation of potential solar glare impact on streets, public spaces shall not be required at this time, as the Proponent has stated that the building materials will include brick, painted brick, concrete, stone, wood, metal, tile, fiber cement clapboards and panels, glass, and metal canopies, and not a facade of reflective coated glass or other highly reflective materials.

Air Quality

The BPDA requires that project-induced impacts to ambient air quality be addressed. An air quality analysis shall be conducted to determine the impact of pollutant emissions from combustion and mobile source emissions generated by the Proposed Project.

The Proposed Project is expected to generate just over 10,000 total daily (24- hour) vehicle trips, 4,864 trips by public transportation and 8,780 trips by walking, biking or other

means. Accordingly, the Proponent shall be required to conduct a mesoscale analysis to determine whether and to what extent the Proposed Project will increase the amount of ozone precursors in the area, as well as to determine if the Proposed Project is consistent with the Massachusetts State Implementation Plan (SIP).

The mesoscale analysis is required to ensure that the Proposed Project will not adversely impact the existing SIP, which tracks how the state intends to maintain compliance with National Ambient Air Quality Standards (NAAQS) or plans for reductions in emissions to attain compliance in the future.

The Proponent shall be required to conduct a microscale analysis to determine the effect of Proposed Project generated traffic on air quality. Additionally, the Proponent shall be required to conduct a cumulative impact analysis for comparison to the NAAQS for SO₂, NO_x, PM-10, and PM-2.5. This analysis shall address emissions from the Proposed Project's heating boilers, emergency generators, cooling towers, etc.

Solid and Hazardous Wastes

Below are the seven reported releases of oil and/or hazardous materials regulated under the M.G.L. Chapter 21E, the Massachusetts Contingency Plan ("MCP"), together with the respective assigned Release Tracking Numbers (RTN):

RTN 3-12817: Sulfuric acid

RTN 3-13007: Fuel oil containing Total Petroleum Hydrocarbon (TPH), Extractable Petroleum Hydrocarbon (EPH), volatile organic compounds (VOC) and polycyclic aromatic hydrocarbons (PAH)

RTN 3-14575: Sulfuric acid

RTN 3-17596: Petroleum with EPH and Volatile Petroleum Hydrocarbons (VPH)

RTN 3-22165: Lubricating oil

RTN 3-26342: Sulfuric acid

RTN 3-28038: Weathered oil stains containing EPH and polychlorinated biphenyls (PCB)

Per the PNF, all of the above listed releases have been addressed in compliance with the MCP. In order to achieve closure on the portion of the Proposed Project site associated with RTN 3-13007 an additional measure was required to maintain a Permanent Solution and a condition of No Significant Risk (pursuant to 310 CMR 40.0000). The remediation of the portion of the Proposed Project site associated with RTN 3-13007 required the inclusion of an Activity and Use Limitation ("AUL") restriction. The AUL allows for industrial and commercial uses, including but not limited to parking, port and maritime operations; manufacturing; assembling, storage; warehousing, and distribution uses and all activities customarily incidental thereto, and/or activities associated therewith, including but not limited to, pedestrian and vehicular traffic.

The following Activities and Uses are inconsistent with the maintenance of a Permanent Solution and a condition of No Significant Risk (pursuant to 310 CMR 40.0000) and thus are prohibited: residential dwellings; parks, playgrounds or other recreational areas; schools, inclusive of day care centers, kindergarten, or similar uses; gardening or other agricultural uses for the cultivation of edible plants destined for human consumption as defined by 310 CMR 40.0006.

The Proposed Project includes uses that have been deemed to be inconsistent with the AUL. A modification to the AUL to allow currently prohibited uses would require a determination of No Significant Risk (NSR) of harm to human health. Per, the MassDEP, additional remediation of the affected area shall be required to achieve an NSR. If capping the area of the contaminated soil is proposed to achieve an NSR, at least three feet of clean soil shall be placed over the contaminated area in unpaved areas, or one foot of clean soil in areas to be paved. Contaminated soil left in place under the cap must be separated from the clean material by a geotextile or other marker, and an AUL would be required to identify the maintenance requirements of the cap. Construction activities involving excavating or removing contaminated soil or groundwater must be conducted in accordance with the MCP, and would require additional sampling, analysis, and mitigation measures, such as dust control, all of which must be documented and submitted to the MassDEP.

The MassDEP also identified a release associated with a fuel tank (RTN 3-4519) that was located near the Proposed Project site's northeast property line. An AUL prohibiting residential dwellings; parks, playgrounds or other recreational areas; schools, inclusive of day care centers, kindergarten, or similar uses; gardening or other agricultural uses for the cultivation of edible plants destined for human consumption (as defined by 310 CMR 40.0006), was placed on the portion of land now owned by the Massachusetts Port Authority.

The Proponent shall be required to provide a comprehensive description of the proposed remediation strategy (designed to achieve a No Significant Risk (NSR) condition), including a Draft Soils Management Plan (or at a minimum generally describe how the excavation of the contaminated soils at the Proposed Project site will be conducted), so as to protect human health during the construction period. Additionally, the Proponent shall be required to provide a comprehensive description of the on-site storage, the process for determining the extent of the contamination, disposal options, measures to ensure the safe transfer of material to disposal sites and coordination with The Massachusetts Port Authority, so as to ensure that the AUL associated with RTN 3-4519 is properly maintained.

Sustainable Design

The Proponent must analyze project impacts on the surrounding environment that are attributable to forecasted climate conditions over the full duration of the expected life of the project. Utilizing the best available science, identify changes in the climate and environment and how such changes will affect the project's environmental impacts including the survivability, integrity and safety of the project and its inhabitants. Climate change conditions may include, but not be limited to, sea-level rise, higher maximum and mean temperatures, more frequent and longer extreme heat events, more frequent and longer droughts, more severe freezing rain and heavy rainfall events, and increased wind gusts. Include analysis of secondary and cascading impacts including more frequent and longer interruptions of utility services including electrical, gas, and telecommunication systems, and disruptions of transportation systems and networks.

The Proponent must incorporate Climate Change Preparedness and Resiliency strategies into all relevant components of the project such as Transportation, Infrastructure Systems, Environmental Protection, Urban Design, Landscape, Sustainable Development, Historic Resources, and Tidelands.

The Proponent must submit an updated and final Climate Change Preparedness and Resiliency Checklist along with a written response to the IGBC. The Final Climate Change Preparedness and Resiliency Checklist and Response must be submitted in conjunction with the submittal of the Final Design and Approval package for review by the IGBC. No Final Design Approval/Article 80 documents shall be authorized by the BPDA until the final Climate Change Preparedness and Resiliency Checklist and Response have been reviewed by the IGBC.

E. URBAN DESIGN COMPONENT

In addition to the information required to meet the specifications of Section 80B-3 and Section 80B-4 of the Code, the Proponent must address the comments outlined by the BPDA's Transportation, Urban Design and Planning Departments, included in **Appendix A**.

F. INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis must be performed. The Proponent should continue to work with the City of Boston Public Works Department ("PWD"), Boston Water and Sewer Commission ("BWSC"), and the Boston Groundwater Trust ("BGWT") (if applicable) on infrastructure impacts.

The standard scope for infrastructure analysis is outlined in the comment letter submitted by John P. Sullivan, Chief Engineer and Operations Officer, BWSC, submitted to the BPDA on June 30, 2017, included in **Appendix A**.

Any proposed or anticipated infrastructure improvements/mitigation in and around the Project Site should also be listed and explained in this component.

G. 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 DPIR to the BPDA as required by Section 80A-2. This notice shall be published within five (5) days of the receipt of the DPIR by the BPDA. Therefore, public comments shall be transmitted to the BPDA within seventy five (75) days of the publication of the notice. A draft of the public notice must be submitted to the BPDA for review prior to publication. A sample of the public notice is attached as **Appendix D**.

Following publication of the public notice, the Proponent shall submit to the BPDA a copy of the published notice together with the date of publication.

H. INCLUSIONARY DEVELOPMENT POLICY/AFFORDABLE HOUSING COMPONENT

The Proposed Project must comply with the Mayor's Executive Order regarding the Inclusionary Development Policy ("IDP") executed on December 10, 2015 ("IDP"). The DPIR should include the approximate number of IDP or income restricted units to be created, the incomes of the households, and the anticipated unit mix.

I. ACCESSIBILITY CHECKLIST

As part of the DPIR, the Proponent must include an up to date and completed Article 80 Accessibility Checklist for the Proposed Project. An Accessibility Checklist is attached as **Appendix E**.

APPENDIX A

COMMENTS FROM BPDA STAFF, PUBLIC AGENCIES/DEPARTMENTS AND ELECTED OFFICIALS

MEMORANDUM

TO: Tim Czerwienski, Project Manager
FROM: BPDA Urban Design and Planning Staff
SUBJECT: 776 Summer Street Redevelopment
776 Summer Street, South Boston
Expanded Project Notification Form
Scoping Determination Comments

BACKGROUND

The site of the former Boston Edison L Street Power Station was purchased in 2016 by the team of Redgate Capital Partners and Hilco Real Estate, LLC for redevelopment. The site is 15 acres surrounded by the South Boston residential neighborhood, the Reserved Channel, the Summer/L Street corridor, and the Conley Freight Terminal. The site is cut off from the Reserve Channel by the newly complete Dedicated Freight Corridor that connects Summer Street to the Conley Freight Terminal. The site currently holds a number of former power plant buildings ranging from 1898 South Boston Station to the 1967 turbine facility in addition to open space and outbuildings/structures.

Beginning in January 2017 the Boston Planning & Development Agency (BPDA) conducted a planning process for the site. That process included public tours of one of the turbine halls on site and several public meetings, including two workshops. The Planning Process Report is included in the Expanded Project Notification Form (EPNF) dated May 2017.

The proposed project broadly comprises seven new blocks of development, retention of the three historic turbine buildings and open space along the Reserve Channel. M Street and Elkins Street are extended into the site as the major vehicular ways. The uses proposed include commercial, residential and some hotel/commercial and creative office use.

TRANSPORTATION

776 Summer Street is a significant redevelopment opportunity in the South Boston neighborhood. This site provides both an opportunity to connect the South Boston neighborhood to the Waterfront and Downtown and also enhance the neighborhood's transportation connectivity.

The BPDA's comments are a detailed analysis of technical issues, incorporate comments from community feedback, and provide context for the next round of public review. The sections are divided between Transportation/Site Access and Urban Design/Architecture; however, there are points of overlap between the two sections.

A. Transportation & Site Access

Transportation and site access will be critical factors for determining the future success of the 776 Summer Street project. Existing transportation networks in the South Boston neighborhood are burdened and site access is constrained by existing industrial and residential uses on either side. However, the site also represents the potential to improve neighborhood connectivity to Downtown Boston and the broader region while providing excellent site access.

The Transportation and Site Access chapter includes sections on modeling methodology, Transportation Demand Management (TDM), Site Access and Internal Circulation, Parking and Loading, Transit Network and Accommodations, and Bike Network and Accommodations. Additional transportation related elements such as pedestrian networks and building design features are included in the Urban Design and Architecture chapter.

Modeling Methodology

The proponent utilizes BTM mode splits for South Boston (BTM Area 13) for transportation trip generation analysis. This mode share assumption assumes a high vehicular mode split and low transit and walk/bike/other trips.

In addition to this analysis, the proponent should conduct a Transit Capacity Analysis with mode splits developed for the South Boston Waterfront District which present a more realistic mode split for a mixed-use development of this size in this area. The proponent should further analyze mode splits based on transportation enhancements that are anticipated with the development. This analysis should be prepared in concert with BPDA and BTM staff input. The goal of this analysis is to present realistic mode splits for the 776 Summer Street site. The analysis should also include Massport's new freight corridor traffic analysis.

Transportation Demand Management Overview

The proponent should create a TDM program for the 776 Summer Street development. The proponent should outline steps to improve the transportation network through a TDM system, including Alternative Mode Benefits, providing information on public transit and bike options, bike parking and sharing locations, electric vehicle parking, ridesharing options, and commitment to join the local Transportation Management Association. In addition to these elements, the proponent should consider the following options:

- Demand Reduction Programs
- Mobility microHUBs (Go Boston 2030)
- Designated Bus / Shuttle / Ride-share pick-up/drop-off areas
- Real-time transit and mobility information within buildings
- Consolidated bicycle parking, showers, and repair facilities

These elements will ensure the 776 Summer Street community has a comprehensive set of transportation options and will help to ease the burden on the South Boston and South Boston Waterfront transportation networks.

Site Access & Internal Circulation

The proponent outlines a comprehensive system of internal streets and improvements to surrounding streets which include smart signals, pedestrian and bicycle projects, and neighborhood mobility hubs. Additional key elements that should be considered include:

- Summer Street/L Street
 - The proponent should provide further details for the Summer Street/L Street corridor in the vicinity of the 776 Summer Street development site. This should include cross sections with street and sidewalk width. Proponent should consider the possibility of curb extensions on Summer Street to provide additional pedestrian sidewalk space.
 - Proponent should evaluate transit-only (inbound and outbound) lanes on Summer Street between East Second Street and the Reserved Channel. This will enable efficient bus operations and speed transit movement to Downtown Boston and Seaport District.
 - Proponent should evaluate providing resources for other transit priority infrastructure on Summer Street and L Street from the Boston Convention and Exhibition Center to L Street/Broadway. Additionally, the proponent should evaluate providing resources to design transit improvement lane striping for East Broadway (M Street to L Street) and L Street (East Broadway to East Second Street).
 - Proponent should consult with Go Boston 2030 about bike infrastructure on Summer Street.

- East First Street
 - Proponent should provide details for plans for East First Street in the vicinity of the 776 Summer Street Site. This should include cross sections with street and sidewalk width. Proponent should consider the possibility of additional sidewalk space without reducing the road width, and consider strategies to do so in the area along East First Street where historic structures are proposed to be maintained, and the existing sidewalks will continue to be constricted.
 - Proponent should evaluate transit priority infrastructure on East First Street between Summer/L Streets and the City Point Terminal site. This could include signal enhancements, enhanced bus stations, and bus lanes.

- Internal Site Streets

- Proponent should provide details on both proposed plans and sections for streets that are internal to the site, including paving materials, curb lines, drop off/pick up locations, and pedestrian/bicycle accommodations.
- Additionally, describe how bus or shuttle traffic will utilize the internal street network. Alternatively, describe how pedestrians will reach buses or shuttles if they are located on public roads adjacent to the site.
- Dedicated Freight Corridor
 - The proponent should clarify access rights to the Dedicated Freight Corridor, including use and hours of operations, commercial vehicles, MBTA vehicles, and use by vehicles other than those affiliated with Conley Terminal.

Parking & Loading

Parking and loading are key considerations for internal circulation, access to city streets, and pedestrian/bike networks. Key consideration should be given to the following items:

- Proponent should provide additional details on parking and loading access points. This should include details on parking garage entrances, loading dock points, and any other vehicular access points. Proponent should minimize parking and loading dock entrances by having consolidated loading and parking access where possible.
- Proponent should provide a transportation analysis for parking ratios for office and residential uses. The South Boston neighborhood experiences peak congestion and additional parking will add to this congestion and pollution levels. In consideration of parking ratios, the proponent should consider alternative modes that will be supported on the site, such as car share, transit, Mobility microHUBs, enhanced pedestrian facilities, and bike networks and accommodations. The parking ratios that the proponent should consider should incorporate market research, transportation impact, and ratios currently found in the existing residential/commercial stock of the South Boston neighborhood and Seaport District.

Transit Network & Accommodations

Transit will be a key element for the success of the 776 Summer Street site. Additionally, adequate transit upgrades have the potential to provide substantial benefits to the surrounding neighborhood. The transit section describes the key bus, shuttle, and water service to the site.

The transit improvements that should be evaluated for the 776 Summer Street program include:

- MBTA City Point Terminal - The City Point Bus Terminal is a key bus layover facility for five existing bus routes. The proponent should evaluate potential improvements to the terminal. Potential improvements include:
 - A new light bus maintenance garage, refueling facility, crew quarters, and overnight storage capacity. This will enable the MBTA to better service the South Boston neighborhood and 776 Summer Street development site.
 - Further improvements to the passenger waiting/drop off area currently in planning by the MBTA. This could include additional covered waiting areas, real-time arrival/departure information, public wifi, heating elements for use in winter, public art celebrating the area's history, and ticket vending machines.
 - Bus service access from the MassPort Dedicated Freight Corridor to the City Point Terminal. The proponent should evaluate this in coordination with the MBTA, MassDOT, and MassPort.
 - Long-term maintenance and funding for the City Point terminal, including upkeep of passenger areas and/or funding for MBTA operations at maintenance facilities.

- Enhanced Bus Station on Summer Street (at East First Street) - The proponent should analyze a bi-directional enhanced bus station on Summer/East First Street with real time countdown clocks, covered waiting areas, public art, and sufficient space to allow for multiple buses to pick up passengers. This station should be designed to serve both MBTA and shuttle buses.

- MBTA Bus Services - Efficient and frequent bus services to the site will enable residents, employees, and visitors to quickly access the development site. Additionally, expanded bus services will potentially allow additional transportation mobility options for South Boston residents. Key consideration should be given to the following concepts:
 - First Street Bus - Working with the MBTA, the proponent should evaluate an MBTA or shuttle route along First Street from the City Point Bus Terminal to Broadway Station with the potential to continue service along A Street to South Station or over the Traveler Street Bridge to the South End/Back Bay. The proponent should assume this service operates daily with peak and off peak service.
 - Silver Line 3 Extension - The proponent should evaluate extending the Silver Line 3 Bus service from South Station to City Point Bus Terminal via Summer Street. The proponent should assume this service operates daily with peak and off peak service.
 - MBTA 7 Bus - The MBTA 7 bus will be a key resource for the development site by allowing access from Downtown Boston and the Seaport District to the site. The proponent should:

- Consider providing resources for the MBTA 7 Bus to operate with extended Monday through Saturday hours.
 - Consider providing resources for Sunday services, operating 14 hours per day.
 - Consider routing options for the 7 Bus if the SL3 is extended to City Point Terminal.
- The proponent should study the feasibility of a long-term operating subsidy with the MBTA regarding future bus service. This operating subsidy might also gain support from other users on the Summer Street corridor as development projects begin.
- Bus Equipment - The proponent should evaluate the feasibility of purchasing additional bus equipment for the MBTA to operate between the 776 Summer Street development site, Downtown Boston, and other transit hubs. The technical specifications for this should be based on consultation with the City and MBTA.
- Water Taxi Infrastructure - The proponent should carefully consider water transportation to the site. The proponent should present an analysis that determines demand, capital requirements, and operating support necessary for water transportation to the site.

Bicycle Network & Accommodations

Proper bike infrastructure will enable residents, employees, and visitors to access the site by bicycle. This will enable users to have access to an active transportation mode that is safe, reliable, and convenient. Key elements for consideration include:

- Proponent should carefully consider Go Boston 2030 bike plans and guidelines and show how these specifically impact the project.
- Proponent should have bike parking for each unit and sufficient bike parking for employees and visitors on the site that are in excess of existing BTM minimums.
- Carefully consider bike connections from Summer Street to Butler Park. This bike connection will be a critical element in allowing bike connections from Castle Island/South Boston to Downtown Boston. Access should be explored across the proponent's site rather than East First Street.

Transportation Financing

The proponent should consider innovative financing options for transportation-related improvements. Depending on the scale of transportation improvements, the federal government and infrastructure investment firms offer transportation financing options.

B. Urban Design & Architecture

The opportunity to bring a formerly industrial waterfront site, now cut off from the water by development, into the vital neighborhood of South Boston is an extraordinary one that deserves thoughtful questions, planning, and review. The opportunity to address the project at an early stage of development is invaluable. Urban Design and Architecture comments generally engage the proponents' project while asking for more detail about phasing, landscape, use, and massing. The BCDC voted review and saw a presentation at their meeting on June 6, 2017. Minutes from that portion of the meeting are excerpted at the end of this document.

Project Phasing & Zoning

As the project is seeking approval as a Planned Development Area Master Plan (PDA Master Plan), the DPIR should include information on proposed phasing and timeline for implementation. Consultation with BPDA staff is encouraged for this part of the DPIR. Also, note that the residential neighborhood of South Boston has recently gone through a community planning process and rezoning. While a PDA Master Plan will not fall under that zoning, awareness of the community process and explicit engagement with the concerns of the community that developed during that process will be constructive.

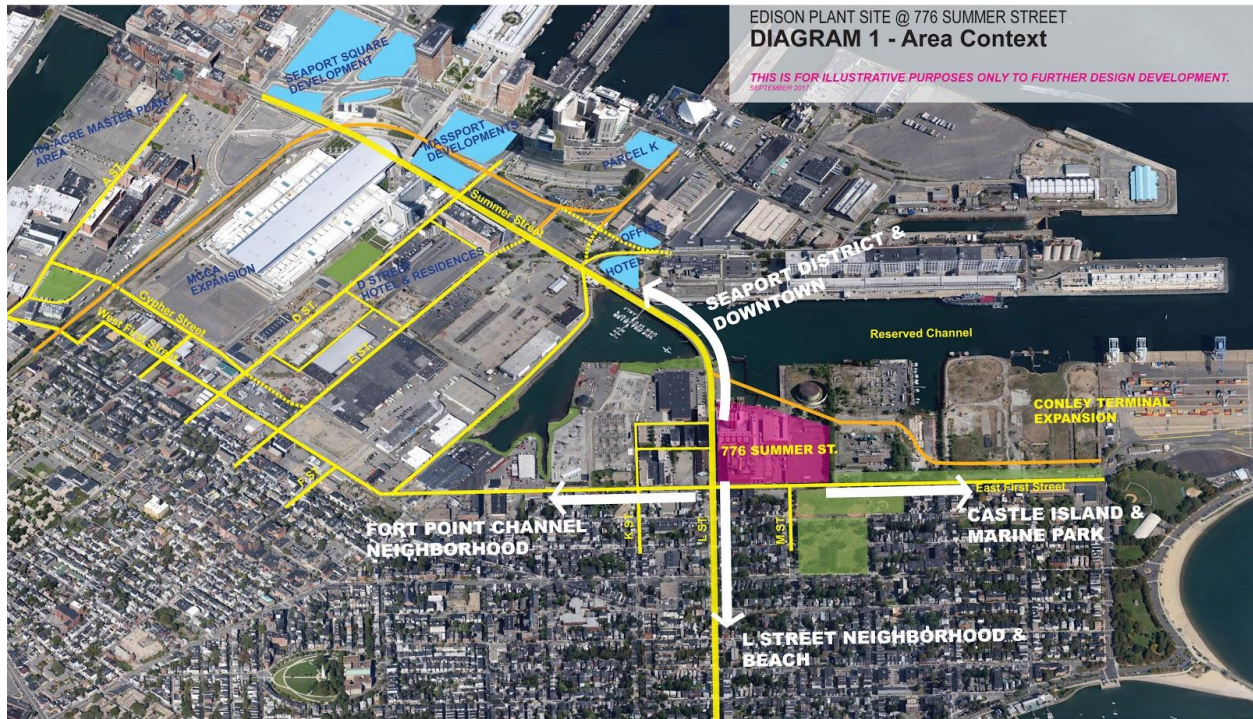
BPDA staff believe phasing is critical to this project, and a detailed phasing should be drafted for the DPIR including, but not limited to, preliminary timeline for demolition, construction, and discussion of intermediate steps. With a planned build out of ten or more years, there may be long periods of time after existing structures have been demolished but before new buildings are constructed. Will demolition also be strategically phased or done at one time? Is there an interim use strategy for temporarily vacant sites? Will they be planted or used to provide temporary amenity spaces for the neighborhood? Of particular interest is the timing of the opening of the turbine hall and waterfront, and auxiliary open spaces. While understanding the complexity of a project of this size, and the potential for future changes to the phasing, making the road and green space connections from the existing neighborhood to the waterfront is anticipated as one of the major contributions of the project and should be included in the DPIR. This will be key to the review of the PDA Master Plan.

Open Space Network & Connections Beyond the Site

The proponent has begun developing a series of open spaces on the site; it is critical that the project facilitate connections to the larger, existing open space network in both the South Boston Waterfront District and South Boston neighborhood. The site offers a unique opportunity to extend the Harborwalk south to open spaces in the South Boston

neighborhood that are currently cut off by the Conley Freight Terminal and the existing Edison Power Plant. Understanding how open space on the site can and will make meaningful connections to both adjacent and more distant opens spaces is needed. Butler Park, along East First Street, is instrumental in extending the Harborwalk from Marine Park past the Conley Terminal to Medal of Honor Park, the Christopher Lee Playground and City Point. Extending open space connections through the site to the proposed waterfront open space and beyond should be studied in the next phase of design.

See Diagram 1 Area Context for open space connectivity comments.

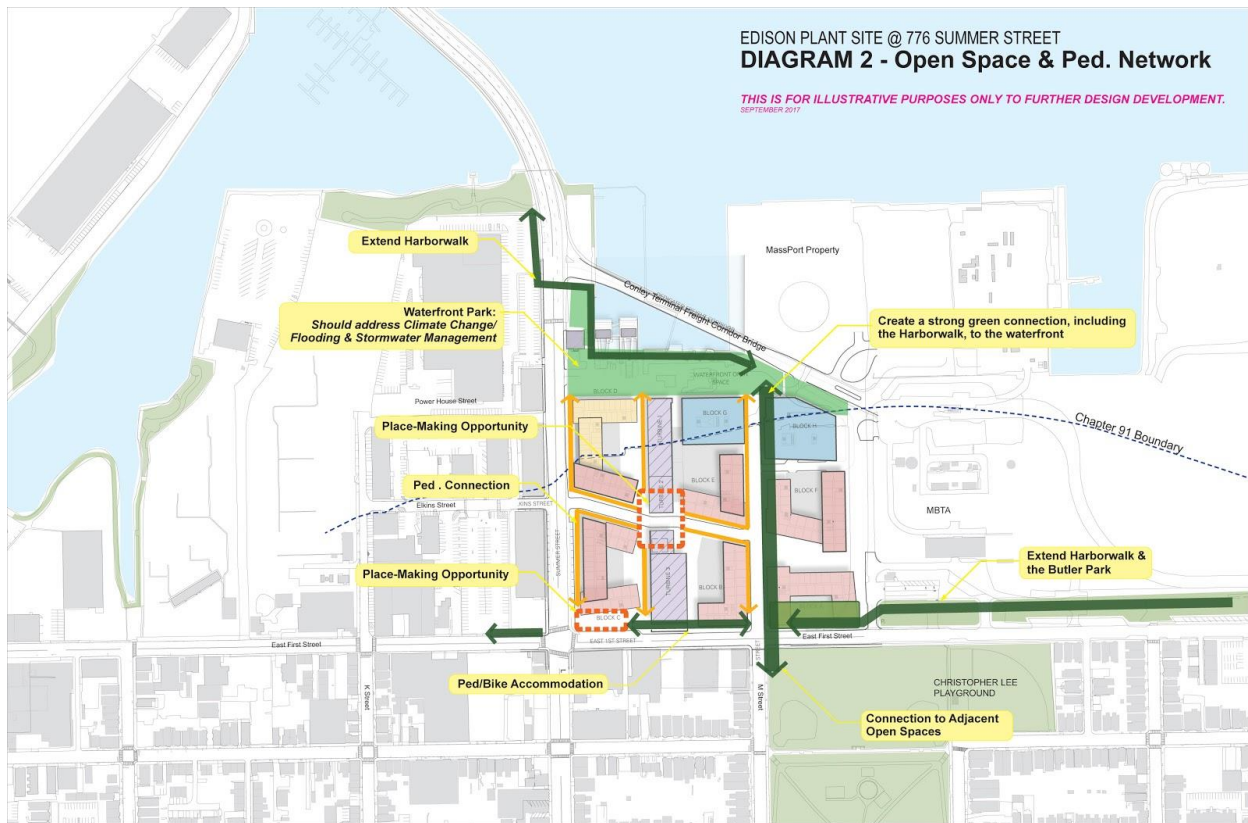


The BPDA recognizes that facilitating this open space link is challenging from both a resiliency and grading standpoint. Existing and proposed grading should be shown on the site plans to help explain the complex terrain and how the project proposes to work with it. Consider how smart grading can be used to hide uses like parking or service, while also anticipating and addressing climate change. Consider ways to mitigate or embrace the visual impact of the Dedicated Freight Corridor on the proposed waterside open space or to signal the presence of the public open space to areas of increasing density like the Raymond L. Flynn Marine Park. Begin to define the programming uses for the open spaces, for example tot lots or dog parks that will serve the resident population on site, as well as in the surrounding neighborhood, including where these and other proposed program ideas might be located. Diagramming both the site and connection to the larger context will help clarify ideas around these issues.

In tandem with the development of a more detailed open space plan, the proponent should clarify the relationship of open space to Chapter 91 requirements and their specific

impact on the proposed project. As the Climate Ready Boston Report makes clear, this is an area that is highly vulnerable to environmental impacts. The next phase of Climate Ready neighborhood planning is currently getting underway in the South Boston waterfront, and the proponent should expect to collaborate with the Environment and BPDA staff, as well as their consultants, to develop strategies for anticipated coastal flooding.

See Diagram 2 Open Space & Ped. Network for comments on connectivity from the site.



Furthermore, the internal network of streets should also act as green infrastructure, connecting open spaces to each other, as well as performing a resiliency function. The introduction of a new shared street at the northern edge of the site should be considered to enhance access into the site near Powerhouse Street (between the proposed buildings and the open space along the channel). It could help to create an animated edge, provide placemaking amenities for local and future residents, and provide opportunities to service the commercial/retails needs proposed on the ground floors (not including loading).

Neighborhood Context and Scale

Understanding the scale of the project and its relationship between the finer-grained density of the neighborhood to the south and the South Boston Waterfront District to the north, should be studied through three-dimensional massing and a physical model. This

will be one of the important ways that the BPDA and community will be able to understand and assess the proposed project in context.

Understanding the physical connections between the neighborhood and the development site will also include more development of the internal transportation network. This should include diagrammatic understanding of primary and service routes. Currently the block sizes proposed are quite large, essentially similarly sized superblocks. Look at breaking these down into smaller units of more varied size. Note that blocks in South Boston are typically shorter in the north-south direction. Breaking up the site along Summer Street into three blocks might blend the development into the neighborhood more. It could also allow more opportunity for a varied and interesting streetscape along Summer Street. Orienting new buildings with the long face to the south would have some energy advantages that would be worth exploring.

Currently there are only two vehicular roads shown in the development plans. This may not be sufficient for the build-out proposed. Additional service streets or mixed service/non-automobile use streets would be a useful addition. More mixed-use roadways would allow the site to be broken down into more legible units. Diagrams of proposed automobile, service, pedestrian, and bicycle routes through the site and to the waterfront should be included in the DPIR. While main routes from the neighborhood to the waterfront should be welcoming and direct, there should also be secondary routes that will take up some of the use pressure.

Provide information on how the location where Elkins Street passes through the turbine building was chosen and any other options. Is the connection to Elkins Street the most important element that should be controlling how the Summer Street length is broken up? Would Elkins Street be more useful if it were to be extended through to connect directly with the City Point Bus Terminal (see diagram 3)? The exact location of this important east-west connection should be further considered to address all of these goals.

The proposed A block has important adjacencies to Butler Park, the City Point Bus station and a potential north-south MBTA bus connection to the Dedicated Freight Corridor. With the transit and open space potential at this site edge, this block may need to make accommodations for a number of different uses. The termination of the M Street extension is another location where it would be better to have a through connection. Would a connection to a limited-use street at the south of the proposed waterfront open space be more useful? As a general strategy it will be important to see the project's internal streets contribute to through connections beyond the site and connect to the larger network of streets in the area, which is typical for the neighborhood.

Look at the street walls explicitly, not only along Summer and East First Streets, but also on the internal street of the site. This should be explored through digital and physical models. Currently the corner of Summer and East First Street is not well defined by buildings so the

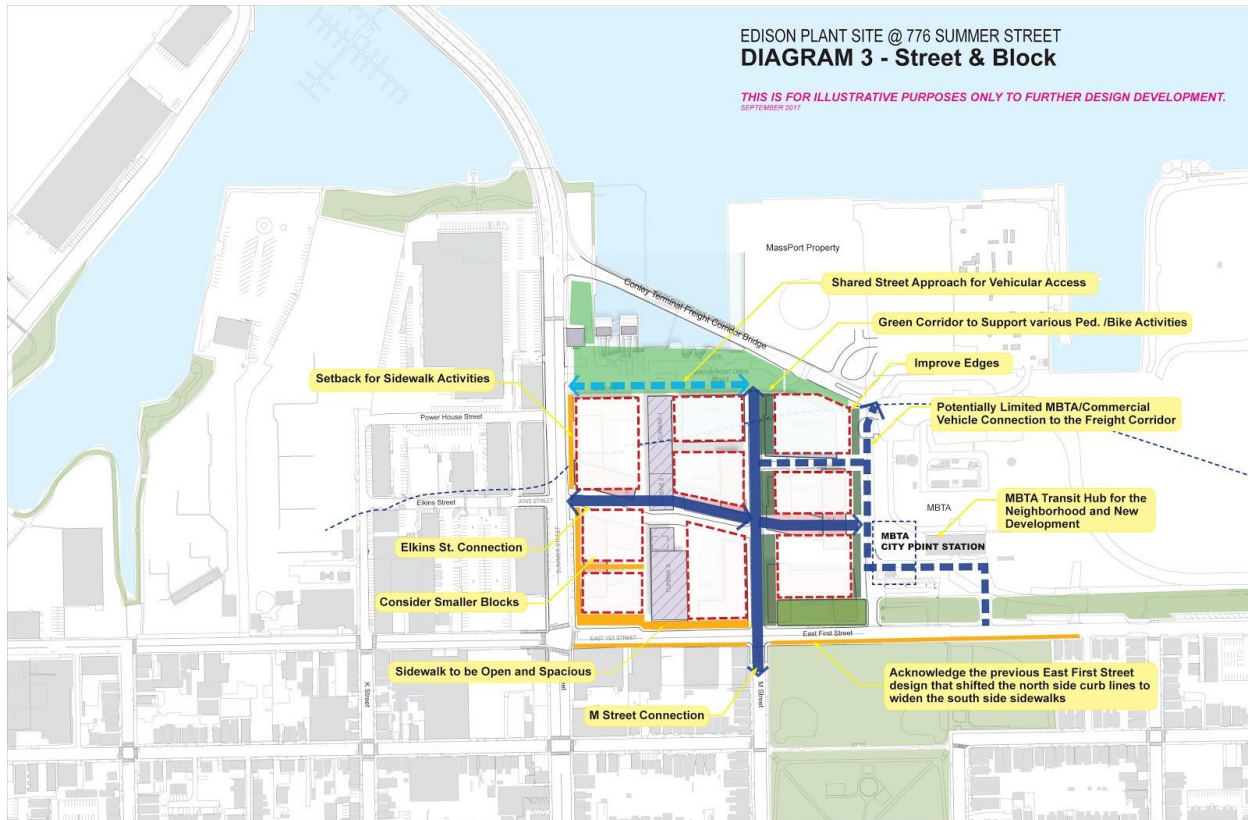
development has the potential to set up a relationship with the neighborhood that will guide future development. Likewise, the poorly defined edge on the north side of East First Street is likely to remain, so understanding how to bridge between a dense development and an open bus yard and terminal will require looking at the street wall in its context beyond the site.

The first block of Summer Street south of the Reserved Channel currently feels narrow and constrained. The removal of the 1960s era power plant building and the high brick wall along Summer Street has the potential to create a welcoming pedestrian connection between the South Boston Waterfront and the traditional South Boston Neighborhood.

In addition to the street walls of the buildings, the sidewalks are an important part of how the development bridges into the neighborhood. The Boston Complete Streets guidelines should be the basis for developing sidewalk design at the edges and within the site. Look to the newer areas along East First Street and how to tie into those to create a consistent street edge and tie into the systems that have been already created, as this could be another desire line to the South Boston beaches and Castle Island. Comfortable sidewalks with trees and furnishing zones could go a long way to blending the edge of the proposed development. Is there a way that the idea of an Arts and Industry district can be carried into the edge condition?

The entrance off of Summer Street into the proposed waterfront open space needs to be open and welcoming to the general public. The proposed site plans show an idea about a wide opening to the site at that location; more development of the waterfront plan showing what might happen there is needed to understand if that really is an open and welcoming space. Likewise, what happens in the area between the small document building and the Dedicated Freight Corridor. There are significant grade changes there that could be used to make a special area along the Summer Street Bridge.

See Diagram 3 Street & Block for comments on layout.



Architecture

As noted above, at least one physical site model of the development area and context will be needed. We encourage an additional larger scale study model more closely showing the development area and immediate context to help explore ideas about massing and understand grade issues. Provide finer grain information about the site layout including diagrams of proposed retail frontage, building entrances and lobbies, subsurface parking entrances, and loading entrances.

Provide more information about the proposed retail mix. Is there enough neighborhood demand to support retail along Summer Street and in the turbine building or will this need to be destination retail? What studies have been done on the amount and type of retail and the type of demand? How will the retail support the Arts and Industry District idea?

Provide more information about the redevelopment of the turbine halls. While this is structured as the physical and conceptual center of the development, information on how to reuse this large building is still needed in the DPIR. See the comment section on phasing for questions about when in the development this piece will fit. Is there an alternative to saving all three turbine halls? For example, would removing the middle building offer more opportunity for east-west movement on the site and the possibility of a different kind of open space on the site (see Diagram 2)? Is there a specific subsidy in the pro-forma

required to finance the retention of the turbine halls? It appears that this opportunity to create an open space somewhere in the center of the turbine halls has been explored in figure 3.9b in the EPNF. A central open space could help open up the most densely built part of the site, contribute to the publicly oriented programming imagined for turbine hall, and allow for flexibility in locating the Elkins street extension.

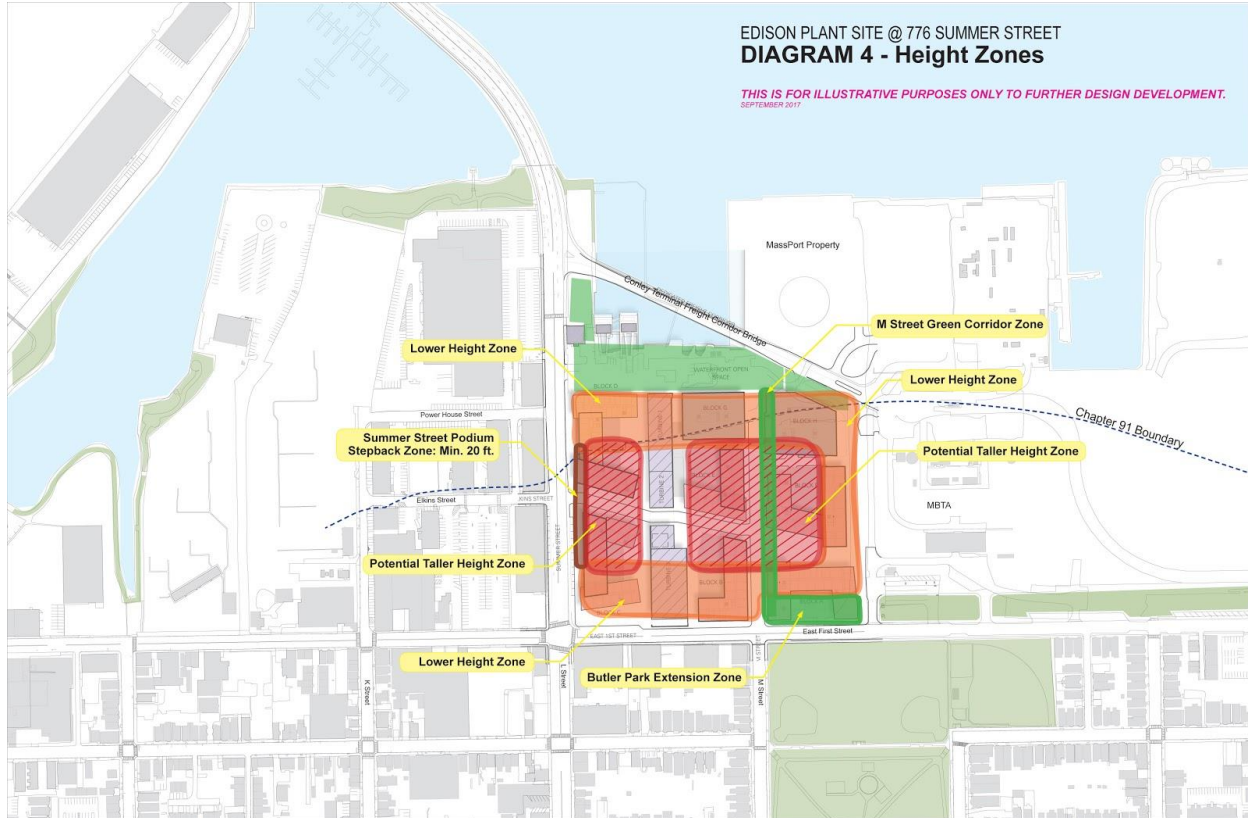
More information about the existing buildings and site will be useful. Reviewing the Historic Resources section of the PNF, it seems likely that the turbine halls were built as complete buildings with exterior walls before the additions were added to the sides. Has there been any investigation as to the condition of those exterior walls? Does the exterior masonry exist or will it have to be reconstructed? It is noted that additional structural exploration is being done, particularly of the original buildings at the northeast of the site. Providing that report would be useful for further understanding of the decisions driving which buildings to keep and which to demolish. There is an interesting and important history of energy generation on the site. What opportunities are there in the development for continuing this history? Does the site lend itself to wind, solar, geothermal, or other power generation in a way that would support the Arts and Industry District idea?

Many of the planning process comments noted an interest in the development scaling up as it moves away from the existing neighborhood. The DPIR should address massing of the buildings along East First Street as they relate to the existing residential neighborhood and to the rest of the development. This could be done with digital models, physical models, and/or diagrams. Look at adding complexity to the massing strategy that can be built upon in the architectural design. It might be useful to include the massing of the existing buildings to compare the proposed project to.

Provide more explanation and modeling of the proposed massing including renderings from Columbia Point, South Boston Waterfront, and I-93. The existing 1960s era power plant is very visible from quite a distance and acts as a locator/landmark for South Boston. What does the group of proposed high rise buildings look like from a distance (as well as closer to the site)? Comments during the public planning process mentioned wanting a variety of heights on the site, not exceeding the height of the existing 1960s power plant. Currently the PNF shows three high-rise buildings at around 200 feet and another at 170 feet. This is more height than was anticipated in the planning process. Look at bringing more variety to the site to avoid a "flat-top" appearance. Use long distance views and shadow studies to help guide where height should be on the site. Include these views and studies in the DPIR. Note that any tall residential building should be set well back from the east edge of the site to provide a buffer from the industrial uses. Would concentrating the height closer together work better? Would a reduction in units allow for buildings more in scale with what is on the site now? Further variation in the building podiums should also be explored. The current new building designs are fairly regularized, with similar geometries in most of the buildings, with similar relationships between podium and tower. Many of the new buildings and blocks are similar in size, and where minor variation in block size does

exist, the buildings have been designed to be proportionally consistent with the rest of the blocks. It is the hope of the BPDA that a wider variety of block sizes will help contribute to a wider variety of building types and therefore to the liveliness and interest of the area.

See Diagram 4 Height Zones for comments on height and setback.



As noted above, more information on the site grades is needed. Provide more information on the relationship of the turbine hall and Blocks E and G. What is the connection shown in the sections? How does it help or hinder passage through the site? Are raised open spaces, private or otherwise, planned on the site? Locations should be clearly located in open space plans.

C. Environmental Impacts

Shadow

The results of the shadow impact analysis, as presented in the EPNF, do not allow for an adequate assessment of the potential net new shadow. Accordingly, the Proponent shall be required to generate new illustrations, one to a page, clearly depicting the net new shadows as well as the existing shadows. Net new shadows shall have a clear graphic distinction and for purposes of clarity, new shadows shall be shown in a dark, contrasting tone distinguishable from the existing shadows. This shall be required for both the existing and build conditions for the hours 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal

equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. during the summer and autumn.

The shadow impact analysis must examine the existing shadow and incremental effects of the Proposed Project on existing and proposed open spaces, plazas, park areas, sidewalks, pedestrian areas and walkways, adjacent to, and in the vicinity of the Proposed Project, including but not limited to Christopher Lee Playground, Medal of Honor Park, the Flynn Cruiseport (all of which must be clearly identified on the above described illustrations). If deemed necessary, design or other mitigation measures to minimize or avoid any adverse shadow impacts must be identified and described.

The shadow analysis results shall be provided in both animation and graphic representations, so as to best understand the extent to which shadows from the Proposed Project are anticipated to affect the overall shadow conditions both on the Proposed Project site as well as within the surrounding area.

Wind

A quantitative (wind tunnel) analysis of the potential pedestrian level wind impacts shall be required, as the Proposed Project buildings are designed to be up to 220 feet in height. The analysis shall determine potential pedestrian level winds adjacent to and in the vicinity of the Proposed Project and shall identify wind velocities expected to exceed acceptable levels, including the Boston Planning and Development Agency's (the "BPDA") guideline of an effective gust velocity of 31 miles per hour (mph) not to be exceeded more than 1% of the time.

The quantitative analysis ("the analysis") shall determine the suitability of particular locations for various activities (e.g., walking, sitting, eating, etc.) as appropriate. Particular attention shall be given to public and other areas of pedestrian use, including, but not limited to, entrances to the Proposed Project and adjacent buildings, sidewalk adjacent to and in the Proposed Project buildings, and parks, including but not limited to the Christopher Lee Playground, Medal of Honor Park, the Flynn Cruiseport, plazas, and other open spaces and pedestrian areas near the Proposed Project..

The analysis shall evaluate the following conditions:

1. No-Build: The existing condition of the Proposed Project site and environs to establish a baseline condition.
2. Build Condition-The Proposed Project as described in the EPNF.
3. As-of-Right-The Zoning Compliant Configuration.
4. Alternative Build Condition-Any alternative development concept to the Preferred Build Condition required to be studied.

Winds shall be measured in miles per hour (mph) and for areas where wind speeds are projected to be dangerous or to exceed acceptable levels, measures to reduce wind speeds and to mitigate potential adverse impact(s) shall be identified and, if appropriate, tested.

The Proponent shall be required to submit a proposed wind sensor point plan to the BPDA for review and approval before the wind studies are performed. Areas of particular interest shall include the streets at the edge of and within the Proposed Project development as well as along the preserved turbine buildings and waterfront area.

Noise

The Proponent shall be required to conduct a noise assessment to analyze the potential noise impacts that may occur during construction and as well as during the subsequent occupancy/operation of the Proposed Project. The noise assessment shall include monitoring of the existing sound levels as well as calculations of future sound levels associated with the Proposed Project's mechanical equipment including, but not limited to exhaust fans, cooling towers and emergency generators. Additionally, an evaluation of the study area shall identify sensitive receptor locations, locations with outdoor activities, which may be sensitive to noise associated with the Proposed Project. As the Proponent has indicated that the Proposed Project is in the early stages of the design process, specific technical specifications of mechanical equipment are likely not to be available and thus the manufacturer's sound level data for mechanical equipment shall be substituted. Reference sound levels for the exhaust systems shall be based on data of equipment of similar type and size.

The Proponent shall be required to demonstrate that the Proposed Project complies with all applicable City of Boston, Massachusetts and Federal (including Housing and Urban Development noise standards) regulations and guidelines.

Solar Glare

An evaluation of potential solar glare impact on streets, public spaces shall not be required at this time, as the Proponent has stated that the building materials will include brick, painted brick, concrete, stone, wood, metal, tile, fiber cement clapboards and panels, glass, and metal canopies, and not a facade of reflective coated glass or other highly reflective materials.

However, should the Proposed Project design change and include the use of reflective coated glass or other highly reflective materials which have the greatest potential for the creation substantial solar heat gain and/or solar glare, the Proponent shall be required to conduct a solar glare analysis.

The analysis shall measure potential reflective glare from the Proposed Project buildings onto streets and public open spaces and sidewalk areas adjacent to and in the area surrounding the Proposed Project, so as to determine the likelihood of visual impairment or discomfort resulting from reflective spot glare. Additionally, mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

The BPDA requires that project-induced impacts to ambient air quality be addressed. An air quality analysis shall be conducted to determine the impact of pollutant emissions from combustion and mobile source emissions generated by the Proposed Project.

The Proposed Project is expected to generate just over 10,000 total daily (24- hour) vehicle trips, 4,864 trips by public transportation and 8,780 trips by walking, biking or other means. Accordingly, the Proponent shall be required to conduct a mesoscale analysis to determine whether and to what extent the Proposed Project will increase the amount of ozone precursors in the area, as well as to determine if the Proposed Project is consistent with the Massachusetts State Implementation Plan (SIP).

The mesoscale analysis is required to ensure that the Proposed Project will not adversely impact the existing SIP, which tracks how the state intends to maintain compliance with National Ambient Air Quality Standards (NAAQS) or plans for reductions in emissions to attain compliance in the future. The analysis predicts the change in regional ozone precursor emissions (i.e., oxides of nitrogen, [NO_x] and volatile organic compounds [VOC]) generated by Proposed Project-generated vehicular traffic).

The Proponent shall be required to conduct a microscale analysis to determine the effect of Proposed Project generated traffic on air quality. Thus, the Proponent is required to analyze local effects of the potential increase in traffic on ambient air quality near specific roadway intersections. This microscale analysis is required at intersections where (1) Proposed Project traffic would impact intersections or roadway links currently operating at LOS D, E, or F or would cause LOS to decline to D, E, or F, (2) Proposed Project traffic would increase traffic volumes on nearby roadways by 10% or more (unless the increase in traffic volume is less than 100 vehicles per hour) or (3) the Proposed Project will generate 3,000 or more new average daily trips on roadways providing access to a single location.

The microscale analysis involves modeling CO emissions from vehicles idling at and traveling through both signalized and unsignalized intersections. Predicted ambient concentrations of CO for the build and no-build cases are compared with federal (and state) ambient air quality standards for CO.

In addition to the microscale analysis, the Proponent shall be required to conduct a cumulative impact analysis for comparison to the NAAQS for SO₂, NO_x, PM-10, and PM-2.5.

This analysis shall address emissions from the Proposed Project’s heating boilers, emergency generators, cooling towers, etc. Worst case maximum predicted impacts from these source groups shall be added to monitored background values obtained from MassDEP and compared to the NAAQS.

The Proponent shall be required to conduct a stationary source analysis to ensure that the Proposed Project will not adversely impact air quality in the area. The stationary sources that may contribute to impacts are typically combustion sources such as heating boilers, emergency generators, cooling towers, and garage vents.

Solid and Hazardous Wastes

The Proposed Project site is not currently regulated under the Massachusetts Contingency Plan (“MCP”), as the seven release tracking numbers (“RTNs”) associated with the Proposed Project site have been closed. Only one of the eight RTNs (3-13007) was closed using an Activity and Use Limitation (“AUL”).

<u>Release Tracking Number</u>	<u>Status</u>
RTN-3-0012817	Closed Site
RTN-3-0013007	Closed Site with an AUL
RTN-3-0014575	Closed Site
RTN-3-0017596	Closed Site
RTN-3-0022165	Closed Site
RTN-3-0026342	Closed Site
RTN-3-0028038	Closed Site

An AUL is not a permanent limitation on future development of contaminated property. Instead, an AUL serves to transmit the knowledge of the appropriateness of a site cleanup for specific activities. Use of an AUL allows deferral of the evaluation of future uses that are considered to be unlikely for a site until the time (if at all) that such uses are proposed.

The Proponent shall be required to provide a comprehensive description of the proposed remediation strategy (designed to achieve a No Significant Risk (NSR) condition), including a draft Soils Management Plan (or at a minimum generally describe how the excavation of the contaminated soils at the Proposed Project site will be conducted), so as to protect human health during the construction period. Additionally, the Proponent shall be required to provide a comprehensive description of the on-site storage, the process for determining the extent of the contamination, disposal options and measures to ensure the safe transfer of material to disposal sites.

D. Green Buildings & Climate Change Resiliency

Green Buildings

Green buildings promote communities, reduce site impacts, save water, energy, and natural resources, support human health and wellbeing. The Proponent should establish a long term sustainability plan that includes a green building commitment of LEED Gold for the majority of the buildings with at least one building achieving LEED Platinum and no more than one building achieving LEED Silver or less. Current filings should utilize the LEED v4 Rating System. Given the scale of the project, multitude of buildings, and impact on the surrounding neighborhood, the project shall also achieve LEED for Neighborhood Development (LEED ND) Gold.

At the initiation of individual building review and coinciding with initial building urban design discussions, the Proponent is to provide a building specific Article 37 Green Building "Initial Filing" including a Sustainability Narrative, LEED Checklist, and Climate Change Checklist. While the Proponent may employ the LEED Campus and Multiple Building approach, a separate submission must be provided for each building. Please review all [Article 37 Submission and Review](#) requirements.

Reducing greenhouse gas emissions is critical to avoiding more extreme climate change conditions. Mayor Martin Walsh has set a goal for Boston to be carbon neutral by 2050. New buildings should be planned and designed to minimize greenhouse gas emissions. The Proponent and project team should employ a comprehensive approach to site and building design including integrated project planning and delivery.

Initial building designs should, at minimum, target low carbon performance and anticipate any future adaptations necessary for achieving net zero and net positive carbon performance. The Proponent should prioritize passive strategies including building siting, orientation, massing, and envelope design. Active systems should be sized for present and future climate conditions and readily adaptable to performance upgrades.

The building and site design should include new products and innovative strategies for engaging residents and occupants in reducing adverse project impacts including energy and water use awareness, consumer waste reduction, use of low and no emission travel modes, and environmental stewardship.

The Proponent should include onsite clean and renewable energy solutions including combined heat and power systems which offer improved energy efficiency, cost savings, and reliability during hazard events and interruptions in service from larger grid outages.

Given the scale and use mix of the proposed development, the Proponent should assess the opportunities and benefits of smart street infrastructure including distributed thermal and electrical energy, and central energy facilities. The proponent should also consult with

Massport to determine if there is potential for energy solutions that could service both the Conley Terminal and the 776 Summer Street project.

Climate Change

In June 2017, in conformance with the Mayor's 2014 Climate Action Plan and the 2016 Climate Ready Boston recommendations, the BPDA updated the Climate Change policy to require all development projects subject to Article 80 Large Project, Planned Development Area, and Institutional Master Plan review, including modifications and updates, to consider and analyze the impacts of future climate conditions and to incorporate measures to avoid, eliminate, or mitigate greenhouse gas emissions and impacts related to climate change in project planning, design, and construction.

The City's *Climate Ready Boston Report* functions as Boston's strategic plan for assessing hazards associated with climate change and identifies the South Boston Seaport District as highly exposed to future inundation from coastal storms and sea level rise primarily due to its low-lying elevation. Under the 2070 projections of 40" of sea level rise the waterside portions of the project area could be chronically inundated by monthly high-tides. It should be noted that the 40" future sea-level-rise projection is based on *likely* global greenhouse gas emission scenarios and does not reflect worst-case conditions. Inland flooding is also a concern with anticipated heavier precipitations events. Project landscaping and stormwater infrastructure should assess potential impacts from the 10-year 24-hour design storm event.

The development provides a unique opportunity to integrate resilient design at the building and district scale and establish the project as a climate resilient district. Resiliency measures implemented as 776 Summer Street is built out can assist in preventing and limiting impacts from climate hazards, ensuring building occupant safety, continuity of building tenant business operations and improved building service life and value. The Proponent's intent to raise the finished floor elevation in areas vulnerable to inundation to 21.5' BCB will greatly assist in reducing impacts from coastal flood conditions and consistent with the updates to the Article 80 Climate Preparedness and Resiliency Checklist which will require property owners to address up 40" of sea level rise. Project planning should identify immediate (design condition) and future adaptation strategies for managing at least 40" of sea level rise and *include an additional 12"* of freeboard for all buildings and *include an additional 24"* of freeboard for any critical facilities and infrastructure and ground floor residential uses.

As the project will be functional through 2100, and given further anticipated increases in sea level rise beyond the end of the century, the proponent should review options for designing flexibility into new buildings and public realm infrastructure to accommodate future changes in extent of climate hazards, such as allowing greater floor to ceiling height on ground floors to allow for additional ground floor elevation, or designing the second

floor as a possible, future first floor to accommodate potential increases in area grade elevation.

Open space resources, tree canopy, and building materials should also be evaluated and discussed in relation to mitigating heat island effect and managing extreme precipitation events and stormwater. A robust and extensive tree planting and preservation program, aligned with the goals of Urban Forestry, should be included in the Project design, as the Urban Forest is an important part of the City's landscape. It is made up of all the public trees in Boston, along with the City's shrubs, grasses, ground cover, soil, and waterways.

The Urban Forest serves an important stormwater management function by intercepting rainfall that would otherwise run off of paved surfaces and be transported into local waters through the storm drainage system, picking up various pollutants along the way. The Urban Forest also reduces the urban heat island effect, reduces heating/cooling costs, lowers air temperatures, reduces air pollution, increases property values, provides wildlife habitat, and provides aesthetic and community benefits such as improved quality of life.

Smart Utility Technologies

Over the last year, working in close collaboration with an engineering consultant and other City Departments (Public Works, DoIT, EEOS, BWSC, and BTM), the BPDA has spearheaded the development of the Boston Smart Utilities Vision. The Smart Utilities Vision is aimed at improving the planning for and coordination of utilities—telecommunications, water/sewer, gas, electrical, roadways—so that these services can be made more affordable, equitable and sustainable. The fundamental mission of Boston Smart Utilities is to transform the business-as-usual model of utility design, planning and coordination into an approach that results in greater efficiency, equity, resiliency and sustainability.

The key products of the year-long study leading up to the Smart Utilities Vision include a Baseline Report, an Assessment of Costs and Benefits, and the Smart Utility Standards. In particular, the Smart Utilities Standards establish a guide for improved coordination, efficiency and sustainability in utility planning and installation. All of these documents can be found at <http://www.bostonplans.org/planning/planning-initiatives/boston-smart-utilities-project>.

Based on the recommendations of the Smart Utilities Vision, by early 2018, the BPDA Planning Department anticipates BPDA Board adoption of Smart Utility policies for new development, to be memorialized as part of the BPDA's Development Review Guidelines. In anticipation adoption of these guidelines, the Planning team is now advising Article 80 proponents about these prospective new policies.

Applicable Smart Utility Technologies

Going forward, it will be BPDA's objective that all projects comply with the Smart Utility Standards. In addition, depending on the project size, BPDA will expect to see Smart Utility Technologies (SUT's) incorporated into new developments. The SUT's include Adaptive Signal Technology, District Energy Microgrid, Green Infrastructure, Rainwater Reuse, a Telecommunications Utilidor, and, electrical connections and data services access for street lights. Definitions of these technologies are provided below for reference*.

* **Definitions**

Microgrid- A microgrid is a localized arrangement of electricity sources and loads that typically operate in a connected and synchronous manner with a traditional centralized grid, but also have the ability to disconnect and function autonomously as the need arises. Microgrids provide many operational and business opportunities that give more control to communities aiming to improve "resilience" and power distribution reliability, use higher concentrations of alternative energy supplied from within the community and participate in strategies to reduce electric consumption and improve load characteristics. There are five primary components required for a functioning microgrid which include: 1) a power source, 2) a power management system, 3) an energy storage system, 4) electricity consuming devices, and 5) a utility connection. The platform can be used for numerous other smart city deployments concerning street light management, security, public Wi-Fi, and operational sensors and in conjunction with distributed generation systems and electrical vehicle charging stations.

Adaptive Signal Technology- Smart traffic management utilizes intelligent signals and traffic cameras to manage traffic flow in real-time. These technologies are used to facilitate vehicle progression and reduce wait time which improves fuel efficiency and reduces GHG emissions. Smart traffic management can be coupled with autonomous vehicles, vehicles equipped with the capabilities to sense the surrounding environment and navigate without human input. Combined, such a traffic system provides advantages of improved pedestrian safety and fewer associated traffic accidents. Lastly, Electric Vehicle charging stations promote the use of environmentally friendly vehicles. Additional information regarding Electric Vehicle charging stations, intelligent signaling and traffic cameras, smart sensors, and smart meters can be found in Boston Complete Streets Guidelines 2013.

District Energy -A District Energy Microgrid refers to a system for distributing heat or chilled water from a centralized location to meet community space heating and water heating needs. Hot water, or chilled water produced at a central plant is piped via an underground distribution network to individual buildings for use. As a result, individual buildings served by a district energy microgrid do not need their own boilers, furnaces, chillers, and/or air conditioners. A district energy microgrid provides opportunities to reduce energy use, energy cost, and green house gas (GHG) emissions especially when combined heat and power (CHP) generation is feasible. The systems are able to provide higher efficiencies and better pollution control than localized boilers. It increases the building's useable floor area and reduces the building's capital costs. Furthermore, the adoption of centralized heating and cooling strategies has one of the lowest carbon footprints of fossil generation plants and allows for implementation of more efficient technologies, such as easier conversion to zero carbon fuel sources in the future.

Green Infrastructure - Green infrastructure is an approach to water management that includes policies, planning activities and infrastructure implementation that assists in absorbing, delaying, and treating stormwater in order to reduce flooding risk and pollution downstream. Boston Complete Street Guidelines 2013 provides additional information on various green vegetated stormwater management systems (stormwater/bioretention planters, rain gardens, street trees, etc.), as well as information on permeable pavements. Green Infrastructure considered in the Smart Utilities Vision include: bioretention basins and planters, downspout disconnections, as well as permeable pavement.

Rainwater re-use- Rainwater and greywater can be directed and collected using a drainage/plumbing system that is separate from the building wastewater plumbing system and the storm drainage system. The re-use process consists of two steps: the diversion system and the filtration/purification system. Rainwater use is the accumulation of rainwater from roofs. Greywater is gently-used water from bathroom sinks, showers, tubs, and washing machines. Greywater does not contain any fecal contamination. Although greywater may contain traces of food and grease, it is still considered "clean" and is a beneficial source of water for irrigation and toilet use. Re-using rainwater and greywater for these purposes reduces water main demands, particularly in growing urban communities. By re-using this water, it is kept out of the sewer and storm drainage systems, ultimately reducing the chance of polluting local water bodies as well.

Telecommunications Utilidor - The Telecom Utilidor is an underground passageway that will contain all telecommunication utility assets. By unifying all the telecom assets in one "Utilidor", surface street disruptions will be decreased construction costs, as well as future operation and maintenance costs will be reduced.

Applicable Smart Utility Technologies for each project will depend on (a) the floor area of the Project and/or (b) the Project's required mitigation of traffic, street lighting, and surface water runoff.

For large-scale projects:

1. **For any projects at or above 1.5 million square feet of floor area**, the project will be required to incorporate a District Energy Microgrid, to the extent that the project buildings located on contiguous properties or clustered close together. For projects that are primarily residential, complying with this requirement may entail cooperation with a district energy provider that can sub-meter individual residential units.

2. **For projects at or above 1.5 million square feet of floor area, and/or adding or altering road surface in excess of .5 miles of roadway**, the project will be required to incorporate a Telecommunications Utilidor.

For all Projects at or above 100,000 square feet of floor area:

3. The project will be required to incorporate **in-building rainwater capture and reuse**.

4. **For all projects that are subject to BWSC stormwater mitigation requirements**, require Green Infrastructure installation.

5. **For all projects where traffic signals need to be installed or phasing and timing changes are required due to traffic mitigation**, include Adaptive Signal Technology as part of the TAPA agreement.

6. **For all projects making right-of-way improvements which are responsible for Street Light installation or a contribution toward the same**, all street lights should have additional electrical connection and data service access.

Given that the L Street Station Redevelopment exceeds all of these thresholds, the BPDA looks forward to working with the proponent to explore how the project can address each of these Smart Utility Technologies.

Port and Port Related Activities

Mitigating Port Impacts

The project proponent should specify the use and design measures that will be implemented to prevent conflicts between the development project and the adjacent Massport Conley Terminal and the Designated Port Area. Massport has recently invested \$75 million dollars to expand the terminal and buffer port related activity from the surrounding community through the Butler Memorial Park and Dedicated Freight Corridor (DFC). The development must function to limit conflicts with port related operations and

not diminish or encumber the long-term viability of Conley Terminal, the Raymond Flynn Cruiseport, and port-related activities.

The proponent should address several measures to buffer the development from port related operations. Residential uses on the site should be located on parcels away from the DFC on the north side of the property and appropriate consideration should be given to uses adjacent to the industrial and MBTA transit related parcels to the east. Further use-related mitigation measures for residential components of the project should be discussed, including apartment-only units with one-year lease provisions, or condominium ownership units restricted to residential buildings adjacent to existing residential and non-port related property along the East First Street and Summer Street corridors. Use restriction language should also be discussed, which provides notice as part of all property deeds and leases that tenants or those purchasing property at the subject site recognize they are located adjacent to a state established Designated Port Area with cruise ship, cargo, and waterfront industrial activities, which produce vehicular, mechanical, and vessel noise, vibration, and odors, as well as lighting and hours of operation consistent with 24/7 waterfront commerce and industrial activities. Design elements to mitigate impacts such as noise reducing windows and landscape buffering should also be addressed. The proponent should also more fully discuss buffering elements along the waterside park to address visual and noise impacts associated with the DFC. Elevation of the park element could assist with buffering as well as improving the site's capacity to limit inundation for sea level rise and future coastal storm events.

Turbine Hall

Through the early public planning process for the project site the adaptive reuse of Turbine Hall has been an area of strong community interest. The proponent has emphasized the rehabilitation of Turbine Hall as a primary objective of the project due to its architectural significance and capacity to provide for many civic, arts, cultural, and local retail uses. Given the intent of having the structure serve as a public destination and focal point of the project, more thought should be given to how the spaces will be organized and potentially programmed, both within and around the hall buildings. Given the size and scale of Turbine Hall the proponent should discuss whether it is feasible to rehabilitate all the component buildings or phase the restoration as the project site is developed.

Excerpted from the minutes of the BCDC June 6, 2017 meeting:

The next item was a presentation of the **L Street Station Project (776 Summer Street)**. John Sullivan (JS) of SGA presented the design, first introducing the SGA design team, and Greg Bialecki (GB) of Redgate. JS noted the Proposed Project stats, then the site in the area context. JS: This is one of the sites noted in IB2030. (Shows the site in the context of the area's green spaces, shows the site bounds on an aerial slide.) There is NO connection to the community now. What's on the site, notably some early 20th-century buildings (3-4) that have wonderful character - we want to uncover that hidden history. They have glazed tiles, ornate masonry, and industrial light fixtures. We developed some Guiding Principles. These include: Clean Up, Open Up, Live/Work/Play, Preserve Conley Operations, Include Unique Retail, Make a Commitment to Arts & Culture, Preserve Significant Building Elements, Minimize Cars, and Practice Green/Sustainable Design. (Shows precedent images.) The open space vision is that of the industrial waterfront experience. In preserving the Turbine Halls, we are creating a destination. The array of uses includes not just retail, but also the arts, and cultural activities/events. JS then showed a series of diagrams looking at the site plan: the Turbine Hall, connections to the community, use zones, waterfront open space, stepping the height down toward the neighborhood edge and at the Chapter 91 line, and the FAA height overlay. He showed the site plan that resulted from overlaying the diagrams, noting pedestrian paths as well as vehicular one; the overall block plan was next, with blocks A to G and the Turbine Hall. Then oblique aerial views with the existing heights noted, and preliminary street sections. JS: We are creating a pedestrian-first approach. We are thinking about zones - 'districts' with different feels, like 'Turbine,' 'Water,' etc. Programming thoughts inform the precedents for the open space. (Shows a circulation diagram, Project statistics, and neighborhood sections. Shows perspective views along Summer and East First streets.) KS: You mentioned less truck traffic - what does that mean? JS noted Massport's planned Haul Road which will bypass directly to the Conley Terminal. DH: I have a question about process. What are we looking at here? DAC: This is an initial submission. It's large enough, and so should be like New Balance, if it's a Master Plan PDA. We would look at the whole and focus on the first phase in any case. DH: We'll need a model - this is the size of Bay Village - and time to consider the Project. JS showed two more views - the interior of the Turbine 'neighborhood,' then along the waterfront. KS asked about the truck road - the freight corridor. DM noted that it's built already (shows at the left in the waterfront view). GB, going back to the plan view, showed the location of the Freight Corridor (Haul Road) on Massport property. GB: The Massport property now includes Coastal Oil. Next door, the MBTA uses five acres as a bus layover area. The back area includes an emergency back-up power facility. We are working to improve the available transportation and bus services. WR: The bridge is built? GB: Yes. WR: It's unclear from the recent press. GB: Massport is moving trucks on a route back away from the neighborhood residential. They did not want us moving residential back up to it.

AL: What about the buildings on the site? GB used an aerial site shot to explain the various building conditions and character. He noted the (3) Turbine Hall building(s) and then the corner building, which is a boiler plant filled with equipment. Once the equipment is removed, the building is *not* preservable. The switchgear station [small, to the west] is still owned by Eversource. AL: I'm just asking the question. Rather than the token retention of Turbine Hall, these structures often have extraordinary character. Have you explored [saving more]? DM: I agree with Andrea. I would suggest an unusual thing - that we go to the site and walk through the buildings. It's amazing on the interior. Your team is to be congratulated. This is an extraordinary site; I would like to examine all the possibilities. MD: I agree with the notion of a site visit. I have no idea what the vision is. Can your program fit on the site? I'm not sure it's all gelled yet. Take a 10,000-foot view; we'd like you to consider more. KS: Consider all the development in the area; help us get up to speed. DH: Like if development is intended for those parking lots [to the west]. MD: At New Balance, once we understood the context and considered the urban vision, we understood the development much better. GB talked briefly about the context and requested that the BPDA send the planning (charrette) document. With that, and hearing no public comment, the 776 Summer Street Redevelopment Project was sent to Design Committee.

STEPHEN F. LYNCH
8TH DISTRICT, MASSACHUSETTS

Congress of the United States
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SUBCOMMITTEE ON TERRORISM AND
ILLICIT FINANCE

COMMITTEE ON OVERSIGHT AND
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LYNCH.HOUSE.GOV

August 3, 2017

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

Re: 776 Summer St., South Boston (Edison Power Plant) Proposal

Dear Director Golden:

I am writing to you regarding the proposed 15.2 acre project located at 776 Summer St., South Boston, formally the site of the L St. Plant. As the Congressman from the Eighth Massachusetts District, I represent the families of South Boston.

This proposal raises many serious neighborhood concerns including density, traffic, public safety and parking. There are also overarching maritime and environmental issues that need to be addressed.

Notably, this proposal would add approximately 1,500 additional housing units as well as retail and commercial shops and a possible hotel, it would introduce approximately 10,000 to 20,000 additional vehicle trips to this area each day and completely overwhelm the neighboring residential area unless thoughtful and careful countermeasures are included. Currently such mitigation has not been suggested.

Moreover, as Conley Terminal has expanded, we have worked with Massport over several years to create a Dedicated Freight Corridor (DFC) to relieve East First Street of over 1,000 daily tractor-trailer truck trips. As part of this process, Thomas Butler Park was created to act as a buffer zone mitigating noise and carbon emissions from the truck traffic which will soon be redirected onto the DFC.

As noted above, and according to the proponents PNF and MEPA filings, this project would entirely negate the neighborhood's efforts at traffic mitigation by generating an additional 10,000 to 20,000 vehicle trips through the South Boston Neighborhood. This would reverse the progress that has been made in this area and leave the neighborhood in far worse condition after all the work and investment by the Commonwealth of Massachusetts and Massport. From a neighborhood standpoint, this simply cannot be allowed to happen.

Neighborhood parking has become a major concern to residents, and this proposal would contribute to an already unmanageable situation. Other issues of concern include public safety and environmental issues during the demolition and cleanup process, with potential health risks of contaminants drifting into the surrounding homes as well as onto the public parks and playground directly across the street.

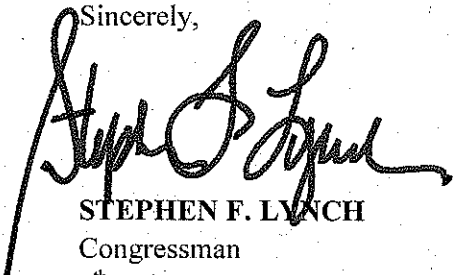
Importantly, over a billion dollars has been invested through Federal and State partnerships for the dredging of Boston Harbor and the Reserved Channel to increase the international shipping industry and make the Port of Boston more competitive. This development would negatively impact all the advancements made to the Port of Boston and to Conley Terminal by further harming traffic flow and air quality by adding vehicular traffic onto local streets which are not able to sustain the additional traffic flow in and out of the South Boston community.

While the people of South Boston have been very cooperative and supportive of the many developments in our neighborhood, that support and cooperation has been the result of a two way conversation between the developer, local leaders and community groups.

Recently, I have been reassured and encouraged by the news that the developer has agreed to conduct a full community-wide meeting with more accurate descriptions and renderings of the proposed project and hopefully including some measures to address the concerns raised by the South Boston community. Therefore, while I remain firmly opposed to this project in its current form, I also respectfully request that the comment period be extended by 90 days, so that the developer will have more time to refine the proposed project and meet with the neighborhood residents.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen F. Lynch", written in a cursive style.

STEPHEN F. LYNCH

Congressman

8th District

Massachusetts

cc Tim Czerwienski, BPDA



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

August 4, 2017

Brian Golden, *Director*
Boston Planning and Development Agency
1 City Hall Square, 9th Floor, Room 900
Boston, MA 02201

Re: 776 Summer Street / Edison Plant

Dear Director Golden:

We are writing to you with serious concerns regarding the proposed project located at 776 Summer St. in South Boston, also known as the Edison Plant proposal. As the state elected officials, we represent the people of South Boston and cannot support this proposal in its current form. We firmly believe the comment deadline should be extended by 90 days to provide ample opportunity for the residents of South Boston, in particular the City Point neighborhood, to analyze this proposal.

After careful review, it is clear that the density proposed is simply unfeasible. According to their PNF and MEPA filings, this project would generate between 10,000 and 21,000 new car trips in and out of the neighborhood daily. Our roads, buses, and transit options are already over saturated. Significant investments made by the MBTA recently are only designed to catch up to the current levels of ridership, not projected growth. This project would completely overwhelm our transportation infrastructure, negatively affect our air quality, and further exacerbate the gridlock on our streets.

Currently, the Massachusetts Port Authority (Massport) is wrapping up a \$75 million investment in the Thomas J. Butler Haul Road and Buffer Zone Park. This was done in preparation of the expansion of Conley Terminal to get roughly 1,000 commercial trucks off of East First Street to alleviate the environmental and noise impacts on area residents. To follow that effort, Massport, the Federal Government, and the Commonwealth of Massachusetts have joined forces to invest roughly \$1 billion to dredge Boston Harbor and expand Conley Terminal to make Massachusetts more competitive in the international shipping industry. The current proposal is simply incompatible with that significant public investment, and would negatively impact the port of Boston, all while replacing much of the noise and pollution that we originally sought to mitigate.

We have additional concerns about public access to the waterfront and green space. Any and all green space and open space on the waterfront should be publicly owned and protected in perpetuity to ensure preservation and access for generations to come. With that in mind, we feel that 'Project Alternatives' outlined in the project filing were not fully explored. In concurrence with Secretary Beaton's ENF Certificate, (EEA #15692, pg.7), we strongly encourage the proponents to more wholeheartedly explore viable alternatives in order to ensure that the final product is truly one that best fits the site's location within the community.

Finally, this project has a significant number of review processes underway, including Coastal Zone Management Designated Port Area review, MEPA residential approval, Ch. 91 usage and an agreement with the Massachusetts Historic Commission. Due to these factors as well as the size, scope, and complexity of this project, we respectfully request the comment deadline be extended 90 days so each agency, and the public, can fully absorb every aspect and make informed decisions regarding this development.

Thank you for your consideration of these concerns and requests, and please do not hesitate to reach out to our offices should you have any questions.

Sincerely,



Linda Dorcena Forry
State Senator



Nick Collins
State Representative

cc: Tim Czerwinski, *Project Manager*
Mike Christopher, *Deputy Director for Development Review / Government Affairs*



MICHAEL F. FLAHERTY
BOSTON CITY COUNCIL AT-LARGE

August 3, 2017

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

Dear Mr. Czerwienski:

I am writing to you today to express my concerns to a development project located at 776 Summer Street, South Boston, formerly known as the Boston Edison Plant. The project, which proposes to be 15.2 acres, has raised serious concerns from the surrounding neighbors. Based on the project's PNF, the project would generate a multitude of quality-of-life issues that need to be addressed (density, affordability, and transportation to name a few) beforehand through an exhaustive neighborhood engagement process.

The proposal calls for 1,500 residential housing units and retail space to be developed in an already dense area. As we have seen over the past decade, the rapid development in South Boston has overwhelmed the neighborhood tremendously. Further, 10,000 to 21,000 new vehicle trips are projected to take place in an area that is already at capacity with vehicular traffic. Given that this site used to be a power plant, there are serious environmental, health and safety concerns that need to be acknowledged. If this project is approved, there is potential for contaminants affecting the surrounding community during the demolition and cleanup process. Lastly, there needs to be preservation of and access to the surrounding greenspaces and waterfront particularly the continuance of the street grid from M street and N Street right down to the waterfront.

The South Boston Community have been supportive and accommodating to the many developments that have taken place in the neighborhood. Support and accommodation is reached as a result of a thorough and extensive community process. It is for the above-mentioned reasons that I respectfully request that the BPDA oversee and ensure the community's overall concerns are addressed and alleviated. Thank you for your time and consideration.

Regards,

Michael F. Flaherty, Boston City Councilor At-Large

BOSTON

Martin J. Walsh, Mayor

August 4, 2017

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

RE: 776 Summer Street

Dear Ms. Polhemus:

The Boston Parks and Recreation Department (BPRD) has reviewed the ENF/EPNF for the redevelopment of the L Street Station 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. This active recreational space will serve as an amenity to the new development.

The project is subject to design review by the Boston Parks and Recreation Commission under Municipal Code Section 7-4.11. In addition, BPRD provides the comments below in order to inform the BPDA's Scoping Determination and a future Draft Environmental Impact Report.

Impact Mitigation

In summary of the below, the scale and proximity of the project will have a significant impact on Christopher Lee Playground / Medal of Honor Park. BPRD respectfully requests that mitigation commensurate to the impact of the development be provided in the form of a contribution to the City's Fund for Parks, to be used for public open space in South Boston.

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.

Project Description

The project includes the redevelopment of a 15 acre site with 2.1 million sf of residential, office, hotel, retail, and restaurant use, and ancillary parking. Of this, there will be five blocks with 1.5 million sf of residential use. The ENF/EPNF does not detail the unit size or mix. However, the document notes there will be 1588 units and 2220 bedrooms. BPRD therefore estimates the proposed project will accommodate approximately 2000-3000 residents. These residents will utilize existing and limited public parks and playgrounds in South Boston for active recreation.

Onsite Open Space

The ENF/EPNF notes that the 15 acre project site will include 104,500 sf (2.4 acres) of open space including a publicly accessible waterfront area (1.15 acres). Further detail is needed to understand the proposed open space, as the submittal provides conceptual ideas and narrative.



Boston Parks and Recreation Department

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

The waterfront area appears to be Chapter 91 310CMR9.51(30(d) open space mitigation, including the provision of the required Harbor Walk. The narrative further describes a small park next to the Turbine Hall at Elkins Street Extension. It also describes an open space at the terminus of Elkins Street and M Street, between Block A and Block F. Finally, an open space will be provided at the corner of Summer and East 1st Street. The remainder of the onsite open space appears to include rooftop decks and spaces located between building blocks.

Open Space Requirements Under Zoning

The underlying zoning for this 15 acre site appears to be Article 42A Harborpark District, which requires that a project devote at least 50% of the lot area to open space. The project will seek a Planned Development Area (PDA) approval to allow the project to receive relief from zoning for height, density and open space requirements. It will be important in negotiating the PDA, to understand how the project will meet the base open space requirements under the current zoning.

It is not clear how the open space is being counted under zoning. Public realm features such as streets, sidewalks, plazas, retail corridors and pedestrian ways have limited open space value and are not a substitute for park land available for recreational use. Greater detail is needed to understand how the open space will meet the recreational needs of the residents and the public.

Open Space and Recreation Plan

BPRD has advocated for permanently-protected, publicly-accessible park land in South Boston, to serve the active recreational needs of this rapidly growing neighborhood and to balance significant new development that is dense in scale and often lacking in on site open space. This project should detail how it intends to meet the goals and needs for South Boston as identified in the *Open Space and Recreation Plan 2015-2021*.

Parks Needs Analysis

A parks needs analysis should be completed based on projected residents, workers and visitors. This analysis should include an estimate of the demand for active recreational needs, the ability to accommodate those needs onsite, and/or the reliance on existing public open space in the neighborhood. In the event that active uses cannot be accommodated onsite, the equivalent amount of park land should be mitigated nearby. This need could also be addressed by contributing to a fund for development of future public park land in the neighborhood.

Public Realm

The public realm should include inviting, vibrant, public spaces that can provide civic functions in addition to retail plaza functions. This can be achieved by fronting these spaces on the public rights of way, or broadening the points of connection. Public spaces could also be transferred to public ownership, ensuring that their future design and uses will be informed by the public.

Protection in Perpetuity

Parks should ideally be permanently protected to ensure that they remain open in perpetuity.

Dog Recreation Space

The project should include a Dog Recreation Space onsite. Though it is adjacent to a dog park, 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 canine residents onsite.

Construction Impacts

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

Conclusion

The scale and proximity of the project will have a significant impact on Christopher Lee Playground / Medal of Honor Park and should be mitigated as appropriate. BPRD looks forward to meeting with the proponent and the BPDA to discuss the provision of park land as a critical amenity to serve the residents of this development as well as the public.

Sincerely,



Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission

cc: Christopher Cook, Commissioner, Boston Parks and Recreation Department
Liza Meyer, Chief Landscape Architect, Boston Parks and Recreation Department
Jon Greeley, Director of Development Review, Boston Redevelopment Authority
Tim Czerwienski, Project Manager, Boston Planning and Development Agency

**Boston Water and
Sewer Commission**



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

June 30, 2017

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: MEPA Office
Alex Strysky, EEA No. 15692
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Mr. Gary R. Uter
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: L Street Station
Environmental Notification Form /
Expanded Project Notification Form

Dear Secretary Beaton and Mr. Uter:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Expanded Project Notification Form (EPNF) for the proposed redevelopment project located at 776 Summer Street in the South Boston neighborhood of Boston.

The proposed project is located on a 15-acre site bordered by the Reserve Channel, Summer Street and East First Street. The site was formerly occupied by Boston Edison's electric generating facility and has several buildings and support structures that were used for electric generation. The ENF/EPNF summarizes an alternative development scenario to the preferred scheme. The project proponent HRP 776 Summer Street, LLC's (HRP), proposed preferred alternative is to raze the existing structures with the exception of the Turbine Hall and construct a mixed use development over a ten year period. The project will include rehabilitation of the exiting Turbine Hall and construction of eight buildings totaling 2.1 million square feet (sf). The building heights will vary from 44 to 220 feet. The eight buildings will have approximately 339,639 sf. of office space, 68,077 sf. of retail space, 1,588 residential unit, a 150 room hotel and parking spaces for 987 vehicles. Site improvements include approximately 104,500 sf of outdoor public space.



For water service, the Commission owns and maintains a 12-inch water main in East First Street and a 12-inch water main in Summer Street. The water mains are part of the Commission's Southern Low Pressure Zone.

Sewer and drainage of the site is provided by a 12-inch sanitary sewer and an 18-inch storm drain in East First Street. Summer Street has an 30- inch by 24-inch combined sewer overflow pipe that increases to a 30-inch pipe and an 15-inch sanitary sewer that increases to an 18-inch pipe.

The ENF/EPNF states water demand for the proposed development is estimated to be 329,890 gallons per day (gpd) and wastewater generation is estimated to be 299,900 gpd.

The Commission has the following comments regarding the proposed project:

General

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at HRP's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer



connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. For any proposed masonry repair and cleaning HRP will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit HRP will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. HRP is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
6. The Commission will require HRP to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. As a condition of the site plan approval, the Commission will require HRP to inspect the existing sewer lines by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
7. It is HRP's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, HRP must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.



8. HRP should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, HRP will be required to apply for a RGP to cover these discharges.

Water

1. HRP must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. HRP should also provide the methodology used to estimate water demand for the proposed project.
2. The Commission supports HRP's commitment to explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, HRP should consider outdoor landscaping which requires minimal use of water to maintain. If HRP plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. HRP is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. HRP should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, HRP's should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application HRP will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and



the location of major control structures or treatment structures to be utilized during the construction.

- Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. As stated in the ENF/EPNF, a NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection is required. A copy of the permit and any pollution prevention plan prepared pursuant to the permit must be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.
 3. The Commission encourages HRP to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. HRP is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. As stated previously, if the dewatering drainage is contaminated with petroleum products, HRP will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 5. HRP must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
 6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
 7. The Commission requests that HRP install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. HRP should contact the Commission's Operations Division for information regarding the purchase of the castings.



8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. HRP is advised to consult with the Commission's Operations Department with regards to grease traps.
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.
10. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/rja

- C: R Cox, Redgate
M. Connolly, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



CITY OF BOSTON

THE ENVIRONMENT DEPARTMENT

Boston City Hall, Room 709 • Boston, MA 02201 • 617/635-3850 • FAX: 617/635-3435

June 29, 2017

BOSTON LANDMARKS COMMISSION

Mr. Gary R. Uter
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: Edison Power Plant - Project Notification Form

Dear Mr. Uter:

Staff of the Boston Landmarks Commission (BLC) has reviewed the Project Notification Form (PNF) submitted for the Edison Power Plan project referenced above and have the following comments:

Thank you for the opportunity to comment on the L Street Station Redevelopment, a proposed development of a complex of industrial buildings bordered by Summer Street, E. 1st Street, and the Reserved Channel. Staff commends the mixed-use proposal, which has great potential to revitalize an area of South Boston that will benefit from new housing, an arts area, and other proposed uses. BLC staff is aware of the challenges inherent in adaptively re-using power plants and similar large-scale utilitarian structures. BLC staff particularly commends the effort to restore and incorporate the historic turbine hall, an outstanding, and relatively well-preserved, example of the Powerhouse Renaissance style.

However, it is worth noting that the entire complex is historically significant and individually eligible for listing on the National Register. The complex contains three unique "blocks". The block in the northeast corner of the plan contains an austere neo-Romanesque building from 1898, which constitutes a rare example of a nineteenth-century power plant in Boston. The middle block, built between 1904 and 1908, contains the turbine hall, which is the most ornamental of the site's buildings, as well as other buildings that have been altered but which have some remaining historic features. The largest-scale block at the northwest corner dates from 1962-1967. While this block has been repeatedly altered and is lacking in adornment, it reflects post-War utilitarian aesthetics and is a key part of the "New Boston" development plan. Perhaps most importantly, as a whole, the complex represents an evolution of a building typology, technological innovations, and a century of transformations within electrical power generation and distribution.

According to the Massachusetts Historical Commissioner (inventory form BOS.12943):

Architecturally, the L Street Station displays the full developmental range of American architectural solutions to the large enclosed spaces of electrical generating stations, a new building type which were extremely functional and rationally-organized engineering works. The 1898 section was built in the Romanesque or "basilica" style and form typical of late nineteenth-century shop and foundry buildings, and derivative of the Richardsonian Romanesque style popular at that time. The 1904-1908 Winslow and Bigelow sections show the powerful influence of the Neoclassical as popularized by McKim, Mead and White at the 1893 Chicago World Columbia Exposition, which derived not just its Classical order but its sense of scale from massive Roman public works such as the Baths of Caracalla. This choice, according to a contemporary critic, "succeeded in making [it] imposing and even ornate without making it incongruous with its purpose". (Power 1905:389). The 1922 south

boiler house addition represents the transition of utility architecture to the more severe appearance referred to as stripped classicism, which retained materials and organizational schemes of the Renaissance Revival idiom and combined them with the abstract aesthetics of Art Deco or Moderne. The succeeding mid-nineteenth century design with its four identical stacks, polychrome palette and prominent federally-mandated rooftop emissions superstructure has been shrouded by the mantle of the contemporary treatment which covers the entire structure in a massive rectilinear metal sheath [sic].

Because of the buildings' historic importance, BLC staff encourages the applicant to pursue every possible means of preserving the complex, its key and defining features, its utilitarian aesthetic and history, and especially its industrial scale. Realizing that preservation of the entire complex is costly and challenging, especially to accommodate much-needed housing, staff is concerned that the current proposal sanitizes the site of its industrial texture and narrative.

Staff recommends the strategic re-use of select features. A few of the features that could be preserved include outbuildings, the intact facades of the 1898 building (northwest corner), and the intact western façade from the boiler room at the southwestern corner of the site. Most importantly, preserving one or more of the smokestacks - even as a symbolic reminder of an historic narrative - will help connect the current proposal to the site's past.

Staff recommends a strategic use of an industrial palette of materials and tectonics within the new proposal in a manner that acknowledges (without directly imitating) the industrial aesthetic and history of the site. Staff also encourages the applicant to consider building and restoring at a scale that reflects the existing industrial scale of the site. A larger scale will acknowledge the site's history and will distinguish this project from similar programs and developments elsewhere,

Finally, it is important to note that the proposed demolition of buildings will entail Article 85 review. Since the site is eligible for National Register listing, the project will likely require an Article 85 community meeting and hearing. BLC staff encourages the applicant to submit an Article 85 application as early in the process as possible. The community meeting can be done in concert with other community meetings and staff encourages this to minimize the number of community meetings, as well as ONS's workload. The Article 85 community meeting also requires the presentation of alternatives to demolition, which affords an opportunity to consider comments above or other approaches that help preserve integral facets of a key part of South Boston's history.

Please do not hesitate to contact BLC staff at (617) 635-3850 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd Satter', with a long horizontal line extending to the right.

Todd Satter
Staff Architect

APPENDIX B
COMMENTS FROM THE GENERAL PUBLIC

BOSTON PRESERVATION ALLIANCE

Board of Directors

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Chair

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Christopher Scoville
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Gill Fishman

Kay Flynn

Peter Goedecke

Miguel Gómez-Ibáñez

Carl Jay

Michael LeBlanc AIA

David Nagahiro AIA

Regan Shields Ives AIA

Catharine Sullivan

Anthony Ursillo

Peter Vanderwarker

Executive Director

Gregory J. Galer, Ph.D.

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458

bostonpreservation.org

August 4, 2017

Mr. Tim Czerwienski
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Via email: tim.czerwienski@boston.gov
Re: 776 Summer Street, South Boston

Dear Mr. Czerwienski,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 98 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has had the opportunity to visit the power plant site at 776 Summer Street and participate in a recent public meeting. We applaud the proponent's efforts to add vibrancy and energy back to this site through the proposed mixed-use redevelopment, and appreciate their extensive community outreach early in the process.

This large industrial and engineering complex was the site of important developments of the electrical industry not just for Boston but for the nation. The evolution and growth of the site and its buildings reflect the changes and innovation in the technology of power generation as demand grew here in Boston. Evidence of those developments are visible in the buildings themselves both inside and out. From the late 19th to just a decade ago, from early D.C. power to modern generation, this site still speaks to the critical importance of industrial infrastructure to our social and economic development. In an age when so much of our technology exists in small, black boxes it is not surprising that there is great interest in the unique, mechanical, and industrial physicality of places such as this. Additionally, many aspects of this property reflect an age when industrial sites were framed within buildings that paid greater attention to design and detail than they do today. Decorative tiles, lighting fixtures, and other adornments tell an important lesson of how culture embraced technology. Many significant architectural, engineering, and design elements of the existing structures are important parts of the redevelopment of the site, and we believe will play an essential role in the differentiation, marketing, and exuberance for

this property in its new use. We are confident that preservation will play an important and necessary role in the success of this project.

Therefore, while we recognize that redevelopment of the site and its transformation from a heavy industrial use requires significant removal of equipment and demolition of portions of the site, we also encourage the proponent to incorporate as much of the historic fabric into the project as possible. We understand that power plants in particular present unique challenges; structure and mechanical equipment can be integral to each other and the demolition of interior contents to provide available space for new uses may necessitate the loss of exterior walls. However, we also recognize that there are many instances where important, contributing structure can be saved for new uses.

We agree with the proponent that the most significant features of the site are within the three turbine halls and we greatly appreciate the proposal for their restoration and reuse. We strongly encourage and support the sensitive incorporation of the turbine halls into the project. Doing so not only would integrate the history of the site into the new development, but would salvage many interesting architectural features such as vibrant green tile, arched windows, and several pieces of historically significant machinery. This unique space could be the centerpiece of the development and create a sense of place for the site. We do feel, however, that if the turbine halls are the only buildings of the power plant to remain on the site and were to be engulfed by new development, their context would be lost.

Therefore, we encourage the proponent to rehabilitate the oldest building on the site, the c. 1898 masonry building beside the turbine halls, as well. This would retain visual continuity between the surviving structures and maintain the industrial context that makes this site unique from the exterior. We look forward to dialog with the proponent, review agencies, and the community about how these historic buildings can become an important part of the project and its success.

The Alliance also has concerns about the proposal to insert an interior street for vehicular traffic through the turbine hall. While we understand that site circulation is important and that there is significant concern about traffic in the neighborhood, we are concerned that this intervention may adversely effect to the historic spaces, their visual continuity, and their use. We encourage the proponent to present more information about why this interior street is necessary and what impacts it will have across the site. Similarly, discussion of new penetrations into the walls of the turbine halls for new windows requires further discussion. With reopening of the windows of the clerestory monitor of the roof we feel there is opportunity to generate significant natural light without disruption of the character-defining tile walls.

We are encouraged in many ways by the initial proposal and the skilled team working on the project, including members with significant experience adapting industrial sites to modern uses. While we cannot fully embrace all aspects of the initial filing, we look

forward to engaging further as this project evolves. We are confident that our recommendations will be seriously considered and we will have opportunity to discuss them further.

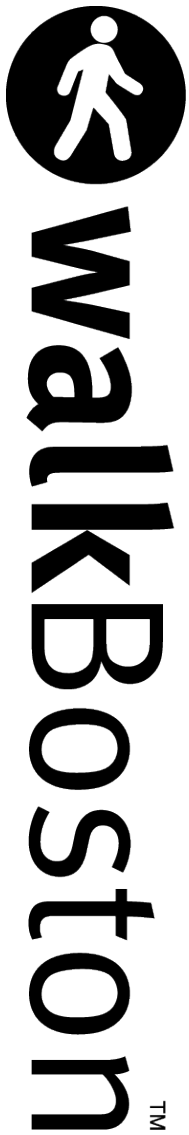
Sincerely,

A handwritten signature in blue ink, appearing to be 'GA', is positioned below the word 'Sincerely,'.

Greg Galer
Executive Director

CC:

Gregory Bialecki, Redgate
Albert Rex, MacRostie Historic Advisors
Elizabeth Grob, VHB



July 7, 2017

Secretary of Energy and Environmental Affairs Matthew A. Beaton
Executive Office of Energy and Environmental Affairs (EEA)

Attn: MEPA Office, Alex Strysky
100 Cambridge Street, Suite 900
Boston MA 02114

Brian Golden, Director
Boston Planning and Development Agency
Boston City Hall
Boston, MA 02201

Re: EEA No. 15692, L Street Power Station Redevelopment, South Boston
ENF/Expanded PNF

Dear Secretary Beaton and Director Golden:

WalkBoston is pleased to see the proposal for a mixed use development of the large South Boston waterfront site that will include the re-use of the historically and architecturally interesting L Street Power Station. Putting this portion of the City back into a productive use that invites public access is a positive change for the City and for South Boston.

The overall site design will help to integrate this large parcel into the neighborhood, and create new opportunities for people to walk from East 1st Street to the waterfront and help to link the residential portions of South Boston into the site which was long cut off from the community by fences and other obstructions. The partial extension of the local street network onto the site and between and around new buildings proposed for the site seems appropriate in scale. With sidewalks that are sufficiently wide and landscaped, both community residents and people living on-site will be served by the new connections.

Our comments below are focused on questions that we hope the proponent will respond to in subsequent filings about the project.

1. Waterside Pedestrian and Open Space Environment

We understand that the new dedicated harborside freight corridor that will connect Summer Street to Massport's Conley Terminal and remove heavy truck traffic from East 1st Street will provide very important, and long-desired improvements to the South Boston neighborhood. But this shift will also present challenges; the new harborside route will place an access barrier and significant truck traffic (with its accompanying noise and air pollution) between the development site's primary open space and the harbor.

We urge the developer to consider creative ways to mitigate the truck route's impact on the open space. This could include grade changes that place the open space higher than the truck route (Figure 3.5b may hint at this); landscaping that both masks and frames views, soundscapes to mask truck noise, and the addition of viewing platforms that allow open space users to gain unimpeded views of the water. There may also be ways to capitalize on the site's

industrial past and on-going use through interpretive elements. WalkBoston is concerned that without such special treatment the open space will not be very attractive to the public.

If possible, the proponent might also explore with Massport whether it would be possible to schedule truck traffic so that it interferes less with daytime and weekend use of the open space.

2. Encouragement of walking and walking-transit trips

At the direction of the City, the proponent has used South Boston adjusted trip generation rates to develop trip tables for walking/biking, transit and vehicles. However, the site is at a significant distance from other land uses that would seem to justify such significant numbers of walking trips, and to suffer from overused bus lines and significant distances to the Red and Silver Lines. Figure 5-1 illustrate the 5 and 10-minute walking zones, neither of which include a great many retail, job and civic land uses.

We urge the proponent to develop mitigation measures to make the development a more realistically mixed mode project. These could include such things as: subsidies to the MBTA to provide more frequent bus service, or creation or partnering with other South Boston developments to provide shuttle services to the Silver and/or Red Lines.

3. Bicycle facilities

The proponent mentions that Boston has flagged both East 1st Street and Summer Street for protected bicycle facilities, however Figure 3.5a shows an on-street bike lane.

We urge the proponent to work with the City, and perhaps provide funding for, separated bicycle facilities on both East 1st Street and Summer Street. The distance of the site from transit and a mix of retail, job and civic facilities will make bicycling a more likely mode of off-site trips than walking.

We look forward to working with the City and Redgate as the project plans are developed in greater detail.

Sincerely,

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

Wendy Landman
Executive Director

Cc Ralph Cox, Greg Bialecki, Megha Vadula, Redgate
Elizabeth Grob, VHB



365 West Broadway
South Boston, MA 02127
tel: 617.268.9610
fax: 617.268.4813

August 1, 2017

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. I am the Executive Director of South Boston Neighborhood Development Corporation and a long time neighborhood resident. Over the last 10 years, many of our friends and neighbors have been displaced from the community because of the dramatic increase in housing costs. 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.

Hilco/Redgate, the developer, is proposing to build a dense development with a hotel, commercial/retail and nearly 1,600 units of housing. Their plan to include only the minimum 15% affordable units on the site should be increased to at least 30% of the units to address the community need for affordable housing. Too often with past developers, the South Boston neighborhood has settled for only the minimum in affordability. This site should be developed in an inclusive manner, to offer housing opportunities to a wide range of residents.

In addition to increasing the percentage of affordable units, the proposed development should include units that are affordable to the elderly and working families. 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,

A handwritten signature in black ink, appearing to read "Donna Brown", with a long, sweeping flourish extending to the right.

Donna Brown

Executive Director

Received
8/21/17



Mr. Tim Czerwienski, Project Manager
Boston Planning & Development Agency
1 City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Czerwienski:

We are writing on behalf of the Boston Marine Park Business Association, located in the Raymond L Flynn Marine Park, Summer Street, South Boston, Massachusetts. The Association is committed to maintain and promote our member businesses within the maritime, industrial and commercial character of the Park.

As a group, we wish to express our concerns re the proposed development of 776 Summer Street (Boston Edison Plant).

Firstly, the proposed project is predicted to generate over 10,000 vehicle trips per day. Much of this newly generated traffic will pass immediately in front of the Park, competing on the very limited capacity roadways, with the already heavy truck, employee and business traffic presently serving our businesses within the Park. In particular, the increase of vehicle trips competes directly with existing truck traffic along authorized truck routes designed to serve the needs of the Park and Conley terminal. Existing traffic and mass transit concerns are presently under duress and the addition of over 10,000 vehicle trips per day, along with proportionate increases in pedestrian traffic and parking demand are issues that urgently need to be well investigated.

Secondly, the proposed project would require removing the site from its present status within the Designated Port Area (DPA). This change in designation would be in advance of completion of \$1 billion dollars in infrastructure improvements to the dredging of Boston Harbor and landside improvements to Conley Terminal. It is likely that these investments in the Working Port will lead to additional maritime dependant business activities looking to locate within the DPA in anticipation of location and competitive advantages. Careful analysis should be required to determine that, with infrastructure investments, suitable land area remains available to accommodate these needs.

Thank you for your kind attention and consideration of our concerns in this matter. The Boston Marine Park Business Association would welcome the opportunity to be more involved in this discussion.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tom Caterino', is written over a large, light blue oval shape.

Tom Caterino
BMPBA President



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street proposals

Dan McCole [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 9:41 PM

August 4, 2017
Tim Czerwienski
Project Manager
Boston Development and Planning Agency

Statement by the South Boston Board of Directors ... (SBAA)

In March of last year (2016) officers of the South Boston Arts Association contacted the officers of Redgate/Hilco, developers of the former Boston Edison power plant at 776 Summer Street, and proposed an arts and cultural community center in their redevelopment plans. Since then the developers held four well advertised sessions at the Tynan School auditorium. The Boston Planning and Development Agency also held four sessions ... all advertised and promoted and open to the public.

Highlighted among the many subjects addressed were:

Traffic Issues: Traffic on First and Summer especially during the drive time 7:30 to 9:30 and 3:30 to 6:30 in the afternoons has been a problem for many years. It was made plain to the developers that this is a must concern for the people who took the time to attend the meetings.

Environmental Issues: Questions were asked and concern stressed that any residue environmental hazards need to be addressed.

Parking: Lack of convenient parking spaces for residents is the perennial problem in today's South Boston.

Affordable Housing: We need more housing for our seniors at affordable rent.

We have seen redevelopment change the physical nature of South Boston without any apparent interest in the wishes and life style of its residents.

The developers have said they will consider all aspects of the resident's concerns.

The SBAA commends the redevelopers, Redgate/Hilco, for their openness and transparency regarding their proposed plans and their wise decision to ask for suggestions from all South Boston residents through their many publicly advertised meetings. The Redgate/Hilco people listened and we are fully confident that they have learned of the wishes and needs of our community.

The officers, board of directors and the membership of the South Boston Arts Association have listened to the developer and the residents who took the time to attend these meetings and at this time we stand firmly behind the developer's proposals.

Since our beginning the SBAA has been seeking a site to establish a South Boston Arts and Cultural Community Center. The need for this was apparent as the public schools had abandoned any serious need for Arts Programming in the adoption of their core curriculum for the city's youth. This need was also visible during the 15 years the SBAA has been in operation. Many adult residents (working residents and retired seniors) who had sought to accommodate their suppressed art talents late at night ... in their kitchens, basements and attics became members of the SBAA and found a second home ... and many new friends who nourished and encouraged their talents. Quite a few have progressed as writers, painters, photographers, performers and many others as friends of the arts.

And as the membership grew it became apparent that the latent need for many in our membership ranks grew into a definite must for space in support of their needs.

Eight years ago the city announced they were accepting proposals for the use of the abandoned D Street Police station (Station 6) by the City of Boston Neighborhood Development Agency for redevelopment. The SBAA joined with associated residents and produced an RFP for plans for an arts and community center. Apparently we were too late ... the plans for a small housing development had already been arranged and we lost out.

We then went after the closed St Augustine Church on Dorchester Street. It was up for sale and redevelopment. We partnered with a development firm who would purchase the church, rectory and the school and then sell the church back to the SBAA for an Arts and Cultural Community Center. This development opportunity was eventually denied by the Archdiocese.

The SBAA has been partnering with the South Boston Community Health Center in their youth program since 2006 in youth art programs, including the Lighthouse street art programs ... murals, and basic community sessions, such as street cleaning, and for 12 years cosponsored spring break traveling work teams to disaster areas: New Orleans, and Mississippi. For Katrina Hurricane rebuilding, Tuscloosa, Alabama for severe Tornado damage ... Long Island for Hurricane damage ... and Detroit, Michigan for 2015 Flood disaster.

We seek a small Arts and Cultural Community Center in this new proposal because it would serve all residents ... young and old ... male and female ... long time and newer residents ... talented artists and not so much ... art-lovers and just plain people.

8/9/2017

City of Boston Mail - 776 Summer Street proposals

One more thing ... Where have these latecomers been for the past 15 months? And what stirred the nest?

Thank you for this opportunity.

Dan McCole, president
South Boston Arts Association



Tim Czerwienski <tim.czerwienski@boston.gov>

SOUTH BOSTON ARTS AND CULTURE

Stephen Allen [REDACTED]

To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 9:04 PM

DEAR TIM

I'M THE PUBLISHER OF NEIGHBORHOOD PHOTO NEWS

I LOVE PHOTOGRAPHY AND THE ARTS

BUT SOUTH BOSTON NEEDS A SPACE TO SHOW OFF IT'S ART AND CULTURE

PLEASE ADD SPACE FOR THEM IN THE NEW EDISON PLANS FOR DEVELOPMENT

KIDS NEED MORE SUPPORT FOR THE ARTS.

THERE NEEDS TO BE MORE ART FOR KIDS LOCALLY.

THANK YOU

STEVE ALLEN JR.
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant development

Kelly Allison [REDACTED]

Thu, Aug 3, 2017 at 12:51 PM

To: Tim.czerwienski@boston.gov

Cc: [REDACTED]

Dear Tim,

I am a concerned Longshoreman of local 800 and former resident of South Boston. I strongly oppose the Edison Plant development. The proposed density and scale of the project will only serve to further increase the traffic and congestion that the overdevelopment of South Boston and the waterfront has already caused. I believe this operation will adversely affect the operations of the port of Boston and ultimately the Massachusetts economy. The traffic that would generate from this would limit our abilities to accomplish what we do at Conley terminal at a productive rate, and could ultimately put our operations to a halt. With that being said I hope you can understand our concerns and re-evaluate your plan for the Edison Plant. I thank you in advance for any time spent reviewing our concerns.

Thank you,
Kelly Allison



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Phyllis Allison [REDACTED]

Thu, Aug 3, 2017 at 1:20 PM

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

My comment on the Redgate Edison Project is NO. Way too big--it will add density and congestion to our already crowded existence.

Back to the drawing board, please.

Thank you,
Phyllis Allison
Old Harbor Street
South Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: 776 Summer Street (Edison Plant) IAG Meeting

Judith Anne [REDACTED]
To: Tim.Czerwienski@boston.gov

Fri, Aug 4, 2017 at 11:23 PM

Subject: Re: 776 Summer Street (Edison Plant) IAG Meeting

Upper most in people’s minds overwhelmingly is vehicular concerns. This broad-based term is segmented out into several different categories delineated below in the first (5) five impacts and discussed individually in the following paragraphs, and a listing of other impacts cited by our neighbors. (1)Traffic management, (2) Air quality, (3) Parking, (4) Noise,(5) Public transportation, (6) density (7) Preservation of more of the historic structure(s), (8) First Responders (9) Affordable Housing. (10)Utility and infrastructure impacts, (11) Continued successful operation of the Conley Terminal, (12) Height of structures in the current plan (13)community access (14). Pressure on existing recreational facilities

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

From: **Development Review at the BPDA** <Tim.Czerwienski@boston.gov>
Date: Tue, Jul 25, 2017 at 10:01 AM
Subject: 776 Summer Street (Edison Plant) IAG Meeting
To:

Public meeting hosted by the BPDA	View this email in your browser
 boston planning & development agency	



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed 775 Summer St. project, South Boston

Brian Anton [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 7:43 AM

Dear Tim,

I am a South Boston resident and wanted to give my input on this project during the comment period. While it sounds great in theory, I must oppose the project in its current form.

I am not against additional housing, but it cannot be done without FIRST addressing the infrastructure needs of the neighborhood. I have lived here for close to 20 years and have seen the quality of life deteriorate as more and more housing has been built, but without enough parking, traffic engineering, or public transportation improvements made to support the increased density.

In the time I've been here, finding street parking for residents has gone from easy to difficult to impossible. There is simply not enough to go around, even with some parking included in certain developments. For those of us in housing that predates the building of included parking spaces, we are forced to find street parking, and the city is providing no other options with all of the development it has approved.

The Edison project proposes 1500 units of housing with something like 800 parking spaces, so hundreds of new cars will be looking for spots even if not everyone in the new development owns a car. To be honest, conversion of the entire Edison property to a parking deck to be used, rented, or purchased by South Boston residents would be a much better idea, and would be a welcome reimbursement for all of the overdevelopment that has already occurred in recent years.

As for traffic, access to the neighborhood is through a small number of pinch points, and they cannot accommodate the amount of traffic even currently flowing through them, let alone with the addition of the enormous project being proposed here. I see very little being done to address this. You cannot possibly consider approving a project of this scale without prior, or at least simultaneous, major improvements to the neighborhood street layout.

Finally, with the MBTA being perpetually cash-strapped, I can't see that there could be enough expansion of public transit to accommodate the additional load required of this development any time soon. I agree the Edison site is in need of development somehow, but please find another solution. Many thanks,

Brian Anton

366 West Broadway

South Boston, MA



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Project

Amy Auth [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 8:02 PM

Tim,

I live in South Boston, at 743 East Fourth Street #106. I write to express my concerns about the Edison Plant Project. While I would like to see something productive done with the property, I am concerned about a huge influx of additional units of housing without a solid plan for dealing with the extra cars and extra pressure on the transportation systems in the neighborhood. I have lived in South Boston for over 13 years, and in the last few years the transportation system has been so overwhelmed by the population increase in South Boston it is almost useless. The number of new units should be restricted, and the property developed for more open and commercial space.

Best,

Amy Auth
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Richard Bagge [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:50 AM

Hi Tim - I am writing today to support the South Boston Arts Association and want to see art and culture as part of the new plans for the Edison Plant.

As a resident of South Boston, I believe this is important and believe the So Boston Arts Association is the right group.

thanks
Richard Bagge
557 East 4th St



Tim Czerwienski <tim.czerwienski@boston.gov>

Against the Edison plant development

Chris Barese [REDACTED]

Thu, Aug 3, 2017 at 7:26 AM

To: tim.czerwienski@boston.gov

Hi my names chris O'Neill . I'm a southie resident who has lived here my whole life. I am against This development for many reasons. These include traffic congestion, decrease in parking on top of the few spots we have , and a congestion of people. If this gets built it will destroy a town I love and grew up in and still live in today. Instead of helping make this town better it will hurt it.

Thank you for your time

Thank you for your time.
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer ST.

Louise Baxter [REDACTED]

Sat, Jul 29, 2017 at 1:35 AM

To: tim.czerwienski@boston.gov

I support the call for more affordable housing and agree with those having concerns whether our infrastructure could handle a too big project

[REDACTED]
Louise Baxter
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Krista Beem [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Jul 31, 2017 at 12:27 PM

I will only support this project if the Red Line is extended to City Point; the 1.15 acre plaza along the Reserve Channel is included; a grocery store is included; and the planned 5-acre park is included.

Sincerely,
Krista Beem
398 W. 1st Street
South Boston, MA 02127

August 4, 2017
J.F. Bennett
South Boston, Mass.

I am opposed to the present plans for development of the former Edison Power Station on Summer St. As presented the plan will radically alter the fabric and character of City Point. City Point for the past century or more has been primarily a residential neighborhood composed of mostly two and three story multi and single-family buildings with only a few small retail establishments. It's population until recently was composed of multigenerational family groups with a mix of seniors and singles in small apartments and rooming houses. Over the past two decades, condo conversion has changed the character of the community adding many more one and two bedroom units occupied mostly by young single transient professionals, people following jobs with little interest in creating a community connection with people not in the same socio-economic group.

This development is, in essence, a gated community without a gate. A large plot of private property which in its current layout discourages through traffic and lacks a real connection with the greater community due to this limited street connection and the scale (and potential style) of its architecture. The site needs more streets and more connections to the outside neighborhood. A second street connecting with 1st St. on the east side of the site and a street across the north side of the building line before the waterfront space. The street would also more clearly indicate that that space is not just the front yard of the commercial endeavors along that side of the development. A lively, safe, public street life cannot be created or maintained artificially. It must flow naturally from an established rooted population invested in their community. Private security cannot take the place of a vibrant public sphere composed of an engaged, invested group on neighbors out on the sidewalks. The claims of a desire for small locally geared businesses in the development strike me as unrealistic. I believe new construction typically needs high volume businesses in order to pay the higher rents needed to defray the costs of construction. I also feel those business will be handicapped by the lack of through traffic. How will this development impact the existing commercial zones on East and West Broadway?

While I understand the theory behind limiting parking in order to "discourage" driving, In the real world it impacts those with the least driving flexibility; poorer people with fewer employment choices. With fewer parking spaces than residential units on site where will people patronizing the businesses or the open space park? While I understand much of the parking on site will be used by different people at different times of the day, there seems to me a strong likelihood that there will be times there with be a dearth of space for the number of automobiles on site. More parking is needed—a surplus able to accommodate neighborhood over is needed.

The streets and the open space really NEED to be true publicly owned land. I have serious reservations about privately owned public space at the present time. I see many issues daily along the South Boston Waterfront particularly in the Fan Pier area. The city doesn't have a mechanism in place at present to oversee and regulate these spaces and agreements as was demonstrated recently by the issues with Intercontinental Hotel and the New Boston Garden. I don't feel comfortable handing myself and others over to private security who lack the training and accountability of our police. There is the question of parking meters and parking fees as well, how will that be regulated? Who will collect those fees from parking tickets, if any? New

York City recently catalogued their “POPS” and found numerous violations of these agreements made by private entities. I feel these sorts of deals are an abrogation by municipal government of its *raison d'être*. I have no faith in corporate self-policing. These private streets will be a free-for-all like the private ways of the Fan Pier. There is no really no accountability down there. I don't expect this or any other development to be any different unless the city takes a greater interest in governing these areas. The city and state need to clearly define and legislate who has authority and over what.; is an entity like Redgate/Hilco acting as a state agent when creating and maintain “public spaces” and what rights do we have while traversing such spaces? I also feel we need a separate discussion regarding open space in South Boston, What kind do we want, what do we want it to do and is all open space necessarily good open space? What makes successful open space?

Public transit is beyond capacity in South Boston at present, this development with put a tremendous strain on this already overburdened system. Serious upgrades need to be in place before any major development takes place. We need something quite radical, something much more than a few more buses or relying on ride sharing or private shuttle buses. Silver Line service is not the answer, since it is BRT only in name. Ride sharing and private shuttles are a return to the 19th century—with cell phone “apps” added, just like private ways & security they are lacking in accountability and supervision. It is time we considered a return of rail service to City Point. Any service improvements must benefit all City Point and greater South Boston, not just the Edison development. Service routed down 1st. St. to Summer St. Leaves the rest of the community out of the loop. As it is we have seen a diminution of service euphemistically called a service improvement in the routing of buses onto 1st St. along an abbreviated route.

Redgate/Hilco “sold” themselves to the community as a firm with a history in preserving and repurposing former industrial sites, however the plans they have presented preserve very little of this historic site; leaving a partial structure standing without any context to its part of the whole. This is the only major piece of City Point's industrial past remaining. It is an important site in the annals of engineering & electric power generation and as such is worthy of more serious preservation. Also preserving and repurposing more of the structures will help to knit this development with the rest of the neighborhood, if only by dint of its long existence as part of the community. It has a comforting familiarity for many residents. More than just the turbine rooms are historically and architecturally valuable. The BELCo plant is one of the earliest large scale A.C. power stations and the remaining sections of EEICo boiler rooms are architecturally unique as far as I've been able to determine; there are no other power stations with segmental arch windows topped with lunettes which I have been able to identify. With a little bit of imagination I feel much more of the structures could be saved and repurposed, find new uses while retaining character and context. The more of the old buildings are razed the more the area will become a artificial neighborhood in and of itself with little in common with the surround neighborhood since no new construction there will mimic the pre-existing neighborhood. Preservation of a higher, maximum amount of the old power station is needed to maintain a feeling of continuity and connection with the rest of City Point.

Who is going to pay for all the “Art & Industry” and the myriad waterfront activates proposed? Is some going to profit financially from these things? Are they just a carrot dangled before our eyes or is this another “Lawn on D”?

What guarantees do we have for any of these promises? I believe if this development goes forward the city should require Redgate/Hilco post a performance bond to guarantee financing of any public accommodations in the event of their withdrawal of financial support.

I would like to see the creation of an arts and industry school, maybe in the BELCo building; something, which could offer training in the trades to local teens and the unemployed. Possible trade with niche markets in keeping with the site's history. Something along the lines of a machine shop, smithy, or wheelwright, cabinetmaking; industries that are alive, but having a hard time attracting young people. It could be a school, a museum and a profit making business.

A community composed primarily of mostly single, transient,—no matter how well off—millennials cannot thrive and mature. It cannot spawn those natural social connections, which grow organically from a long-term multi-generational, diverse community like South Boston. It can only lead to a static, stunted shadow of a real neighborhood; one in which social conventions and groupings can never truly develop and thrive. There will be faddish groupings following the latest trends and fashions, but these never last and enough of these people won't be around long enough to reconnect from fad to fad creating a lasting, living neighborhood. The architecture must connect with the greater neighborhood and be attractive and affordable to a diverse population.

The city cannot continue to allow heavy development along the L & Summer Sts. corridor while depending on it as a primary route for traffic from the South Shore. The street cannot do double duty bearing an ever-increasing traffic load indefinitely. We can't keep putting this off for future generations to deal with. This development will only exacerbate the problem.

There are many other issues, some of which I'm sure my fellow resident have touched upon and I'm sure will be discussed in future meetings. I personally would be happy to see the site remain as it is indefinitely, but knowing that's unlikely I'm interested in finding a plan that best compliments and enhances the City Point neighborhood. At this point in time I feel we are beyond "taking a hit" and accepting linkage gifts; this time around our wellbeing needs to come before the purses of the speculators. (to put it bluntly)

In closing I'd like to offer a quote from Jane Jacobs'; *The Death and Life of Great American Cities*: "The solution to [Boston's housing problem] cannot lie in vain attempts to plan new self-sufficient towns or little cities throughout [the] metropolitan region.... We cannot have it both way: our twentieth century metropolitan economy combine with nineteenth century isolated town or little city life."

Regards,

J.F. Bennett



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Pauline Benvissuto [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:53 PM

I strongly appose any construction to the existing Edison Plant and the surrounding area. This site is and always will be a very toxic site. Disrupting the plant and the grounds on this site will reeke havoc and sickness on the people living in South Boston.

I have lived in South Boston all my life at more than a mile away from the Edison Plant, when as a child I remember every Sunday evening around 8:30 - 9 p.m. the swoosh and huge booms from the smoke stacks went off to clean out and release the toxins into the air. Every Monday morning all the window sills in the house was full of black soot and grim.

Living in this contaminated community caused me to get Lupus at the age of 35. In 2002 the Commonwealth of Mass. Exec. Office of Health and Human Services Dept. of Public Health conducted a South Boston Scleroderma and Lupus Health Study. This study was prompted to investigate concerns regarding an alarming elevated rate of scleroderma and lupus among current and former South Boston residents. At that time there was a push to keep this study secret so as not to bring negative attention to this area because developers were trying to build up this community.

I was part of that study. This terrible disease has stolen many years of my life. The Edison Plant has always been a toxic environment. Please do not unleash this health hazard to our community once again.

Sincerely,
Pauline Benvissuto



Tim Czerwienski <tim.czerwienski@boston.gov>

So. Boston Arts Association - Please help!

Ginny Bergin [REDACTED]

To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 5:10 PM

Dear Mr. Czerwienski:

Please continue to support the Redgate/Hilco proposal to include space for the Arts & Cultural Community Center in the former Edison power plant property.

This center will bring great benefits not only to the South Boston community but to surrounding towns as well, as the Association showcases many different artists & cultural events.

Thank you.

J & G Bergin



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

David Biele [REDACTED]

Fri, Aug 4, 2017 at 4:22 PM

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

Cc: slynch <stephen.lynch@mail.house.gov>, linda.dorcenaforry@masenate.gov, "Collins, Nick - Rep (HOU)" <Nick.Collins@mahouse.gov>, bill.linehan@boston.gov, michael.f.flaherty@boston.gov, michelle.wu@boston.gov, john.allison@boston.gov

Tim:

I wanted to submit my personal comments regarding 776 Summer Street, outside of the IAG comments. At the outset, I would like to state that it's my personal opinion that having the development team address impacts is premature. This project must pass several levels of state review before the IAG and the BPDA process can play out in shaping the development. I believe that the BPDA should require the project team to obtain these approvals before these conversations continue. If state approvals are not obtained, the preferred option for development, which has been the sole topic of these public meetings, will change and these conversations will be moot. Therefore, I believe that it is in the best interests of the development team, the city planners and the neighborhood to wait until the state processes play out, instead of getting bogged down in the nuances of a project that may never come to fruition. That being said, I would like to submit my personal comments.

I believe that the preferred proposal being pushed by the development team is out of scale for the traditional South Boston neighborhood. Building with heights of 200 feet are not something that fits in along City Point and it is not the size that was in mind during the Article 68 planning process. The density being proposed by the development team is more appropriate along the Waterfront, or the Dorchester Avenue Corridor. The proposal would also be out of place along Broadway, which historically has absorbed higher heights and density. I am worried what type of precedent would be set if development of this scale is allowed to move forward.

I am also deeply concerned with the impacts of this project on our public transportation infrastructure. It is well documented that our public transportation system has not been able to keep up with the population growth and pace of development in the City of Boston. This development, situated at the start of bus service for the entire South Boston neighborhood, would cripple public transit options for the rest of the neighborhood. The BPDA should direct the development team to further study this area, as it will have impacts beyond the surrounding City Point neighborhood.

Additionally, the development team should maximize the opportunity for affordable housing. Washington Village and The Beverly were able to do so, and there is no reason why the South Boston neighborhood should settle for the minimum 13% if this project moves forward. The City of Boston is rapidly becoming a city of haves and have-nots, as we have one of the highest rates of income inequality in the country, and it is the responsibility of the City to address this problem. A development of this magnitude needs to do more than the bare minimum to meet the Inclusionary Development Policy, and the City needs to make this development team do more.

Similarly, more needs to be done on parking. The proposal's parking requirements are grossly inadequate for a 15-acre development, especially when Alternative B calls for significantly more parking.

Lastly, the development team has been pushing its "preferred" development proposal. However, they provided three alternatives for the project in their PNF. The community deserves to know ALL the options that are on the table. The development team should not be allowed to lead the conversation away from feasible projects for the site which the development team as proposed in writing. As the proponent, they have an incentive to shift the conversation away from less lucrative proposals, and I hope the BPDA will hold their feet to the fire on their misleading presentations. At the public meetings, there has been a clear demand for parking--Redgate and Hilco's "Alternative B" calls for office space with approximately 1000 parking spaces. However these details have been buried in the filings and not presented in-depth publicly. I hope the BPDA would require Redgate and Hilco to address Alternative B in the upcoming scoping session to ensure that all options are on the table for discussion.

Thank you for your time and attention,

-David Biele



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street - Former Edison Plant

Binkoski, Brendan [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>
Cc: "Mark.McGonagle@Boston.gov" <Mark.McGonagle@boston.gov>

Thu, Aug 3, 2017 at 4:09 PM

Mr. Czerwienski / to whom it may concern,

I live a block from the Edison building. I agree the site should be cleaned up, and used, but not in this way.

First, does Mark McGonagle, a BPDA liaison, also work for the assessing department? Why is he commenting on city property tax increases? Residential and commercial tax rates are set annually and on a city-wide basis, not by each neighborhood. If anything, the proposed 1,500+ residential units and a hotel should raise 10s of millions of dollars in property tax revenue annually for the city - driving residential taxes down - despite offsets from city resources being allocated to the site. He should focus on his realm of expertise. Also, his language is clearly paving the way for the maritime /industrial zoning to be lifted and this land to be given variances and not bound to any zoning article immediately. The zoning lift appears to have been already decided behind closed doors.

Second, the BPDA should take the word "planning" more seriously and not cave to developer demands. The South Boston Waterfront is already a part failure due to a "build now, plan later" attitude. The public transit is an embarrassment given the amount of growth in the last 5 years. This is a State issue as well, but it is also a planning failure. Do you really think a few extra buses or a study on something which will not happen such as red line expansion, is a solution for a massive influx of people and cars? Additionally, why include the 1,000 parking spots? Minimal parking for the hotel should only be allowed. More parking leads to more congestion. This project has a target date of 2027, when the car-sharing / autonomous vehicle industry will be dramatically different and advanced. Most urbanites will not need a vehicle. Please read the recent Penn Wharton School study on this "Tomorrow's Transportation Ecosystem: From Autonomous Vehicles to Public Transportation". Housing units should receive zero parking. If you are planning to give carte blanche variances for other means, give a zero parking variance as well. Think forward.

Lastly, which is a stretch because the BPDA typically sides with developers over the neighborhood voice - let the land remain as maritime/industrial zoning use *only*. The developer cleaning up the land is not enough leverage to give away this important parcel. Boston and Massachusetts should continue to focus on the dredging of the Reserve Channel to allow larger container ships to port, and the entire New England economy will benefit greatly. The Reserve Channel's strategic location to Boston should not be overlooked and partly given away for developer profits on luxurious condos and hotels. This city has already lost so much waterfront space to this cause.

Brendan Binkoski

3 Bay State Place

South Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

Comment on 776 Summer Street Development

Sameer Bhoite [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 2:06 PM

Tim

I support the mixed use for this development project only if the City funds a study of bringing Red Line to the City Point area. As a resident of South Boston on K street, the bus does not work well for the commuters on the east side of South Boston and with influx of new development along this side, a metro connection is highly needed

Thank you

Sameer Bhoite

Creative Director

[WARNER LARSON, INC.](#)

LANDSCAPE ARCHITECTS

130 West Broadway

Boston, MA 02127

[REDACTED] phone

[REDACTED] mobile

www.warnerlarson.com



Tim Czerwienski <tim.czerwienski@boston.gov>

support

Tim Czerwienski <tim.czerwienski@boston.gov>

Wed, Aug 2, 2017 at 3:49 PM

To: Harry Brett [REDACTED]

Mr. Brett,

Thank you for your message. I'll add it to the file of public comments on this project.

On Wed, Aug 2, 2017 at 3:38 PM, Harry Brett [REDACTED] wrote:

Dear Tim. I am a member of the South Boston Arts Association and would like to see a permanent home for the Association in the old Edison building. I , and my family are long time residents of Braintree where we have a fairly new art center that offers all sorts of artistic interests for young and old. I enjoy the comradarie and encouragement that I get in South Boston. Please consider on our behalf. Thank you. Harry Brett

--

**boston planning &
development agency****Tim Czerwienski***Project Manager*

617.918.5303

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Edison Power Plant Development

Nicholas P. Brown [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Jul 27, 2017 at 10:31 AM

Tim,

I am writing to comment on the proposed redevelopment of the South Boston power plant. I am the owner of 158 M Street and live there with my wife, son, and soon-to-be daughter.

My wife and I are not opposed to the re-development, but we are concerned that the amount of housing proposed will negatively impact the neighborhood if ongoing transportation and parking problems are not first addressed.

At present, City Point does not have sufficient public transportation. Without more and better transportation, the parking shortage throughout the neighborhood will not improve.

The proposed development of the power plant will significantly increase the number of daily car trips (more than 10,000 trips per day) and the number of public transit users (5,000 per day).

The project, however, only includes 987 parking spaces and provides no concrete solution for the 5,000 additional public transit riders to be added to the already over-burdened and inadequate bus service. These issues must be fully and adequately addressed before this project proceeds.

I suggest the following:

- More parking must be included in the project, including the addition of a public parking garage available for use by the entire neighborhood. A public garage will likely go a long way toward winning-over City Point residents. Such a garage is badly needed and this site may be the only chance to build one. The City should press the developers on this issue.
- More public transportation must be funded before this project proceeds. It's not enough to simply talk about new public transportation. It must be planned and funded before the project proceeds.
- The project must include affordable housing.

This redevelopment is a once in a generation opportunity to clean-up a contaminated site, bring much-needed housing to the area, and to otherwise improve the City Point neighborhood. It would be a shame if the City failed to secure badly needed benefits for existing residents.

Thank you.

Nicholas P. Brown
PIERCE ATWOOD LLP

100 Summer Street
22nd Floor
Boston, MA 02110

PH [REDACTED]
FAX [REDACTED]

[REDACTED]

BIO ▶ Admitted in RI, MA, NY

This e-mail was sent from Pierce Atwood. It may contain information that is privileged and confidential. If you suspect that you were not intended to receive it please delete it and notify us as soon as possible.



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments Re: Boston Edison Power Plant

Michelle Burnett [REDACTED]

Tue, Aug 1, 2017 at 11:39 AM

To: tim.czerwienski@boston.gov

Hi Tim,

As a new a home owner on 621 East First Street, the following are a few comments to consider:

- Ensure a healthy and safe environment during construction for home owners near the project
- Complete construction M-F and during reasonable working hours
- As the community has mentioned, please no buildings over 4 stories.
- During the development process please consider adding the following to the plans: grocery store (maybe a Wegman's), movie theater, park with water access, high end restaurants and shops, (please no McDonalds), Open air market similar to SOWA and a Boutique hotel
- Please add trees and greenery to prevent the area from looking like a concrete jungle.
- Build out roads to lessen traffic congestion

Thanks for collecting feedback and good luck with the planning!

Southie Resident



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

EJ Burns

To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 3:43 PM

Hello Mr. Czerwienski.

My name is Edward Burns and I am a lifelong South Boston resident. As you may or may not know our neighborhoods traditions and culture means more than anything to us. We all used to be a tight knit community that helped and always look after each other. The reason I use the term "used to be" is because of the BPDA and many other groups that are using our land like a goldmine, except with a community already on top of the gold mine. Sure you can legally build and develop anything you want in as long as it's in the legal standards but you should really consider our side too, which I don't believe you guys really have the past ten years and probably won't now. Not only will a huge multiple block long development hurt the original residents and frustrate us even more, a lot of men and women work along Conley port. The longshoremen and women have that part as a huge part of their living. This will seriously hinder their way of making an HONESTY living, which a lot of the newcomers know nothing about. If you would, it would be greatly appreciated if you would at least reason with the majority of the community that has the least of the say. It amazes me how 90% of our neighborhood will want something but our vote counts for about 10%. Please think how that development will really impact our community.

Sincerely Edward Burns.

Life long South Boston resident.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

Robert Byrne [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 7:31 AM

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,
Robert Byrne
Financial Secretary
ILA Local 799

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston haul road

[REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:17 AM

Dear Mr. Czerwienski

My name is Brian Callahan, i am 27 years old and was born in raised in Boston my whole life (as was the past 3 generations of my family!) But now live in South Boston. I am currently a 3rd generation union Longshoreman going into my 9th year of seniority at the Port of Boston for the I.L.A local 799. I am writing in opposition of your proposed plan at the Edison Plant. It is TOO BIG OF A PROJECT for the neighborhood! And also will disrupt Conley terminal which is VITAL to Massachusetts' economy! Please, Please, Please reconsider this plan as it would be so hurtful to the neighborhood of South Boston and the State of Massachusetts and my job which I love and have dedicated my life to!

Thank You Sincerely,
Brian Callahan
(Longshoreman & Boston resident)

Sent from my iPhone

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development

Megan Kaplan [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Jul 26, 2017 at 7:08 PM

Mr. Czerwienski,

As a resident and property owner of/in South Boston, it is my responsibility to present concerns and submit input regarding the upcoming Edison Plant Development. In an effort to be concise, here are my thoughts:

- South Boston is currently experiencing an extreme parking AND public transportation crisis. I believe we should limit the number of condos and housing built in the development in order to prevent the crisis from worsening. This area simply does not have the infrastructure to support this amount of growth.
- An red line extension to the City Point area will be extremely beneficial not only to alleviate traffic at the development but also to bring patrons to the development. Also, an increase in the number of buses in the area would be helpful.
- A grocery store would be extremely beneficial to this area seeing that the Seaport, Fort Point, and South Boston are lacking in grocery options. The Stop and Shop on Broadway is notoriously lacking in quality and healthy options that appeal to the newer demographic in the area. Many residents leave the area for their grocery shopping to go to places like Whole Foods, Trader Joe's, Roche Brothers or Market Basket. The smaller, family-owned options are great but expensive and don't offer everyday grocery options. A quality grocery option would absolutely thrive in the new development.

Thank you for your time.

V/R,
Megan Kaplan
[REDACTED]

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

HRP 776, Edison Plant

Joseph Cappuccio [REDACTED]
To: Tim.Czerwienski@boston.gov

Mon, Jul 31, 2017 at 12:54 PM

Hello Tim,

I would like to comment on the proposed Edison development with the focus on the need for housing for the working poor.

May I suggest that a apartment building be built on the property that will house the working poor of the community; folks that clean buildings, wash floors, empty the trash.

I would like a response to this suggestion if at all possible.

Sincerely,

Joe Cappuccio

746 East Fourth Street

South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Joseph Cappuccio [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 2:41 PM

To Whom It May Concern,

We wish to express our concerns about the development at 776 Summer Street in South Boston. We are very concerned about the environmental impact to our, parks, open spaces and green spaces. The committee has been working with our elected officials to ensure that we keep our green/open spaces for future generations and for the good of the visitors to the South Boston area. It is incumbent upon on all of us to decrease our carbon footprint, and help to reverse climate change. May we suggest the planting of trees, shrubs, planters, helping with gardens and open space would certainly have a positive effect on our environment.

Having stated our reservations we have a suggestion. We would like to work with your development company to ensure that the all the environmental concerns that we have are addressed.

Furthermore, we would like to build a partnership with your company now and in the future, your commitment to this endeavor will show the community that you are not just about development but for the health and welfare of impacted community and beyond.

Sincerely,
Joseph Cappuccio
Chair



Tim Czerwienski <tim.czerwienski@boston.gov>

EDISON PLANT/SOUTH BOSTON

karen carey [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 11:37 AM

Dear Mr. Czerwienski,

I am South Boston born, raised and still live here. I am a homeowner and have raised my children here. They have also remained in their neighborhood.

My family and I are in strong OPPOSITION of the proposed Edison Plant development project.

This would be an environmental and health disaster.

South Boston already has higher than normal rates of cancer (especially rare forms), lupus, and scleroderma.

We all know the cause stems from Edison and oil tanks on First Street.

Commonwealth of Mass clearly stated this site should never, ever be disturbed or developed.

Please don't let the almighty dollar win.

We have been to enough hospitals and funerals because we unknowingly lived in a toxic environment.

I am counting on you to protect us. We are not in short supply of over development, please leave this site untouched. We have lost enough.

Thank you

Sincerely,

Karen Carey

7 Pacific Street



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development

Elizabeth Carr [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Jul 27, 2017 at 2:22 PM

Hi Tim,

My name is Liz and I live in a small condo in city point on East 6th st. It's such a wonderful neighborhood and I can really see myself staying here a long time and raising a family here. We bought a run-down condo and rehabbed the inside last year, hopefully giving us the ability to live here as long as possible.

There is so much development going on in South Boston and it really does make me anxious about the place I've chosen to live. The Edison is a huge piece of land that is not currently used, so it makes sense to develop it into something that gets far more use. I read on the Caught in Southie blog that your team was soliciting community input, so here are a few of my thoughts. Thank you in advance for reading.

What I would love:

- For Redgate to use this as an opportunity to improve transit to the East side of South Boston instead of adding congestion, as well as servicing the new units and commercial space that will be built. Transit is already a huge problem without adding many new units of living space. The existing transit system can't handle the existing population, that needs to be addressed before any new housing is built. I can bet that a lot of the people moving into this area work in the downtown or financial districts and would be relying on the #7 bus route as it currently exists.
- For the plans to favor a pedestrian or biker rather than a car. A car culture runs contrary to building a strong community.
- For there to be true affordable and family housing included in the plans, and not just the bare minimum. I'd love to see a commitment to keeping residents able to live close to where they work, no matter their income level.
- A grocery store. Currently, all South Boston has is the Stop & Shop on the East side and the Foodies on the West side. Lines are very long and options aren't great. The Whole Foods in the South End isn't within walking distance and is overcrowded as well.

What I would hate:

- For the development to not blend into the existing neighborhood. The Edison buildings are already massive, but I'm worried about 200 foot tall towers creating an anti-neighborhood feel.
- For the development to only be appealing to a high-spending demographic for both shopping and living.
- For the development to have a significant negative impact on the community during construction. This is going to be a long project!

Thanks again for your consideration and for your work on this project.

Liz Carr



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd:

Cathy [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 5:29 PM

South Boston is over crowded as it is now. Let Mass Port take the property over and stop the over building now. There is no place to park as it is. Shame on the City of Boston for letting this happen. There are no families left because no one can afford to live here. So there are no schools left. There are only singles with room mates and 3 and 4 vehicles here now once they get married and start to have families they are not staying they will be out of here. This use to be a great place to live but now it seems we need more dog parks than playgrounds.

Sent from my iPad

Begin forwarded message:

From: SBCPNA [REDACTED]
Date: July 25, 2017 at 4:29:08 PM EDT
To: Paul Goulet [REDACTED]
Subject: Fwd:

PORT DESIGNATED AREA REVIEW MEETING TONIGHT

EDISON PROJECT

--

Chair



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Development

Alex Cattell/USA [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 3:11 PM

Hi Tim,

As a real estate professional & a resident of South Boston (at one time 592 E. Third just a couple blocks from the site) I plead that at the very MINIMUM, 300 housing units (condo or rental) be built ASAP. The City of Boston & South Boston specifically are undergoing an unprecedented wave of demand that is making not just home ownership unattainable for younger, working class people, but also driving rents up to unhealthy levels. A ton is being done in the affordable housing realm, which I appreciate, but the hard working middle class people above the "affordable" threshold are quickly becoming the class with the toughest hill to climb. I fear that I won't be able to start saving for my retirement nor for my children's college education because of the current & future burden of housing.

Thank you for your time & consideration,

Alex Cattell

Financial Analyst

Tenant Advisory Group

Direct: [REDACTED]

Mobile: [REDACTED]

Fax: [REDACTED]

[REDACTED]




225 Franklin Street, Suite 300

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Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant development

Gloria [REDACTED]
Reply-To: Gloria [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Wed, Aug 2, 2017 at 12:26 PM

Tim,
I support seeing arts and culture included in the Edison Plant (L Street) development.

Gloria Cerullo
57 Farragut Rd.
South Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Edison Plant plan

PAUL CHRISTIAN [REDACTED]
Reply-To: PAUL CHRISTIAN [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 3:02 PM

Dear Mr. Czerwienski,

I am a lifelong South Boston resident and taxpayer. I am writing to you to voice my strong support that an **arts and cultural center** be included in the future plans for the former Boston Edison Plant site in South Boston.

Paul A. Christian

1682 Columbia Road

South Boston, Ma 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison power plant project

Stephen Congdon [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Jul 27, 2017 at 10:32 PM

Hi Tim,

My recommendations for the project:

- Make sure that the buildings don't block out the view of the city skyline when looking from M street park and Castle Island. I don't know exactly what height the buildings would need to be below to meet that, but I think it makes sense. Tearing down the power plant will remove an eyesore that blocks the skyline view from Citypoint. If we simply build another big building it'll block the view right back out. Let's preserve the view that will be gained by tearing it down.
- This ones simple and I would think will be a given: Redo the sidewalks and stretch of Summer street between the bridge and L st. And pave some lane lines on Summer st.!!! Why are there no painted lanes now anyways? It's absurd the street is incredibly wide and no one knows how to handle driving down it bc of that. Are there two lanes? One? Is there a turning lane from Summer to east first? Let's clean that all up and make it evident.
- The street is also a main thoroughfare for a LOT of walkers and bikers and runners. Wide sidewalks and a bike lane should all be made to account for this. I would guarantee that many commuters would choose to walk, run, or bike to South Station if Summer street were more inviting to do so. (Instead of taking a bus which would answer a lot of public transit issues.)
- Can we plant trees on the sidewalks too down there? That whole area is devoid of life. It would certainly brighten things up and make it more welcoming looking. It's the first thing you see coming into Southie let's make it nice looking!
- Why did they have to put up barbwire fence up around the new haul road entrance off Summer? That looks awful. No one is going to break in there and there's a big long bridge and water separating it from the other side anyways. That was completely unnecessary and not inviting looking coming into the neighborhood. Let's remove that fencing and instead make that small area near the bridge a little park area to sit by the water.

I'm happy to offer more insight if you have any questions about my ideas above. Just let me know.

Thanks!
Steve Congdon (East 7th St.)



Tim Czerwienski <tim.czerwienski@boston.gov>

dear Tim

Paul Conley [REDACTED]

Thu, Aug 3, 2017 at 9:53 AM

To: tim.czerwienski@boston.gov

as 60-year born & bred Southie resident (until a couple of years ago when i was forced out due to soaring property values) i just wanted to add my 2 c & say i generally support the Redgate project & the proposed work they are & will be doing with the Southie Arts group----(with the understanding that negotiations about managing the development of that huge property expanse are still ongoing & being fine-tuned)----Thanks----



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts and Culture

Barbara Connolly [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 3:43 PM

It is absolutely imperative that arts and culture be a major part of the development of the Edison facility.

I also hope that health and wellness be incorporated for all residents in south boston, including senior citizens. Would it be possible for a South Boston YWCA to be part of this planning also?

Sincerely,
Barbara Connolly

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison site

Kenneth Connolly [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 2:04 PM

I am a third-generation longshoreman writing this plea to put a stop to the oversized debacle planned for the old Edison site.

I lived in South Boston for 58 years and was virtually forced out by a similar greed-driven project. (Twenty four units in a space which would logically house eight were being constructed next door.)

As my father used to say, you can't put six pounds of sugar in a five-pound sack. In its current form, the enormous scale of this project is a recipe for disaster to a newly thriving port, which provides hundreds of good paying jobs to residents and billions of dollars to the local economy.

Please do all in your power to reassess and modify this albatross before it's too late.

Sincerely,

Kenneth D. Connolly

I.L.A. Local 800

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com



Tim Czerwienski <tim.czerwienski@boston.gov>

The Edison Plant

Daniel Conroy [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 10:08 AM


Please don't approve this project it will have a tremendously negative impact on the quality of life for our community.
Thank You
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston

Sun, Jul 30, 2017 at 3:50 PM


To: Tim.Czerwienski@boston.gov

Your site was down for comments

I am 100% against the Edison plant being developed on

First that place is not environmental clean and neighbors would have to deal with bad air during clean up

Second- The traffic that would come through South Boston would make us getting around impossible. We already have parking problems at night. Also in the morning we are all dealing with all this extra traffic as is. Look at morrissey blvd in the morning, we are a cut through as is. Adding all those housing or business would impact us greatly.

Thirdly- I would need to see why you want to build a arts building, I believe they already have a few and don't need more, would rather see that money going to the kids that are left in our old blue collar neighborhood.

Lastly I feel since we are so over populated that anything else here would make SB feel more like downtown then a neighborhood.

Thank you for reading this

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

Curley, Kathleen [REDACTED]

Fri, Aug 4, 2017 at 1:09 PM

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

I am oppose to the Edison project, the neighborhood can't house all those units as it is now I need to walk 6 blocks from my house to be able to get on a bus to get to work due to all the new condominium projects in the last five years, the neighborhood is overcrowded.

My once 40 minute commute has doubled to 80 minutes due to the heavy traffic and commuters;

Please stop the madness!

--

Kathleen Curley

311 Emerson Street

South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development

Caitlyn DeCarlo [REDACTED]

To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 3:30 PM

Hello,

I am a citizen of South Boston and I oppose the proposed development at the Old Edison plant. Please do not allow this project to pass. You will be doing a disservice to the people of South Boston.

--

Best,
Caitlyn DeCarlo



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development: the more units, the better.

Zack DeClerck [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Jul 26, 2017 at 10:10 AM

Dear Tim,

We are not South Boston residents. We are new, first-time, homeowners in Egleston Square. The need to increase our housing stock is a regional issue and everyone needs to bear some of the density increase in order to maintain a middle class presence in our city, the possibility for social mobility for families and a diverse economy.

Honestly, I wish some of Boston's wealthier inner-ring suburbs would diversify their housing stock. Whether they do that or not, I will, as a city resident advocate that we do our part by building more residential units.

Please do not let the residential unit count shrink on this project. It's unfortunate that after years of population growth, we now have to play catch-up with our housing supply. But, that doesn't mean we don't have to do it.

We would also advocate for less parking and more bike/ped infra.

Best,
Zack & Maddie DeClerck
20 Forest Hills St. #3
Boston, MA 02130

--

Zack DeClerck
Visual Journalist

Website: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Social: [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison development plan

Michael DelNegro [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Jul 28, 2017 at 4:06 PM

Hello Mr. Czerwienski,

I am a South Boston homeowner who has some comments regarding the planned development if the former Edison site, as listed below:

1. Clean up of hazardous material on the site, and other environmental impacts
2. Please do not artificially deflate the market by imposing affordable housing requirements - the builders pass the losses on those units along to the purchasing party who then has to pay higher taxes which also go to support those in the "affordable" units.
3. Please preserve public access to the reserve channel; using the converted acreage to increase the Harborwalk space and other forms of public access to the waterfront. Leaving reasonable space for a walkway or public park will still afford the developers the waterfront view and access which boosts their property values.
4. Public transportation. Bus routes need to be expanded, and service of the existing routes needs to be increased to correspond with the levels of ridership. Quality, reliable service will only increase the ridership. A train or streetcar would increase access to the Seaport or Southie without the issues of additional car's and auto traffic.

Thank you for taking these considerations into account.

Mike DelNegro



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposing the plan for 776 Summer Street

Casey Diehl [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 9:34 AM

Hi There,

As a resident of South Boston, I oppose the plan for the plant.

I dont think this community can handle more traffic than it already has. Parking is already a difficult task with the current amount of residents in the city.

Thank you,
Casey Diehl



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Development

19pdobes@gmail.com [REDACTED]
To: "Tim.Czerwienski" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 10:50 AM

Hi Tim,

My name is Paul Dobie ,I'm writing you today to express my concern about the proposed development at the Boston Edison plant in Southie .For the past 33 years I have been employed as a clerk at Moran terminal in Charlestown as well as Conley terminal and at Black Falcon as well

My concern with this proposal is how it will affect our operation,and frankly I don't understand how the city can go forward with this after seeing everything Massport has done to make their expansion project suitable for residents and business alike,upon completion they will have taken all truck and cargo traffic off of East 1st Street and have built a park for residents also along East 1st .

With 1500 new residents and trucks coming and going on Summer street the potential for a traffic jam exists everyday as well as those new residents ultimately voicing their displeasure with container trucks in what they consider their new neighborhood !!

I strongly oppose this new development

Thank You

Paul Dobie

Boston I.L.A



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to the proposed development of the Boston Edison Plant site

Theresa Doherty [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 12:42 PM

Tim Czerwienski,

I am a Longshorewoman over at Conley Terminal and Black Falcon Cruise Port that commutes to South Boston daily to work. When I heard about the development proposal to The Edison Plant, the first word that came to mind was simply ludicrous. As a commuter to the terminals I already have to deal with heavy traffic coming into and leaving work, by adding this additional development, not only are you creating chaos for me, and my fellow longshore men and women, but also for the residents of South Boston. To help keep the peace, a new road is being built and nearly complete for the trucks to stay off of first street to help alleviate traffic flow and noise pollution.

By going through with this development, not only are you jeopardizing my future at my career, one that I happen to love and be part of a multigenerational line of workers, you are eliminating the possibility of growth and expansion for this port. That is something that I cannot sit by and watch happen.

For the above reasons, and I'm sure there are more, I kindly ask you to reconsider this proposal, not only for my sake, but for the residents of South Boston, my fellow workers and the truck drivers we support and supply.

Thank you for your time,

Theresa Doherty
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to the proposed development of Boston Edison plant site

bernard doherty [REDACTED]

Thu, Aug 3, 2017 at 1:04 PM

To: tim.czerwienski@boston.gov

Tim why would I drive to or live at that site with the massive traffic there already also there are thousands of empty stores in the city because most people shop on line to avoid the problems it will create .I'm a longshoreman working at conley terminal and already deal with massive traffic. Yours truly Bernard Doherty crane operator local 805

Sent from XFINITY Connect Mobile App



Tim Czerwienski <tim.czerwienski@boston.gov>

South boston haul road development.... NO CONDOS

Bernard Doherty [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 1:24 PM

Please don't build condos on the haul road.... Use it for parks and industry!!!!



Tim Czerwienski <tim.czerwienski@boston.gov>

Building project

Dano [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 4:14 PM

Mr. CZerwienski ,

My name is Daniel Doherty , I am a longshoreman at the port of Boston. I have heard of your idea of building project at the Edison plant, which is right near our haul road. That road was built to keep the south Boston residents happy, how will the new people deal with thousands of container trucks passing by daily? I don't know but I hope you reconsider the location . Thanks for your time

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Frank Donaghue [REDACTED]
Reply-To: Frank Donaghue [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 2:05 PM

This project will virtually destroy the City Point neighborhood of South Boston. Access will be cut off to downtown via Summer St. Public services will be overwhelmed MBTA/parking etc. It will isolate City Point and stir up a tremendous amount of toxins that have laid dormant.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant proposal

Marie Donovan [REDACTED]

Thu, Aug 3, 2017 at 3:19 PM

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

I as a lifelong resident of South Boston oppose this project. This site no doubt contains hazardous materials and I truly believe the contamination from these materials cannot ever be properly eliminated. The scope of the project if allowed to go through is beyond belief, this community has already been overrun with haphazard developments with very little constraints, to allow one of this magnitude will further hamper this great community and its life long residents who are trying desperately to maintain their existence.

Please do not allow this to move forward as presently planned we as a community need someone to listen to us and vote to avoid any further misguided decisions that so severely impact this great community of South Boston.

Thank you
Marie Donovan

Sent from my iPad



Tim Czerwienski <tim.czerwienski@boston.gov>

RE: L St. Station Redevelopment Public Comments

Sheila [REDACTED]
To: Tim.Czerwienski@boston.gov
Cc: [REDACTED]

Mon, Aug 7, 2017 at 10:07 PM

Hi Tim,

I've been away and missed Friday August 4th deadline for the above development. I live within a few blocks of the proposed project which will greatly affect my family and friends.

This is an unusual project for City Point on many levels and the impact on the future of our community will be long lasting. Therefore the process & partnership with the community, City of Boston, and Redgate must be thorough and transparent. This project should enhance the community's quality of life not deter from it.

1. Traffic Impact - Redgate representatives stated they will conduct a traffic study, what is their criteria and date of study?
2. Parking - Development proposal of 1600 units, 150 room hotel, office and retail spaces. Redgate is providing only 700 parking spaces, which is wildly inadequate for a project this large. Redgate's hypothetical statement, "The folks moving in will not have cars they will use transit, walk or bike to get around," is simply a buzz phrase and false. The South Boston community has over a decade of evidence based facts that contradict Redgate's statement. Folks and their roommates brought their cars with them resulting in a dramatic increase in traffic, noise, and pollution. Too many cars and not enough parking spaces is a major problem in this community and unfortunately has led to a new and dangerous trend of cutting down trees and asphaltting back yards for parking and profit.

Sincerely,

Sheila Greene Donovan
77 O Street
South Boston, MA
[REDACTED]

 Sheila Greene Donovan
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Comments

Michael [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 5:57 PM

Hi Tim

In early conversation with Redgate a Medicine Wheel along with several cultural organizations in South Boston, proposed cultural space as part of the Addison Develop

The hope is to form a coalition with a governing body to oversee a cultural village that could be used by the existing cultural organizations of South Boston for a Cultural Programing

As part of this proposal a Medicine Wheel would like to be the lead cultural organization and build the collaborative.

We have a Twenty five year history of providing cultural programing on a scale that the sit merits, both as a producing organization and a presenting organization of hundreds of artists each year

We are deeply rooted in the South Boston Community, with our 20 year project at No a Man's Land and also with our acclaimed youth employment a Program. We serve over 300 youth annually

We see an opportunity to amplify the work of other cultural organizations, but also bring museum quality offerings and programs to the site, all the time creating work force development for community youth.

Below is an example of one of our productions, which brought 3000 people together at Castle Island for the 50th anniversary of Martin Luther King's I have a dream speech.

I believe that a cultural space that can be an incubation and experimental space that can bring and serve the community of South Boston and the greater Boston Community is essential.

Yours

Michael Dowling
Artistic Director
Medicine Wheel Productions

[REDACTED]
110 K Street
South Boston, MA 02127

Sent from my iPad

image1.JPG
62K





Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Allison Drescher [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 3:52 PM

Dear BPDA:

Thank you for the opportunity to comment on the proposed Redgate/HillCo Project at 776 Summer Street in South Boston. I am a Trustee and owner of Summer Cahill, LLC, the owner of 840 Summer Street (the Cahill Building) and a direct abutter to the project site. I live in the City Point neighborhood with my 8-year old son, and own other property in South Boston as well. Please note that while I am a member of the IAG for this project, the following comments are submitted solely in my personal capacity and in no way reflect the positions or opinions of the IAG.

At the outset, I want to state that I support redevelopment of the site. Moreover, in a general sense, I am supportive of the uses proposed by Red Gate/Hillco, i.e., a public market or mixed use concept in tandem with residential and perhaps other commercial uses. I feel that a functioning and developed site is far preferable to the existing defunct and corroding power plant. I believe that the site is close to but sufficiently separated from the existing neighborhood to have its own height and density, and should not be bound by the existing zoning, given the land mass and current configuration.

Notwithstanding my overall support for the project, I want to emphasize that the ultimate development must function in a way that allows the South Boston business and residential communities to successfully co-exist. My primary concern is the potential traffic impact of the proposal.

Trip Generation and Impacts. The current estimate of 9,000 - 20,000 car trips per day resulting from this proposal is staggering. Speaking frankly, the City of Boston has been remiss in not doing extensive traffic studies with the residential density that has been added to the neighborhood. This must happen and the City should work in tandem with the other stakeholders - Red Gate/Hillco and MassPort – to develop a realistic plan for managing daily traffic in combination with truck trips to and from Connolly Terminal. I would urge the City to undertake a process similar to the recent North Station Area Transportation Access Plan, which acknowledged that, in the face of several large development projects, it was essential for the City to understand the existing transportation network and identify improvements needed to ensure that area growth did not completely gridlock Downtown Boston. South Boston faces many of the same challenges and if the City does not proactively address them, both existing properties and new developments will suffer irreparably.

Proposed Site Access. The two entrances and exits proposed by the developer are not sufficient and likely physically impossible. The two proposed exits on Summer and East First Street threaten to shut off a key access point to South Boston. South Boston is not a grid like the Back Bay, nor does it have multiple access points like the South End. As a peninsula, there are key entrance points in and out. The First Street outlet threatens congestion and feeding vehicles back into the neighborhood. Like other residential areas, South Boston, with its proximity to Route 93, suffers from innumerable "cut through commuters" on a daily basis. City Point and residential streets need to be protected from this.

The outlet onto Summer Street should be a major concern to multiple agencies concerned with transport on the city and state level. This is a key access point to the Marine Industrial Park, the Seaport District, MCCA, Logan Airport, as well as the haul road accessing MA-90 and a major intake for Rt.93 off D Street. If you take the maximum of cars projected at 20,000 and divide equally between two entrances using a twelve hour day, that is 833 trips per hour. The minimum number of 9,000 trips per day is 375 trips per hour. The likely reality is that these trips will be concentrated during peak hour times, adding to the current congestion in the area. The majority of traffic will be exiting onto Summer Street, and not onto First Street. Perhaps additional relief needs to be explored to open access at the top corner of the site by somehow utilizing the haul road. I will leave the specific solutions to the project's and City's traffic

engineers, but it is my strong sense that if these problems are not addressed, the project will place an undue burden on the residents and businesses of this neighborhood.

Thank you for considering my comments. Notwithstanding my concerns, I do appreciate Red Gate/Hillco's outreach to the neighborhood, and look forward to working with them on solutions that will make this project an asset to our community.

Yours Sincerely,

Allison H. Drescher

Trustee

Summer Cahill LLC

--

Allison Drescher
840 Summer Street
Boston, MA 02127

c. [REDACTED]

f. [REDACTED]

e. [REDACTED]

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Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to 776 Summer Street

Ellen Duffley [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 3:08 PM

Dear Mr. Czerwienski,

I am totally opposed to the proposed development plans for 776 Summer Street.

This overdevelopment (housing; hotel) will have a devastating effect on the current (and already overwhelming) traffic and parking problems in the community. The scale of this proposal further threatens our quality of life (clean air, light, quiet enjoyment of our homes) and most of all -- our **safety**. The present overcrowded, bumper-to-bumper "L Street" also happens to be the community's EVACUATION ROUTE. Please take a moment to think about that . . .

Thank you.

Ellen Duffley
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

John Dunkle [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 3:53 PM

My name is John Dunkle and I am writing to express my great concern about the proposed project at the Boston Edison plant site. As a longshoreman and Boston resident, I am painfully aware of the adverse impact all the additional traffic would have on Boston as a desirable port to the shipping industry. The congestion in this small area would be compounded by the lack of parking spots, in that the project is proposing less than one parking space per two apartment units! The trucks would be standing in utter deadlock. And need I mention the inevitable addition of a few winter nor'easters to all of this? It's a recipe for disaster.

Boston has worked too hard to be an attractive and accessible port city -- an integral part of our economy-- only to be totally choked off by the massive overdevelopment of this one key area! And while it's anticipated that many of the new residents would use public transportation rather than private cars, the #7 & #9 buses are already stretched far beyond their capacity, with many would-be riders being left standing on the curb, passed by buses bursting at the seams. The badly needed expansion of our transit system has not kept up with development, and that will be complicated and expensive to undertake. But it is downright irresponsible to allow this massive project to proceed until all of these issues have been addressed, and until it can be undertaken in a way that will not destroy our vital ports.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development - Public Comment

Colleen Dunning [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 12:41 PM

Dear Tim,

I am writing to express my reserved support for the Edison Plant Development. I am encouraged by the developers' commitment to residential density, a mixed-use commercial and retail environment, and the clear appreciation they have for the design of public open spaces. I especially look forward to seeing the landscape and park designs that Stoss will produce as the project unfolds.

However, I am concerned that the space allocated to parking would be more valuable as either residential or commercial/retail space. Each underground parking space cost a significant amount of money to build, money that could be used to create affordable units or artist studios, or even more market rate units to supply our resource-strapped neighborhood.

The focus should be on a vibrant, mixed-use, pedestrian development, that is well connected to South Station and the Broadway T stops by 24/7 bus service.

Sincerely,
Colleen Dunning
Resident, 154 W 2ND Street, Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Andrew [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 2:06 PM

Hey Tim -

As a long term South Boston resident transportation in the area is atrocious. Adding more than 10,000 new car trips per day to and from the project, with another nearly 5,000 transit riders will make the area almost inaccessible.

I would support this project if it brought a way to connect the project with Downtown Boston via anything other than busses.

Thanks

Andrew Dyke
104 I St

Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison - L Street Station Redvelopment, South Boston, MEEA No. 15692

Eileen Smith [REDACTED]
Reply-To: Eileen Smith [REDACTED]
To: "Alexander.strysky@state.ma.us" <Alexander.strysky@state.ma.us>
Cc: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Jul 7, 2017 at 5:07 PM

July 7, 2017

Alex Strysky

MEPA Office, Mass Dept of Energy & Environmental Affairs

RE: Edison - L. Street Station Redevelopment, South Boston, EEA No. 15692

Dear Mr. Strysky,

In no particular order I would like to make comments as requested by you on June 21, 2017. Never having participated in an IAG I am hopeful that the following suggestions, concerns, needs and wants are workable interests for Redgate and Hilco and to the future of our South Boston community. The community as a whole must be continuously involved and informed with public meetings as to the development stages, plans and potential problems.

The construction/decommission period of 10-15 years will impact City Point for years with additional concerns; traffic, lack of public transportation, noise, dirt and pollution.

Measurements must be taken ensuring quality of life. Equally concerning is the Massport/Conley terminal expansion in a densely populated residential area. The added planes coming and going to Logan airport are now flying over our residential areas to runways.

Currently, East Broadway (between L&P Streets) has over **225** buses traveling on our streets on a daily basis. With the Edison residential proposal, there must be a plan which provides for additional transportation and the elimination of added buses and or transportation services to the overwhelmed E. Broadway Street. The noise, dirt, traffic, planes and pollution are already at unacceptable levels. Previously, as suggested by members of the IAG, a noise monitoring system should be installed before the initiation of the Edison development. I hope you will support this issue.

Equally concerning, increased truck traffic, noise and pollution utilizing the Tommy Butler Bridge. We have

thousands of trucks travel our streets every day with the possibility of Boston Harbor dredging to facilitate bigger container ships. Traffic, noise, pollution and parking problems are continuously increasing without a definitive plan and must be addressed before this process proceeds. These environmental issues are once again in a densely populated residential area. Removal of hazardous materials and air quality changes should be publicly posted.

The proposed parking accommodations for the Edison are unrealistic, appalling and unacceptable. The Edison proposal includes fifteen hundred eighty eight (1588) residential units (no detail given as to how many bedrooms in each unit), office space, retail space and a hotel with a projected total of 987 parking spaces. On this issue alone the project should be denied as inadequate. Initial discussions included sufficient parking with the potential of residential parking. Community benefit discussions have included the possibility of residential parking as well as access during snow emergency postings for all South Boston residents. The Edison project has to increase their parking space numbers or change their development proposal to be acceptable and equal to the number of residential units. Parking in South Boston is forcing residents to leave the City and affecting quality of life. Parking on private property with such limited access should be structured in a way to mandate parking on Edison land only. Said land is private and residents should have special parking permits reflecting Edison residency and be allowed two hour local parking only permit. This should help satisfy the discussions regarding new residents using alternative transportation. This will guarantee that what City Point currently has for parking and a lack thereof, will not be eliminated to accommodate Edison residents. Otherwise, as discussed, new residents will be ride sharing, biking, skate boarding and should be willing to sign parking permit waivers. I did not see the designated amount of bike parking spaces. Hopefully, these spaces are not included in the 987 allotted parking spaces. There is a greater need for public and community parking than community arts. The proposed towers should be lowered and not have offensive lighting that will affect the surrounding residential areas. These proposed high rise buildings are not welcoming to the current residential community. I believe that preservation of the buildings histories and structures are relevant. The Edison electric Illuminating

Company of Boston is the only plant of its kind in existence dating back to 1886. There is talk of saving the turbine halls which is appreciated. The windows on the L street side of property should also be saved. It would be helpful to have a complete tour (hard hat style) of all the buildings to review their historical relevance.

The suggested architecture shown for the new eight (8) building developments is disturbing and has no relation or historical significance to the homes in the City Point area.

This will have to be discussed separately. Said proposal does not meet the standards and historical design of the neighborhood. Proposals do not include two and three family homes of which this neighborhood reflects. Proposals do not specify low income housing and or availability of over 55 housing. Development requires further clarification.

The private development of the Edison is promising access to newly created streets that will remain public. Does this mean that the City will not be responsible for services such a garbage removal, snow removal, police and fire response, ticketing and towing? Therefore, who will be allowed to park on these streets?

I look forward to working with you regarding the Edison development project. It would be helpful for the IAG members to have a 24 hour contact in place for all matters.

Thank you,
Eileen Smith



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison / development

Joe England [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:45 PM

Dear Sir

I'm writing in regard to the development project of the former Edison plant. I writing to implore you to consider interest of the original people of South Boston of which I am one. One who could no longer afford to live in the neighborhood from which I was born. Large percentage of apartments are now condos , houses that young couples would bid on to buy are now significantly out bid by developers who raze and rebuild and repurpose for profit without consideration of parking , housing or traffic on the community's they invade. Invasion is what it is , they see the Edison plant as an opportunity to pillage and plunder the daily lives of the south Boston community and then move on to the next project. I am a person born in south Boston , who also now works in south Boston. I am a 3rd generation longshoreman who has worked at conley terminal for over 38 years , the port not only generates employment for myself and many other longshoreman but many other jobs such as trucking and the many firms from kraft to Gillette who depend on the port for shipment of their products thru out the world and the consumers who use all the products at a reduced cost because of the speed and close proximity of the products being brought into the port rather then trucked up from New York. I don't see how million dollar condos , and the people traffic will co -exist without disruption of quality of life and disruption of the fluidity of turn around time for products in and out of the port at all hours of the day and night 7 days a week As is what we generally are forced to do to keep up productivity and hold off competition from other ports and terminals. This project will bring new people into an already overwhelmed community whom can't afford rising rent and taxes , with no were to park their cars and traffic congestion which has turned a 5 minute drive thru the neighborhood into a half hour nightmare. The many beneficiary of this project will be the affluent group of new comers into the neighborhood who will be the only ones who will be able to afford and reap reward if their new high rise condo , while the existing neighbors both residents and workers , will gain very little other then increase in traffic and neighbors , who care little at what cost their new residence affects the people around. Please consider the existing neighborhood before granting this enormous project.

Thank you ,

Joseph England

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street South Boston -- project comments

[REDACTED]
[REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 11:23 AM

Dear Mr. Czerwienski:

Please see my attached comments regarding the 776 Summer Street proposal. Please note I have also included a copy directly in this eMail in case you have a problem opening the file. Thank you for your time and for the opportunity to share my comments with you and the BPDA.

Dear Mr. Tim Czerwienski:

I am writing to ask that you please reconsider the density and parking ratio for the development at the former Boston Edison plant (776 Summer Street). The redevelopment of this unique property provides an unprecedented opportunity to create a blending of the existing residential community of South Boston and the new and vibrant waterfront. It has the potential to be the bridge between the Seaport and the neighborhood of both newer and long-established homes in the historic neighborhood of South Boston.

I am asking that you please recognize the potential impact that a soaring 240-foot development will have on the residents, homes, and parks, that are adjacent to it. A smoke stack has a completely different blocking/stacking configuration than a solid wall of apartments taken to that height. The densities are like comparing apples and oranges. Therefore, the smoke stack should not be used as the yardstick for establishing the height of these buildings.

Poised as it is to impact the neighborhood in a most significant way (as is all the other ongoing development), the developer has the opportunity to either create a canyon wall that throws shadows, density, traffic, and noise into an increasingly congested area, or look to create a national urban model for blending the development cohesively into the neighborhood by reducing the number of proposed units and creating sufficient parking. (It is a specious argument to suggest that all the new residents will walk or ride bikes. – Consider the parking rituals post 6 p.m. in most of the adjacent neighborhood – if you've had to find a spot – you know that the argument is a false bill of goods.)

In developing this property – for many years a blight that spewed grime over the neighborhood – I am hopeful that the developer would at the very least consider more than just plopping another BOX 'O luxury apartments/condos into the space. (I understand there are some promising retail/ restaurant also included in the proposal but I am at this time mostly concerned about the proposed density.)

Don't the existing neighbors deserve at least a serious look at the major impact of such a huge proposal? Don't we at least deserve a forthright examination of the environmental impact, traffic, noise, density, and shadows that this development, as proposed, would impose on us?

This due diligence would be the very least that a quality-of-life-changing development such as this owes to its neighbors.

Our "community betterment" taxes should at least ensure we take the time and precautions to take a measured approach to any approvals, code variances, and density issues raised by the development-beleaguered neighbors of the historic South Boston neighborhood.

Thank you for your consideration of these points.

Sincerely,

Therese Evans

942 East Broadway

South Boston, MA



Boston Edison proposal letter.docx

15K



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Edison Plant Project

Patricia Fahy [REDACTED]

Mon, Jul 31, 2017 at 5:52 PM

Reply-To: Patricia Fahy [REDACTED]

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

Cc: "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "Linda.DorcenaForry@masenate.gov" <Linda.DorcenaForry@masenate.gov>, "Nick.Collins@mahouse.gov" <Nick.Collins@mahouse.gov>

Dear Mr. Czerwienski,

I am writing to register my wholehearted opposition to the Edison Plant Project. I am a life-long resident of South Boston and the current traffic and parking situations are almost unbearable.

I do not have any off-street parking where I live on East 6th St between N and O Streets and between the curb cuts and the condos that have multiple roommates (with multiple cars), I feel like a prisoner in my own home. After I get home from work and find a parking spot, which is usually never on my block, I rarely leave my house at night unless I am going to a destination that is within walking distance. It is not acceptable anymore!

To think that a project is being planned that would provide 700 parking spaces for 1,600 housing units and put 10,000 more vehicles on the street in that neighborhood is nothing but another slap in the face to the residents of the neighborhood. When is this ridiculous overbuilding going to stop?

Driving around South Boston - even on weekend mornings - is like a driving rodeo. One has to maneuver around the construction sites, the double parked cars, the intersections with cars parked too close to the corners restricting your vision...it's absurd.

I am happy to see that our other elected representatives, such as Michael Flaherty, Nick Collins, Linda Dorcena Forry and Steve Lynch, are opposed to this project and I hope that this sways the City's thinking on this project. They have aligned their positions to the feelings of the neighborhood residents and the Mayor and your Department should do the same.

Sincerely,
Patricia Fahy
770 E 6th St, South Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

please include the arts in the Edison plant development!

Jessica Ferguson [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 10:58 PM

Dear Tim Czerwienski

Greetings!

As a long-time artist resident of South Boston, I strongly encourage you to include the arts & cultural opportunities in the development planned for the Edison Plant

(L Street). I have been living & working as an artist in Fort Point since 1987, so I am familiar with how the arts can benefit a community. Artists pointed out how beautiful the Boston Wharf buildings are - & now the Seaport is capitalizing on what artists discovered in early pioneering days of living/working in 19th century buildings, at the time unwanted by others.

As you no doubt know from reading many studies & articles, the arts bring more money into Boston than sports. Amazing but true! Thus, including venues for arts & culture at the Edison Plant will enhance the area financially. In addition, offering studio space, exhibition space, & arts education space will attract a wide variety of people to the Edison Plant. The Distillery Building, Medicine Wheel Gallery, & Gallery 555 have already generated an arts "buzz" near the Edison Plant - synergy in the making!

Are you familiar with Artists for Humanity on A Street? And Michael Dowling & the Medicine Wheel Project on K Street? Both are examples of arts programs which engage young people, educate them, help them build skills in art & design (& other areas). In addition, these programs also focus on the arts as a community process, as well as on personal engagement & skill building as an individual process. Dowling's work with local youth around addiction, crime, HIV & other topics is exemplary. Michael & his programs & exhibitions actively engage youth, local community, & local artists. I would hope that the Edison Plant reaches out to & includes programs like these, or builds on their successful models.

For many years I have taught at local art schools (Massachusetts College of Art & Design; The Boston Museum School/SMFA@Tufts; Art Institute of Boston/University; Lesley College of Art & Design). Students graduate & look for studio space & exhibition space.. I know because I did the same thing after graduating from MassArt (undergrad) & then Tufts/SMFA (grad). If live/work space, studio space, & exhibition space are available, artists will stay in Boston & contribute to the life & vibrancy of the city.

Thank you for your time & attention. I look forward to hearing about how the arts & culture will be integrated into the development of the Edison Plant (L Street).

My best,

Jessica Ferguson
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison

Christopher Flaherty [REDACTED]

Thu, Aug 3, 2017 at 11:49 PM

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

I am opposed to this project. Traffic, infrastructure, 1500 new residents will organize against Conley terminal operations. Zoned for maritime and industrial. It would be irresponsible for the city to allow this to be rezoned especially when South Boston was just rezoned. Parking in the South Boston is horrendous, to allow .5 parking per unit would be an insult to residents and the city. Furthermore, this is an opportunity for do some good for Southie, let's get this project right. Dont destroy south Boston, let's make this project benefit the neoghorhood.

Christopher Flaherty

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

No Edison development

Martin Flaherty [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 4:13 PM

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street/Edison Plant

Fleury, Lorraine A. [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 4:35 PM

Hi Tim,

I am a South Boston resident working in the Seaport area and am excited about the prospect of a new development offering retail, housing (especially affordable housing) and waterfront dining at the Edison Plant location. However, I have serious concerns about adding as many as 1500 units of housing to an already rapidly growing neighborhood. My primary concern is transportation. My son, niece and I commute on the 7 bus and my husband commutes on the 9 and both lines are already seriously inadequate and overcrowded. I can't tell you the number of times the 7 bus has passed me by at the corner of L and Broadway in the mornings and Melcher Street or WTC in the evenings because the busses are too full. And I can't even begin to fathom what the traffic on Summer Street/L Street is going to look like with 10,000 new car trips a day -- particularly in the residential area between Broadway and Day Boulevard which is already very tight and slow-moving due to drivers trying to navigate the parked cars along the sides of the road. Finally, as you know, the neighborhood is in dire need of additional residential parking and my guess is that parking along L Street would ultimately have to be eliminated to widen the road to accommodate the additional traffic and honestly, I don't think 987 spots is going to be enough to serve the 1500 units, let alone afford any dedicated South Boston residential parking.

Thanks for taking my concerns into consideration.

Lorraine Fleury

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Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Plant - Longshoremen Opposed to Development

Natalie Florek [REDACTED]

Fri, Aug 4, 2017 at 2:10 PM

To: tim.czerwienski@boston.gov

Tim Czerwienski
Boston Planning and Development Agency

THINK. The haul road was built (at an estimated cost of 75 million) in response truck traffic on First Street in South Boston. Bringing residential housing (1,500 units) to haul road will also bring complaints. Boston's port is a "working port" which provides economic revenue, let's be mindful of that. A port, rich in history that works, at times, around the clock - securing employment for hundreds of longshoremen, again THINK. Longshoremen lie deep in the history of Boston - an integral part of the shipping industry for generations. Port shippers have a choice, we want to retain and attract future business - and expand Conley terminal, not give business to other ports. I urge the agency to carefully consider preserving an industrial port and the livelihood of Boston's Longshoremen.

-Natalie Florek
Longshoreman

[REDACTED]
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Development Site Concerns

Adam Florek [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 3:59 PM

To Whom It May Concern,

My name is Adam Florek and I am a longshoreman currently working at Conley Container Terminal. I am writing this e-mail to voice my concerns with the proposed plans for the redevelopment of the Edison Plant on the corner of First and Summer Streets in South Boston. Our unions have worked tirelessly to help secure the state and federal funding to make improvements not only to the terminal itself but also to dredge Boston Harbor to accommodate the larger vessels that will be coming to our port since the wiring of the Panama Canal. I believe that the scale and depth of the proposed plan to redevelop the Edison Plant would drastically impact all that we have worked for. The residents of First Street already petitioned Massport to move the truck traffic of First Street and Massport has spent \$75 million to construct the new haul road. I believe that putting more residents that will abut the new haul road will only lead to more problems in the future. It also seems contrary to what you have spent a lot of money to already accomplish. The logistical, traffic and commercial implications of this project are too far reaching for the city or state to handle. Anything that could possibly negatively impact the economic stimulus that Conley Terminal provides to the local economy I cannot condone. Also there are many conflicts of interests between Massport and Redgate and Hilco. All of these factors added together are a recipe for future problems. Hopefully you will take these thoughts into consideration. Thank you.

-Adam Florek



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison South Boston

Caitlin Florentino [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 6:10 PM

Good Afternoon Tim,

I grew up in South Boston and the condos are destroying my childhood. Places I used to love are gone. The Edison is how I knew I was home as a child. If that's gone that the last thing from my youth taken away. How would you like it if I went into were you grew up and destroy your elementary school? Or got rid of the place you made your first basketball hoop? When I'm older my kids won't be able to see the things I did when I was little. That's because of projects like this. I'm a born and raise resident and the condos are taking away my chances of coming back after college.

I am a lifelong resident of South Boston and live just two blocks away from the Edison plant with my growing family. I am 100% against all plans for residential and commercial development on that site.

South Boston is crowded enough and we do not need anymore residents or cars, nevermind a project of this mammoth proportion. Our neighborhood can't handle 3,000 more people. Crowds of 100 people wait at bus stops for crowded busses to drive past them every morning. Residents can't leave their homes after 5:00 pm because there are no parking spaces available after that time. We are surrounded by constant construction and BWSC ripping up our streets for months at a time. We are experiencing power outages because the old systems can't handle the demand being placed on them by all the new condos. Our historical homes have been ripped down and replaced with characterless, gigantic condo buildings.

We have had enough! We need to put a stop to the overdevelopment of South Boston. Single homes need to stop being ripped down and replaced with ugly 20 unit condo buildings. We need 24/7 resident parking in the entire neighborhood. Historical homes need to be protected.

The neighborhood needs to become more family friendly - we desperately need housing that is affordable for average income families! Growing families are forced to move out because they can't afford a place to live that has three bedrooms.

The people of South Boston have had enough with overdevelopment of our beloved neighborhood, and we will no longer allow it to happen. I am a part of a large number of residents that will do whatever is necessary to stop any development of the Edison plant location.

Please feel free to contact me with any questions.

Caitlin Florentino

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Tim Czerwienski <tim.czerwienski@boston.gov>

Edition Plant

Megan Flynn [REDACTED]

Sat, Jul 29, 2017 at 8:37 AM

To: tim.czerwienski@boston.gov

Hi Tim,

I am writing as a neighbor of the Edison Plant Project. I remain concerned about 3 issues:

- Green Space
- density of the development
- Traffic, parking and public transport

I am in support of developing the land. As it stands now the building is an eyesore and does not serve the neighborhood now. However, I believe a development of this scale needs a lot of green space that is accessible to all. South Boston must demand it. We do not have green space in our area and developers have taken advantage of every square inch of each property they develop.

I believe the project should only be 500 units and units should be added as impact is evaluated and the developer should fund a study to see if the city could bring the red line to city point.

Thank you and I look forward to the ongoing discussions.

megan

--

All the best,
Megan Flynn



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant, Southie Arts

Bill Frese [redacted]
To: im.czerwienski@boston.gov

Greetings Tim,
My name is William Frese & I am an artist living in South Boston since 2005.
Remarkable, remarkable spike in development in this area: Office towers, hi-end condos & many restaurants....
The essential component to a thriving community is culture, most specifically: The Arts. Progress in this area has been severely overlooked.

Respectfully, I urge you to strengthen the health of Culture in South Boston by supporting The Edison Plant/ L Street development. It is such a terrific opportunity that will positively impact all ages for many generations to come.

Sincerely,
William Frese

<http://williamfrese.com/index.html>





Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St South Boston

Amy Frith [REDACTED]
To: tim.czerwienski@boston.gov

Sat, Aug 5, 2017 at 7:23 PM

Dear Mr Czerwienski,

I am concerned the development plans for 776 Summer St, as they currently exist, will negatively impact the neighborhood. I'm not sure what we can do to slow it down but would like to insure the following are considered:

- All toxic soil and materials are removed prior to construction. (with testing throughout the building process to insure it was actually done) We still remember the toxic soil that was supposed to be removed by the contractor from the convention center site that is still there...Now the taxpayers are expected to foot the bill for soil removal that was included in the original project contract, paid for but not completed.
- Please add height restrictions to that project. 20 stories is too high. We deserve to keep our views that made Southie appealing before the rapid development began. Nothing should be more than 5-10 stories maximum.
- Complete an environmental impact study based on the increased traffic from this development. It has become harder and harder to travel in and out of the neighborhood due to the current traffic increases and will come catastrophic after the completion of the project.
- 25% of the units in each building should be earmarked for affordable housing. This should be guaranteed within each building so that the elderly and families with children aren't forced out of the neighborhood by greed.
- The developers and their tenant should pay an additional tax to fund programs that benefit the community to be used to fund youth programs, drug prevention and elderly housing and care.
- 35-50% of the site should be used as public green space within the development.
- Every building should include 2 parking spaces per unit. Parking is already impossible as it is.
- the developers should add the construction of an affordable community based gym like the Y including an indoor and outdoor swimming pool for use by the neighborhood.

Thank you for your consideration.

Sincerely,

Amy Frith



Tim Czerwienski <tim.czerwienski@boston.gov>

Art and Culture

Suely Garcia [REDACTED]

Thu, Aug 3, 2017 at 6:00 AM

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

In solidarity to the people of Boston and specially the Southie community I'd like to ask you to not forget to include Art and Culture to the project. I believe they are vital for the survival of our community as a whole. We cannot let more developments take over our city without some cheerful place to go. Edson Plant is our landmark, let's make the most of it!
Thank you

Suely Garcia

319 E street apt 5
South Boston

GAVIN FOUNDATION, INC.

AAWOL, Center for Recovery Services, Charlestown Recovery House, Cushing House Boys, Cushing House Girls, Devine Recovery Center
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675 East Fourth Street, P.O. Box E-15, South Boston, MA 02127
617-268-5517 www.gavinfoundation.org

August 1, 2017

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:

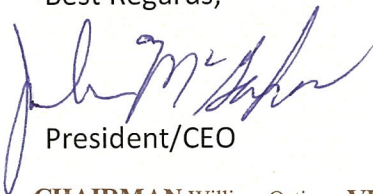
I am writing to express my concerns about the proposal to develop the former Boston Edison plant at 776 Summer Street in South Boston. As a local resident and President/CEO of a local nonprofit, I have seen many neighbors, friends, family, employees and clients forced to move because of high rents. The 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 proposed development includes nearly 1,600 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 15% minimum City of Boston requirement of affordable housing on site. 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,



President/CEO

CHAIRMAN William Ostiguy **VICE PRESIDENT** Brian Nee **TREASURER** Katie Kenneally Kelly **CLERK** Dorothy Dunford
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Tim Czerwienski <tim.czerwienski@boston.gov>

Voicing opposition to 776 Summer Street proposal

Katie Gentile [REDACTED]

Fri, Aug 4, 2017 at 3:10 PM

To: tim.czerwienski@boston.gov

Dear Mr. Czerwienski,

I left a comment on the BPDA website, but would like to follow-up via email. I strongly oppose the project at 776 Summer Street. As a 10-year resident of South Boston, I have seen the negative effects of overdevelopment on this neighborhood in a relatively short amount of time. I am greatly concerned about the size and scale of this particular project. My specific concerns include: the lack of additional community resources such as police, fire, etc. that will be (and already is) greatly needed with the influx of new residents; the insufficient infrastructure to accommodate the influx of traffic in and out of Southie; the unknown health and environmental issues that will inevitably happen due to a project of this size and on land that has already been deemed hazardous. I would be remiss to not mention the already overburdened and mismanaged MBTA - I can't even begin to imagine the impact an additional 1500+ residents would have on the system as it is now.

I love this neighborhood and community, and have chosen to raise my family here. However, after hearing about and educating myself on this project and the magnitude of its impact, I am seriously reconsidering my decision. In my opinion, this is the proverbial last straw, and truly reflects the greed and money-hungry mentality that has taken precedent over the safety and well-being of the residents of this neighborhood.

Many thanks for your attention on this matter.

Best,
Katie Gentile
697 East 6th Street



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Redevelopment

Terry Gilhooly [REDACTED]

Thu, Jul 27, 2017 at 3:40 PM

To: tim.czerwienski@boston.gov

Hi Tim,

There needs to be a significant improvement in public transportation if the Edison Plant is to include over 1500 additional units.

The current bus system is no sustainable and cannot handle the additional capacity.

A study should be done and funded by the developers to determine if a subway system can be extended from Broadway station down to city point or a system from South Station to city point.

Thanks,
Terry

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Electric Plant Development

Amy Glynn [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 6:21 PM

Please please please allocate space for grass trees and parks - South Boston has greedily been developed as a dismal ugly concrete NATION -please



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts and Cultural Community Center at Edison power plant

Hall, Judith [REDACTED]

Wed, Aug 2, 2017 at 2:00 PM

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

Dear Mr. Czerwienski,

My name is Judy Hall, a professor at Northeastern University. I live in the new apartment building at 455 East First St., with my husband Fred Gordon. We recently moved there after 26 years in Newton. Fred is the owner of the Distillery at 516 East Second St.—an arts building that has been flourishing since he bought the property and developed the concept back in the early 80s. The building we are in is the brand new ultra-green apartment building that Fred just completed, which adjoins the Distillery. We are thrilled to be residents of South Boston and to be surrounded by the enthusiasm and camaraderie fostered in the Distillery arts complex.

The presence of the arts in South Boston is clearly a signature feature of this part of the city, distinguishing it in unique and exciting ways from other city neighborhoods. Obviously it is a draw to many people for their work and living, and creates a level of respect and admiration for Southie that has, in history, been lacking all too often. I feel strongly that establishing the Arts and Cultural Community Center on the Edison site would be an extremely good addition to Southie's personality and vibrancy.

Sincerely,

Judith A. Hall



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street, former Edison Power Plant

Hamilton, Terrance J. [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>
Cc: Patricia Hamilton [REDACTED]

Tue, Jul 25, 2017 at 1:47 PM

Tim,

In 2013, my wife and I moved from Beacon Hill to City Point in order to reduce the size of the mortgage and get a little more outdoor space. We have succeeded on both fronts, and are pleased to be living in Southie. In particular, my wife enjoys long walks through the neighborhoods and out to Castle island and Pleasure Bay, while we both enjoy bike rides along the waterfront, Dorchester Shores Reservation, Columbia Point and Savin Hill Cove.

I will be happy to see the old Edison plant Torn down; to me it is an eyesore. On the other hand, I can't imagine a new development accommodating over 1500 units of housing, a 150 room hotel, 10,000 new car trips and 5000 additional transit riders. On the other hand, I'd love to see 987 underground parking spaces, particularly if a few hundred were dedicated or otherwise made available to current residents of City Point. My law office is in Fort Point, and most days I commute on the # 7 bus. I'm not telling you anything you don't know when I say the bus is overcrowded and is unable during rush hours to accommodate the number of passengers using it. Most evenings, at least one or two, and sometimes as many as four buses pass me by at the Melcher Street stop because they are packed like sardines coming out of downtown and South Station. Any development of the Edison site **must** be linked with major capital improvements to the MBTA, including extensions of the Red and Silver lines and perhaps even a monorail from the site to South Station. Otherwise, L and Summer streets will be one horrific parking lot during the early morning and late afternoon commutes.

While I am in favor of development and the jobs and opportunity it will bring, including mixed use residential (including affordable) and retail units, the present development plan needs to be scaled back so as not to adversely affect the present residents, including the continued use (if not intelligently controlled and modest expansion) of Conley terminal.

Thank you for your attention to this matter.

Terry
Terrance J. Hamilton
Casner & Edwards, LLP
303 Congress Street
Boston, MA 02210

[REDACTED]
[REDACTED]

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Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston

Christopher Hamilton [REDACTED]

Fri, Aug 4, 2017 at 7:20 AM

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

I am against the development at the old Edison plant. The streets cannot support the traffic of that many residential units. And to think everyone is going to use public transportation is a pipe dream. It takes 25 minutes to get from Broadway station to Flood Square at night because of gridlock. The city needs to serve people who live here, pay taxes and vote. Stop serving the out-of-town developers.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on 776 Summer St Development Plan

Daniel Hauck [REDACTED]

Tue, Jul 25, 2017 at 2:13 PM

To: tim.czerwienski@boston.gov

Hello,

My name is Daniel Hauck and I live in South Boston. I fully support the development of the Edison Power Plant site for a multi-use residential/commercial/business site, but I do have some concerns and things I'd like included:

1. If the site is allowed to have residential buildings higher than 100ft, then at least 10% of the units should have at least 3 or more bedrooms for family sized housing, and at least 20% of all units should be income eligible aka affordable in perpetuity (and they must be onsite; no offsite offsets should be allowed). I would also support more units and higher density/height if 25% of units were deeded as affordable in perpetuity.
2. There must be better transit options for getting in and out of the area; both an upgrade to the #7 bus but also a redline spur or track change that bring the red line to City Point should be included in the development plan. Traffic in the area is bad enough and with 10,000 new minimum car trips a day there needs to be much better public transportation options included in the proposal or it should not move forward.
3. We need more parks and public spaces in Southie so this should also include a substantial new public park (I would support higher buildings and greater density if it allowed for a better, larger public park for all to use).

Thank you for your time,
Daniel Hauck



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant Project

Zach Herman [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Jul 27, 2017 at 12:26 PM

Hi Tim --

I'm an eight-year South Boston resident, currently on East Fourth Street, who has been monitoring the public discussion of proposals for the Edison project. Unlike some of my neighbors, I am not against a residential project at the site. The appeal is undeniable, and we can't let prime land sit disused. However, I think there are a few *major* issues that need to be resolved in these plans before they go forward.

1. *There has to be a significant amount of public green space.* The amount of truly usable green space in Southie is small. It's basically a concrete jungle. The power plant could be the last truly transformative project in the neighborhood's redevelopment, and green space has to be prioritized.

2. *No hotel on the site.* I'm sure this is super appealing to the developers, and I want them to be successful. But there are many, many hotels just across the bridge in the Seaport District. A hotel would be a traffic disaster and would make the site much less appealing for the people who live there full-time.

Sometimes I imagine the hellish experience of living in one of the condos as Assembly Row, where 95 percent of traffic is people buying shorts at J. Crew or going to Legoland. This is what I imagine a hotel would bring to the power plant site.

3. *Traffic* There has to be either a massive expansion of bus service or an extension of the Red Line and/or Silver Line for this to work. (This should be done anyway.) Adding thousands of new cars here will choke off L Street and make downtown inaccessible for Southie residents.

4. *Affordability* Southie has a glut of million dollar condos already. As a resident, I'd gladly trade density on this project for the knowledge that these apartments and condos will be within the financial reach of the typical Bostonian. People who want to spend \$1 million - \$2 million have more options than they could ever imagine (including basically every residential unit built on the water in the past five years). Meanwhile, people who want to spend \$400,000 - \$700,000 (or less!) have to go to Roslindale. Southie is an incredible neighborhood and people who want to be our neighbors shouldn't be shut out just so a developer can maximize sale price.

Thanks for your consideration,

Zach Herman
East Fourth Street

--

Sent from my HTC 10



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant development

Family [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Jul 28, 2017 at 1:39 PM

Dear Sir

Two years ago we acquired a property in South Boston and during this time we have enjoyed being part of this community.

We understand the importance of progressing and bringing life to areas that have been abandoned for some time like this plant. We valued the idea to recycle this 15 acres area and make a new urbanization for other families in a constrained Boston.

Nevertheless we have some request which we would like you consider in the evaluation of this project:

- it must have no more than 250 units with sufficient parking for each of them.

250 units means an average of 600 new inhabitants in this area where we are already getting crowded because of the port activities and the limited number of streets to access. As we already have constrains with the parking , especially during winter season, the project should include at least one underground parking for each unit.

- it should have at least 5 acres of green areas and parks to support the reforestation of the this area.

- it should include cinema, shops, supermarket, and a cultural space etc to support the community.

- it must be low rise to be align with the current urbanization of S Boston, where the zoning for high rise buildings is forbidden.

- it should have bike and pedestrian access, and be dog and environmental friendly. As the demographic of this community consists of young profesionales, families with young kids, retired and veterans we need green areas to do sports, walk the dog, have a safe promenade, etc.

Thanks in advance for considering this petition.

Kind regards

Leyla Hernandez-Donoso & Racho Strauven

From Leyla's phone



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Edison Development

Colette Herr [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:32 PM

Dear Tim,

I am writing to voice my opposition to the proposed development of the Edison property in South Boston.

I am a lifelong (61+ years) resident of the City Point neighborhood. Over the past 20 years I have watched the swift transformation of South Boston. I will agree that some changes have been an improvement but the overall density issues, lack of parking and the impact on public transportation and public safety are untenable.

The Edison property is certainly a wasteland as it stands however the **proposed** development is overkill. Eliminate the 20 story buildings and the 1500 residential units and it may be palatable. Develop a 'destination' of a hotel, restaurants, community space, commercial space, open space to enjoy the harbor...leave out the residential units.

Thank you for your consideration of the community's thoughts on this matter.

Sincerely,
Colette Herr

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant in sb

Peggy [REDACTED]

Mon, Jul 31, 2017 at 1:26 PM

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

I'm a lifelong resident of sb & im not happy with all this over development & this proposal For the old Edison is outrageous, it's disgraceful what the money hungry developers have done to our town, why not municipal parking for sb residents to make up for all the extra cars, maybe a community pool or center, a small hotel is ok, but no apartments, the old cardinal Cushing school apts at w.broadway & a st are filling up with section 8 people & we don't want that, maybe a minimum amt of condos, 50 tops, some shops, a restaurant with parking. The congestion on I st is already ridiculous, we don't any more traffic, not to mention health problems from the old Edison, I'm 70 years young & plan on staying here but I'm pleading with you to think of us the neighbors here & stop all this nonsense, enough is enough!! I can be reached at [REDACTED] my hse phone , I live &916 e fourth st
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power plant

[REDACTED]
To: tim.czerwienski@boston.gov

Wed, Jul 26, 2017 at 7:24 AM

Tim Czerwienski, the BPDA project manager

Dear Tim--

I live in South Boston and am worried about our infrastructure from this and the many other construction projects. What do you intend to do about the thousands of new cars on the street? I don't know that requiring this company to build at T station like they did at Assembly Row will solve the problem, although it may be a good idea. What people don't seem to be factoring in when condos sell over a certain dollar amount is that those people can afford to have cars they don't necessarily need for work. Also, just because you provide them with public transportation doesn't mean they will use it. The bottom line is, there is no way to predict what 1500 new families will do. I hope the one gas station we will have left in town will support them. I hope there is enough power, water, sewer, etc service to support them as I know many people have been dealing with the water issues during construction.

Those are my concerns
Audrey Hopkins



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Plant Site

dylan joyce [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:02 PM

Tim,

My name is Dylan Joyce and I am a proud member of the Longshoreman Association. I would like you to reconsider your thoughts about taking down the old Edison Plant. My Family has work in Connolly Terminal for over 100 years. I don't want to see anything happen to any of my brothers or sisters jobs. Our operation consists of importing goods for not just Boston but for a large area of New England. Installing new Condos or hotels in the area of the Edison building will effect our operation not just as a port but as a family. So if you will take this message to consideration it would be greatly appreciated, and help my our generations to continue at the Port of Boston.

Thank you



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plan proposal

Kerry Joyce [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 3:08 PM

Dear Mr. Czerweinski,

I am writing to express my concern regarding the proposal for the Edison plant. As a longshoreman I make my livelihood on the docks and am concerned how this could negatively effect operations at the port. We are a busy port with much coming and going at all hours. I do not see this activity as agreeable to a residential area. I would not want people moving in and then complaining about the 24 hour noise and activity and restricting our business. This affects the massport employees, truckers, mechanics, electricians, and too many more to list. Thousands of people are connected to the port. Commerce is the backbone of this country, please keep our impact in mind.

Sincerely,

Patrick Joyce
ILA local 805

Sent from my Verizon Wireless 4G LTE smartphone



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: Planning Comment Submission: Edison Power Plant

Chris Busch [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Mon, Aug 7, 2017 at 12:11 PM

Tim,

776 Summer comment below.

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

From: <kentico@cityofboston.gov>
Date: Thu, Aug 3, 2017 at 4:22 PM
Subject: Planning Comment Submission: Edison Power Plant
To: Chris.Busch@boston.gov, BRAWebContent@boston.gov

CommentsSubmissionFormID: 183

Form inserted: 8/3/2017 4:21:45 PM

Form updated: 8/3/2017 4:21:45 PM

Document Name: Edison Power Plant

Document Name Path: /Planning/Planning Initiatives/Edison Power Plant

Origin Page Url: /planning/planning-initiatives/edison-power-plant

First Name: Elaine

Last Name: Joyce

Organization: Resident

Email: [REDACTED]

Street Address: 1792 Columbia Road

Address Line 2:

City: South Boston

State: MA

Phone: [REDACTED]

Zip: 02127

Comments: I oppose this project due to density and over crowding concerns. My neighborhood is impassable at times, currently. The parking, over crowding, strain on inadequate bus lines and health and safety concerns repurposing a power plant are all issues. OPPOSE.

--



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer St

Ann Kane [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Jul 24, 2017 at 10:02 PM

Hi,

I am writing to object to the planned development at the former Edison plant. I live on East Third Street between N and O St. Even without the proposed development, City Point faces too few parking spots for too many cars coupled by heavy traffic for a residential neighborhood. Many days I am lucky to park 1/2 mile from my house at the beach. Our residential roads like N and M Street are already cut-thrus to the Seaport. At rush hour, it is hazardous to cross L St. and Broadway as drivers do not uniformly honor cross-walks or street lights. These issues have been intensifying over the past few years unabated given all the new development in City Point and Seaport areas.

It is clear we cannot simply add such a massive development to this area as planned. Bringing thousands of new residents and adding thousands of new cars to the roads requires significant improvements to the neighborhood's infrastructure. The property developers need to add more parking to be sure, .5 spots for 1,500 unit is just not sufficient. Furthermore, the city needs to corral the right resources to ensure the safety and livability of City Point from the time construction starts. The high priorities should be:

1. Adding more resident parking
2. Widen the major arteries like Summer Street to accommodate more lanes of traffic to keep these cars from using residential roads
3. Extend the Silver Line throughout City Point as the 7 and 9 are already insufficient to manage the current traffic
4. Increase the fire and police presence in the neighborhood. We have 2 firehouses and 1 police station to cover all of South Boston which also includes the ever-growing Seaport
5. Better enforcement of cross-walks and traffic lights to make it safer for pedestrians

Finally, I am concerned about hazardous waste that is most likely in the building and soil. I am worried about health effects once the area is under-construction. I would like to know how the city will be testing and monitoring pollution.

I appreciate your feedback.

Kind Regards,
Ann Kane
730 East Third Street.
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant...

Christine Kane [REDACTED]
To: tim.czerwienski@boston.gov

Mon, Oct 16, 2017 at 6:08 AM

To whom this may concern,

My name is Christine Kane and my children are 5th generation here in South Boston.

I am an artist, an art teacher and a yoga instructor. I am married with two children. My children have attended local schools as have both my husband and I.

I grew up in a family where art & culture were encouraged unlike many of my friends. My husband and I were lucky to have parents and grandparents who spoke fondly of the rich culture of South Boston including the theaters, the aquarium and shows through their school years and beyond.

I hope that you will help ground South Boston by providing continued support of its unique culture & help support the arts by providing a space for artists like myself and my dear friends from South Boston! A space like this will benefit the entire community as well as those who visit here.

Thank you for your consideration. If you would like to discuss further please don't hesitate to be in contact.

All the best,
Christine Kane
[REDACTED]

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Jarrold Kaplan [REDACTED]

Thu, Aug 3, 2017 at 12:30 PM

To: tim.czerwienski@boston.gov

Cc: [REDACTED]

Tim,

I am a Boston longshoreman. My family has worked waterfront for over 50 yrs . I am strongly opposed to the proposed development of the Boston Edison plant by Redgate/Hilco. The port is vital to the economy here in the city of Boston. The port has seen significant growth in the past decade and expansion projects are already underway. This project will definitely have a negative impact on the port. Please consider how this will effect the port and the many people that work there.

Thank you,
Jarrod Kaplan
ILA Local 805

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

I support the L Street Power Plant Project

Jason Kaplan [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 5:20 PM

To whom it may concern,

I am a resident and property owner in South Boston. I'm writing to express my support of the residential density of the L Street Power Plant development project at 1600 units. This type of development is what our community needs to protect affordable housing and satiate the growing demand for property in the area.

Sincerely,
Jason Kaplan
237 Dorchester Street
Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Power Plant

Joe [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 2:07 PM

South Boston needs affordable Housing for poor people! The town has underutilized schools and we don't have many children outside the Housing Projects! Family housing is essential! We also need a Cultural Center! Thank You! Joe Kebartaa



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Ruth Keogh [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:39 AM

Hi Tim,
I would love to see a multifunctional space for small theatre productions, music events, art displays.
Thanks
Ruth Keogh
11 Hamlin St
02127

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 L St.

VIRGINIA KROPAS [REDACTED]
Reply-To: VIRGINIA KROPAS [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Mon, Jul 24, 2017 at 4:16 PM

Goodday, Tim.

Thank you for keeping me in the loop regarding public meetings. Someone sent me the South Boston TODAY article about local pols suddenly up in arms over the Edison redo. I feel this project will be fantastic and I'll suffer the driving problems trying to exit Southie northbound if I have to.

My thought is that, with the Dot Ave corridor going in and blocking west egress from Southie, and the Old Colony slowing southwest even more, the BPDA should work on future plans that call these developments the last large projects in South Boston. We will have contributed enough space and sacrificed livability to assist Mayor Walsh in his quest to add 53,000 housing units. Any others should be low and moderate income units built by reputable non-profits which should awarded the grants, waivers, variances, amenities, and tax relief given to such as GE and others. Can someone discuss with Mayor Walsh?

Time to plan real transit infrastructure that will make Downtown accessible to the bedroom communities in our city and talk about density and clustering housing around transit hubs. What do you think?

I'm a lifelong Southie resident.

Sincerely yours

V Kropas



Tim Czerwienski <tim.czerwienski@boston.gov>

776 L St. comment

VIRGINIA KROPAS [REDACTED]
Reply-To: VIRGINIA KROPAS [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 2:45 PM

Yes, Tim. And please add:

To Whom It May Concern:

I am writing in regard to plans for development of 776 Summer Street/ Edison. I am a lifelong South Boston resident.

I am very excited about this project. I took the first tour of the Turbine Hall. When I spoke with Greg Bielecki about what was to be preserved, what green and public spaces were being thought about and how the rest of the 15 acres would be utilized I realized this is massive. I believe the developers are planning this in good faith. Unlike other developments that have been and also will be disruptive to South Boston this is being guided by their vision to produce a cohesive whole of many parts, old and new, that I think will be distinctive and a credit to the world class city we live in. "Where was this planning on Atlantic Ave.?", "... on the Dot Ave. corridor?", "... Old Colony?"

I like the concepts of an possible extension of M St., the passageway through the Turbine Building at First, the different ways of massing the taller structures to the middle of the site while keeping First Street and the channel edge more human scale, and providing access with new green design to enhance the idea of walkable people spaces. The will to preserve vestiges of Machine Age structures is a great handle after decades of (mostly) elimination of anything cast iron: old and new. I hope the residential, business, and commercial spaces add interesting stylistic contrast. All this on land that is now fallow with no access. The landscape firm that is working on design is world class. Check their website.

I attended the IAG. I was impressed by the thoughtfulness and intelligence of the volunteer advisers. They have taken on such a massive task. So many issues to plan for, think about, and resolve! Zoning issues alone!!! From 3 directions. I hope it can be worked out. And thanks to an historian or two there was a bit of guidance regarding cleanup and remediation of the site as well as preservation issues. One talked to me of needing to design a kind of passive boundary (walkway? wall?) between the commercial and hotel structures and the water's edge to indicate it as useable by all, not part of the businesses.

Like many residents I'm nervous about the impacts short- and long-term on mobility in and out of South Boston. As Joanne said it is vital that Boston, the T, Passport take a serious and holistic look at the problem of moving around in the city. Regarding parking, the developers are using a Mayor Menino idea of limited parking in development and none additional in the surrounding neighborhood. Construction will cause huge upheaval in a densely populated part of the city. Getting "for sure" commitment of no higher than 225' (?) for carefully selected buildings among ones with different lesser heights also key to the visual impact. No 6-story blank walls, but maybe green walls and beehives on the roofs.

Enough.

Very sincerely yours,

Virginia Kropas

On July 25, 2017 at 8:52 AM Tim Czerwienski <tim.czerwienski@boston.gov> wrote:

Thanks, Virginia. I've sent your email along to the Director. Should I include this message in my file of public comments for the project?

On Mon, Jul 24, 2017 at 4:40 PM, VIRGINIA KROPAS [REDACTED] wrote:

Please forward to Director Bryan Golden

VK

On July 24, 2017 at 4:16 PM VIRGINIA KROPAS <vkropas1@comcast.net> wrote:

Good day, Tim.

Thank you for keeping me in the loop regarding public meetings. Someone sent me the South Boston TODAY article about local pols suddenly up in arms over the Edison redo. I feel this project will be fantastic and I'll suffer the driving problems trying to exit Southie northbound if I have to.

My thought is that, with the Dot Ave corridor going in and blocking west egress from Southie, and the Old Colony slowing southwest even more, the BPDA should work on future plans that call these developments the last large projects in South Boston. We will have contributed enough space and sacrificed livability to assist Mayor Walsh in his quest to add 53,000 housing units. Any others should be low and moderate income units built by reputable non-profits which should awarded the grants, waivers, variances, amenities, and tax relief given to such as GE and others. Can someone discuss with Mayor Walsh?

Time to plan real transit infrastructure that will make Downtown accessible to the bedroom communities in our city and talk about density and clustering housing around transit hubs. What do you think?

I'm a lifelong Southie resident.

Sincerely yours

V Kropas

--



**boston planning &
development agency**

Tim Czerwienski

8/4/2017

City of Boston Mail - 776 L St. comment

Project Manager

617.918.5303

Boston Planning & Development Agency (BPDA)

One City Hall Square | Boston, MA 02201

bostonplans.org



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison power plant construction project

Rebecca Lanstein [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 2:54 PM

Hi Tim,

I live in east 5th with my family (2 kids and husband) and I would support the project if it included the following:

Family friendly units (3 or 4 bedrooms)- most building are 2 bedrooms which is not enough for families who want to stay in the city.

Middle income affordable units for families

2 +acres of grass and park space with a playground for all ages plus area for outdoor entertainment area

A hotel and retail space and office space would be a plus

Over 2,000 + parking spaces are needed as southie already has a horrible parking issues. Please ensure there is more then enough off street parking.

Thanks
Rebecca lanstein
422 e 5th st.

--

Becca Lanstein



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

c2010.cleahy [REDACTED]

Sun, Jul 30, 2017 at 7:21 PM

To: tim.czerwienski@boston.gov, [REDACTED]

Tim,

I live close by and my kids attend southie schools and play southie sports.

The project seems huge. Street traffic already is heavy. People won't just buy fewer cars because you give them fewer spots. But this is so big, there is a lot of money involved.

As such:

I want to see thought about a trolley down the bypass road to the silver line and now down Lstreet to south station. A loop.

I'd like to see a new ball park for the Babe Ruth baseball team. Completed in advance of the project as a goodwill gesture to the residents. Play ready for Spring 2018. Suburbs with fewer resources have better facilities. Also the same for other sports i.e. softball. Also new fields for little league. They are great, but the kids should have better.

I'd like a 2nd new soccer field for the kids to play on. I'd like to see whatever the hockey program needs to be addressed. I'd like to see whatever the basketball program needs addressed.

I'd like a development funded sports facility mostly for children to be a place for teams and coaches to go with their teams to practice, and if the coaches can't always make it, they offer back ups. It could be a development funded program, managed out of the BAC or a spot well suited.

I'd like the development to fund several paid positions to help the volunteers in hockey, baseball, softball and all southie sports to help offer more clinics and facilities for the kids to practice in.

Chris Leahy

Sent from my Verizon, Samsung Galaxy smartphone



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Plant South Boston - Development Proposal

Denise Connolly [REDACTED]

Thu, Aug 3, 2017 at 2:44 PM

To: Tim.Czerwienski@boston.gov

Cc: mayor@boston.gov, city.council@boston.gov, Linda.DorcenaForry@masenate.gov, Nick.Collins@mahouse.gov

My name is Denise (Connolly) Leary and I am a longshoreman (as well as a life-long resident of South Boston). My family has worked as longshoreman in the port of Boston for generations.

I am writing to state my opposition to the proposed development of the Boston Edison Plant in South Boston.

This project would cause irreparable harm to my livelihood and result in severe economic hardships for me.

This project would also adversely impact the Conley Terminal that is currently going under expansion. The new haul road has removed traffic from East First Street and greatly increased productivity and ease of access to the Conley Terminal for trucks. If this new project is built, it will be built on the new haul road which will severely impact the operations of the Conley Terminal (at which work is performed at all hours of the day and night). This would be extremely detrimental to the port of Boston as a valued destination by shippers.

By copy of this email, I'm also asking that my state and local representatives oppose this project.

Thank you.

Denise (Connolly) Leary
1424 Columbia Road
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison development

The Lee Clann [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 12:28 PM

Dear sir

My name is Brendan lee and I am a third generation longshoreman. I am sending this email to oppose the massive development that is being proposed at the former Edison plant. This massive project will be detrimental to many jobs that are related to the shipping industry and Conley terminal. This would cause more traffic, more delays and shippers will chose to send their cargo elsewhere, where the turnaround time is quicker. Growing up in South Boston, I have seen the overdevelopment of the area. The traffic has become a mess at certain times of the day. Please consider the neighborhood and many jobs that will be detrimentally affected. Thank you for your time and consideration.

Brendan lee

Sent from my iPhone with autocorrect



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Amy Lindenfelzer [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 9:16 AM

Please stop the over development in South Boston. We do not have the infrastructure to handle the proposed Edison project and the fact that it's even being considered is ludicrous. It takes me one hour on public transport to get to Copley for work everyday. It's 3 miles away. The traffic and backup this project will cause is unfair to what is left in our community.

Also, the fact that Mayor Walsh is allowing a building to be built near the Boston Garden is a sin. For what? Foreign investors to buy? Way to sell your souls to the devil.

We are not Manhattan. Please stop this at once before Boston loses its charm and historical quality.

Any Lindenfelzer
Registered Voter!!!
South Boston Ma
[REDACTED]

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Site

Kenneth H Lloyd [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 12:04 PM

Mr. Czerwienski,

I own 150 K Street, around the corner from this site, and I am very excited about the proposed development. I think changing the ugly pink monstrosity into mix use is really terrific. I know people will be up in arms about the # of parking spaces, but the bottom line is, Zip Car, Uber, Lyft, and other services have really changed how people in the city get around. I know plenty of people who forego owning a car in the city because of the cost, as well as not being worthwhile given available alternatives.

I do think improving/increasing public transportation in that area would largely address a lot of the concerns.

Kenneth Lloyd

Assistant Director for Administration

Haystack Observatory

99 Millstone Rd, Westford, MA 01886

Email: [REDACTED]

Ph: [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Proposition

Pattyanne Loftus [REDACTED]
To: "Tim.czerwienski@Boston.gov" <Tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 1:38 PM

Edison Bldg on Summer St. in South Boston. I wish you could see your way to making a park or greenway there. It already takes 1/2 hour to come up or down Summer Street from E B'way to Flynn Memorial Park area. It takes another 1/2 hour to go all the way down B'way and to make life any more miserable for those of us who live in the section of Boston is cruel. If you go across the line to Dorchester there is so much space and beach and I believe they would be glad to hear from you. What this section of the City needs is less traffic and density and so much more parking.

I

Hope this won't be ignored...

patty



Tim Czerwienski <tim.czerwienski@boston.gov>

Port of Boston

Ronald P Logan III [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:36 PM

If you plan on doing this to the Edison property your jeopardizing the income I need to provide for my three daughters ages 4,2, and 1. I am a longshoreman that works at Conley container terminal and was once a resident for many years in that neighborhood.

Ronald P Logan III

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

The Edison Project in South Boston

Peter Logue [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>
Cc: Peter Logue [REDACTED]

Thu, Aug 3, 2017 at 4:28 PM

Dear Sir,

I am writing to share my opinion that the existing development project, as currently proposed, needs to be significantly scaled back.

Also, we should not move forward without a clear understanding of our existing transportation situation in the area to be directly impacted, and how the proposed development may further impact both the immediate area and the adjoining Seaport and City Point neighborhood traffic, specifically.

Sincerely,

Peter Logue
881 E 1st Street
South Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Edison Plant) comment period ends August 4

Linda Lynch [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Tue, Aug 1, 2017 at 8:20 AM

Hi Tim,

I think, as a lifelong resident, the project sounds wonderful. I know there are problems with zoning, but do believe it will be changed for this project. I wish it could be done in 10 years and not 15. I want to be able to enjoy it, I am a bit of the older generation, but of course, I have the same comment as probably a large percentage has, PARKING. I do live in the area on O & 4th Street, and believe that the parking will spill into the neighborhood. Maybe there is a way to do a few different levels of parking, maybe a 5-6 story building for parking. A floor for the hotel, a couple of floors for those who buy condos there, a couple of floors for visitors. This is my only complaint: parking, otherwise I say great luck to this development company.

Linda Lynch
[REDACTED]

From: Tim Czerwienski [mailto:tim.czerwienski@boston.gov]
Sent: Friday, July 28, 2017 3:11 PM
Subject: 776 Summer Street (Edison Plant) comment period ends August 4

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant

Caroline Baker [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 2:11 PM

I vehemently oppose this project! The current project proposed will negatively impact the town of South Boston. The additional traffic, people, parking issues, etc.

Caroline Madden
28A Story Street
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

edison pant

nancy [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 6:40 AM

hi tim

Please include an arts and cultural center in the L Street Edison Plant Development.

There are enough overpriced restaurants, too many "luxury" condos and not enough art & culture in southie.

thanks,

nancy maggs
240 E street
south boston



Tim Czerwienski <tim.czerwienski@boston.gov>

Concerns regarding Edison project in South Boston

Fri, Aug 4, 2017 at 5:16 AM

[REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

To Whom It May Concern

These are mine and the rest of South Boston residents reasons why the Edison project is not a good idea...I am a lifelong resident.

- 1,500 units, you figure 3,000 people and their cars!
- Only 987 parking spots included and they are going to try for on street parking as well.
- They are figuring between 4,000 and 10,000 (!!) additional cars coming and going to and from this site everyday including commuters to their proposed offices and offering the MBTA as an option for residents.

L Street is already a congested highway for commuters

- busses can't handle the current community
- parking is getting worse and worse as it is
- The town would be gridlock

Multiple buildings 20 stories high?! Ten years of nonstop construction!?

The negative impact of this project would be crippling to the neighborhood. It's outrageous.

Sincerely

Lauren Mahoney

Sent from my MetroPCS 4G LTE Android device



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Development of Boston Edison Plant Site - South Boston

Dorothy Manning [REDACTED]

Thu, Aug 3, 2017 at 9:03 AM

To: "mayor@boston.gov" <mayor@boston.gov>, "Tim.Czerwienski@boston.gov" <Tim.Czerwienski@boston.gov>

Cc: "city.council@boston.gov" <city.council@boston.gov>, "Linda.DorcenaForry@masenate.gov"

<Linda.DorcenaForry@masenate.gov>, "Nick.Collins@mahouse.gov" <Nick.Collins@mahouse.gov>

Dear Mayor Walsh and Mr. Czerwienski,

We are writing to voice our strong opposition to the proposed development of the Boston Edison Plant site in South Boston. This project is 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 of 10,000 - 20,000 each day 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.

Additionally, it is our understanding that development of housing is not allowed on the site. Therefore, the proposal for 1,500 residential units and a 300 room hotel (or any housing) should not be allowed on this site.

Lastly, but no less important, 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 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>

A resident of south boston against the planned Edison development

kevin manning [REDACTED]

Thu, Aug 3, 2017 at 9:56 AM

To: tim.czerwienski@boston.gov

Dear Tim,

I am a south Boston resident and a longshoreman. I live at 805 east broadway. I have lived here for my whole life 28 years. I strongly oppose the Edison Plant development. The proposed density and scale of the project will only serve to further increase the traffic and congestion that the overdevelopment of South Boston and the waterfront had already caused. Parking has always been an issue and the proposed number of 1/2 parking spot per unit is ridiculous. Please do not allow this project to go forward as proposed. Also the added traffic to the city point of south boston will cause to much congestion in an already small neighborhood.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

[REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:34 PM

To : Tim Czerwienski & The rest of the members of the Boston Planning and Development Agency.

From : Brian Manning , forth generation South Bostonian & Member of ILA Local 800

I wish to express my unequivocal opposition to the planned development at the South Boston Edison Plant site. The good people of South Boston have been besieged by over development for years, and this will be straw that breaks the camels back. No sane resident could possibly see this as beneficial, the negative impact will choke the life out of the neighborhood. As a member of the Longshoremen's union I see this as nothing more than the ULTIMATE JOB KILLER for everyone inside the union and many many people outside the union. The reason is simple. The proposed development at the South Boston Edison Plant and the Conley Container Terminal cannot coexist in any form. Period !

The Port of Boston is the main artery of Massachusetts' consumer economy, with imports and exports serving as strong catalysts for growth, investment and opportunity. As Governor Baker said " The Conley Container Terminal's sustained growth is a pillar of the Massachusetts economy, supporting thousands of jobs and local businesses across the Commonwealth, while ensuring people receive the goods they need when they need them". The proposed development does none of these things. Plus the HUNDREDS of MILLIONS of dollars that have and will be spent on harbor dredging, facility expansion, and infrastructure investments makes the Proposed South Boston Edison Plant Development an Idiotic Idea worthy of only the most greediest developers and the most corrupt public officials... Besides I doubt very highly that you Tim and the rest of BPDA members would ever approve of a development that affected you, your family, your neighborhood, and livelihood in such a negative way.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant

John Marcella [REDACTED]

Thu, Aug 3, 2017 at 1:47 PM

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

Cc: [REDACTED]

Dear Tim

My name is John Marcella. I am a longshoreman of oval 799 currently working on Conley Terminal in South Boston. I am opposed to the proposed development plans for the Edison building site for the reasons listed below.

1. Detrimental to the operation and future of the Conley container Terminal.
 2. Could eventually and realistically put many people who rely on the port to make a living, in the unemployment line. Not only fellow longshoreman but line handlers, truckers and also Massport employees.
 3. Put an even greater increase in traffic problems in an already overburdened South Boston.
- All of this so some developer can cash in on people's misery and walk away from the mess they created for the men, women and families who have lived and worked and paid taxes here for generations

Thank you for your time

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development

Linda McCullough [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>
Cc: George McEvoy Jr [REDACTED], Billy Sullivan [REDACTED], Dennis McLaughlin [REDACTED]

Thu, Aug 3, 2017 at 4:52 PM

Dear Mr Czerwienski

My name is Linda McCullough. I have been employed as a longshoreman for over 20 years. I have seen lots of changes in that 20+ year time frame. Massport combined ports many years ago. They have invested and expanded Conley Terminal. They recently received a \$42 million dollar grant to expand the port further & dredge the harbor. This is to accommodate the new larger vessels. These vessels come at all times of day and night. We sometimes work around the clock to accommodate these shipping lines. We load & unload in upwards of 1000 trucks a day with the cargo that comes off or goes on those ships. Most recently to alleviate traffic & move the trucks away from the residences. Massport built a new access road. Now, you want to bring new residents into that area. I guess to me it just doesn't make sense. In all honesty you will bringing new congestion to the area. You could be affecting many hard working blue collar jobs Longshoreman/truckers etc. We are known as a small port with a quick turnaround a selling point to many shipping lines. Please consider rethinking this new proposed development of the area. It is not in the best interest of The Port of Boston

Thank You for listening to my concerns,

Linda McCullough
[REDACTED]

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development Project

Mary McDonough [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Jul 27, 2017 at 10:58 PM

Dear Mr. Czerwienski,

I would like to convey my concerns regarding the Edison plant project on L Street. First of all, until Boston has a working and reliable public transportation infrastructure (i.e., MBTA), the condo expansion in certain parts of the city needs to cease. South Boston is one of these areas. There was no urban planning in South Boston or in the Seaport. Urban planning is a foreign concept for Boston. People cannot get to work or school now. The streets in Seaport have been narrowed, lanes have been lost, sidewalks are huge and the transportation choices are crowded and few in number. The redline and orange line break at least once a week at rush hour; if it is too hot or too cold, they do not work.

People want green space, walking and bike paths, access to the waterfront and parking. These things are always an after-thought in Boston. After the BigDig project there were no funds left for amenities like green space; it took a long time for the Rose Kennedy Greenway to come to fruition and there is always a controversy about funding continuance. Same goes for the Lawn on D.

I know the State is expanding MassPort and the harbor depth. What happens to that? L Street and First Street have always been industrial and maritime zoned. You cannot have both unless an access road is built that bypasses the residential area for truck traffic. I suppose that will be an after-thought, for the neighbors to figure out and pay for, not the developers.

In the past month, two huge "luxury" condo developments have burned to the ground because they were made of wood. Developers build cheap and charge luxury prices, all the while ignoring the needs of the people who live here now. Many elderly people in Waltham were exposed to smoke and had to evacuate their homes at 3am because of this "shoddy", dangerous construction, bad decision making, and lack of concern for safety. The mayor of Waltham is now concerned but it's too late. Throwing up these projects and not having planning, foresight and concern for public safety is unethical. It provides nothing in the way of quality of life for current or future residents. Southie has seen way too much of this.

Is that area even safe to be built upon or is it a hazardous waste site? If Boston wants to be a world class city, it needs to start thinking strategically with a 50 year plan and not just approve every condo or building project that comes along, otherwise it is short-changing itself.

Boston does not have a world class zoo or a botanical garden. How about something culturally significant in Southie instead of a condo complex? Why can't there be ferries or shuttles to downtown now to supplement the bus transportation? These could be paid for by charging the large-scale developers in the city and state, a fee explicitly directed to new transportation. Why are the needs of the average citizen always an after-thought in Boston and Massachusetts?

Sincerely,
Mary McDonough

Sent from my iPad



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

michael mcevoy [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 12:26 PM

As a longshoremen at the Port of Boston I am against your plan to build condominiums and apartments at the Edison site. The scale of your project and the added cars and traffic will affect commerce in a negative way at the Port of Boston, and you do know that we are a Port that works 24 hours a day and I can't imagine that your tenants and owners will not have issue with the noise and lights of a 24 hour operation at the Port. Sincerely Michael McEvoy I.I.A Local 800.

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant project opposition

George McEvoy [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 1:03 AM

Dear Tim,

I strongly oppose the Edison Plant project. Conley terminal is New England's only full service 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 shoppers 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>

Edison development

Zep mac [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:45 PM

My name is Christopher McEvoy, I am a life long resident of South Boston. During my life here I have seen the change the neighborhood has gone through, and in the last few years it has really ramped up. We were once an actual neighborhood where everyone knew each other and everyone helped out to make life easier. Since the developments have come however, the neighborhood I once knew to love has long lost been forgotten. Gone are the days of helping your neighbor shovel out his or her car, helping the elderly with groceries, or just chit chatting on the stoops talking about the Bruins, Patriots, Red Sox and Celtics. They've changed literally every aspect of the neighborhood, they even went after the street hockey court behind the rink. I am also a Longshoreman who has been employed at Conley terminal for the last 12 years. I am writing in opposition of the proposed development of the Edison plant. The port of Boston, Conley Terminal, has been the most efficient port in North America the last 5 years and counting. Putting in a development of this size and scope is absolutely going to hinder our progress of our ability to be efficient and attractive to the shipping industry which is quite cut throat. Massport itself has also realized this and has recently received monies to construct a dedicate haul road and expand the terminal. Slowly but surely our efforts and work ethic have made Conley Terminal one of the most attractive places to import and export out of. With all the work we have down to relieve congestion off of East First St., this plan wants to drop at least 1,500 condo units, a 300 room hotel, and an open marketplace all on the street that we just got the trucks off of. They estimated between 10,000 to 20,000 visitors a day. A DAY! All the efforts to get the trucks off of East First will be for naught if this project gets approved. The port of Boston is the gateway to New England, this development will one hundred percent hamper our ability to do our jobs effectively and efficiently. To approve this project would be to throw out all of the infrastructure improvements we have already made and we would have to start from scratch again on what to do about congestion at L ST. and East First st.

Thank you for reading.

Sincerely,

Christopher McEvoy



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Kristin McFarland [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 2:44 PM

Hi Tim,

I would like to express a few opinions on the development of the Edison Plant as a South Boston resident and homeowner.

- I am for the development of the old plant into functional, usable space
- I am for the expansion of commercial / retail space in South Boston. We are currently inundated with residential expansions and there are no commercial spaces to keep up. We need more restaurants, grocery stores, shops, and other amenities. Right now people live in Southie but there is hardly anything around to keep us here without having to travel to other neighborhoods. I want to support my local businesses
- I am totally against any residential development at the power plant. I know this will never happen, but the idea of 1,500++ more units coming in to jam up the already maxxed out busses and bog up the already packed roadways is absurd. Even 200 units sounds like a tremendous amount, but certainly more acceptable than over 1,500.
- Much like any new construction has rules as to number of parking spaces per unit, my support would be contingent on some similar metric for a partnership with the MBTA to bring on additional 7 and 9 busses per residential unit milestone.
- I do not want another hotel coming to Southie. It is a neighborhood community and all of a sudden all of these hotels are popping up bringing tourists to stay. Pretty soon we'll have guided segway tours of Whitey Bulger's old stomping grounds. If I wanted to live in faneuil hall or I'd move there.

Southie is a very unique community in the city and my biggest concern is that this massive development is going to totally and irreparably change the neighborhood....further commoditizing it to be exactly like the rest of the city.

Thank you for your time.

Sincerely,
Kristin McFarland
I Street



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts and Culture at the Edison (L Street) development

Karen McFeaters [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:48 PM

Dear Mr. Czerwienski,

I write to you as a BPDA certified artist and member of both the Fort Point Arts Community and South Boston Arts Association.

I believe South Boston would truly benefit from having a dedicated center for the arts. Several years ago I visited the Guthrie Theatre in Minneapolis, MN and was blown away by the facility, which was dedicated to theatrical productions, but when I went I saw a break dancing competition that teens from all over the region (including Wisconsin and South Dakota) took part in. They had dancing teams, read poetry, did monologues, etc. This was a HUGE facility dedicated to the arts with several dining options and a gift shop but it was a place that I never forgot in that it was so inspiring to see how much support the city gave the Guthrie Theatre and I left feeling very impressed with Minneapolis as a whole.

I envision an arts space as a center for education, performance, gallery exhibitions and retail. It would be wonderful if local artists had a place to showcase and sell their work, congregate and share performances with the general public.

We now have an opportunity to showcase the talent of South Boston's artists, with the community at large. Please support an arts and culture space at the Edison development which will demonstrate that South Boston is a cultural destination worth experiencing!

Thank you for reading my email.

Sincerely,

Karen McFeaters
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on 776 Summer Street Project

James A. McGee [REDACTED]

Sat, Aug 5, 2017 at 12:09 AM

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

Dear Mr. Czerwienski,

As residents of the City Point neighborhood of South Boston, we are writing in support of the proposed development for 776 Summer Street.

We are proud to live in a city that continues to grow and flourish and are looking forward to seeing the redevelopment of this property with all of the community benefits it will bring. The proposed mixed-use development is exactly the kind of enrichment and investment in our neighborhood that we, as residents, are truly excited about! Specifically, we are most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed (historically, South Boston has not benefitted from this type of investment as much as other Boston neighborhoods, and we welcome it). In addition, we eagerly await the addition of retail and restaurant space to allow local businesses to expand and better serve the local community.

While we are very much looking forward to the redevelopment of this site, and the restoration of the Edison Power Plant that has been an eyesore for too long in our neighborhood, there are still a few issues that we have questions about. We are most concerned with the potential for increased traffic and the need for additional parking in an already busy area. We would ask that traffic and parking studies be done and careful consideration be made to ensure that the additional vehicular traffic and parking needs of the proposed project will not create an undue hardship for current residents who rely on Summer Street and its many cross streets for parking and commuting to work every day. We would also ask that a coordinated effort be made with the MBTA and other transportation organizations (e.g., Boston Harbor Cruises) to expand the transportation options in and around the South Boston waterfront to better accommodate this rapidly developing community.

We appreciate the developers' continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.

Thank you for your consideration.

Sincerely,
James and Jean McGee
893 East 2nd Street, #9
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Project

Patricia McLaughlin [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 3:08 PM

Please, please, please oppose the Edison projected condos, hotel, and retail shops. There isn't room in an already overcrowded city. How will cargo leave the dock? How will cruise passengers be able to even leave the boat to discover our city.

I lived on G Street when the 17 story apartment building was built. It is like a large wart on an otherwise beautiful neighborhood. It also destroyed the view of hundreds of people.

Please preserve the character of this city.

Pat McLaughlin
111 G Street
South Boston, MA 02127

My name is Dennis McLaughlin. I have been a Longshoreman for 20 years. I have watched Conley Terminal grow exponentially in the last eight years. It has now come to have a 4 billion dollar impact on Boston and New England. Massport has built a beautiful park, now named Butler Park and buffer zone along first st. They have built a by pass bridge directly to Conley Terminal off Summer St. to keep trucks off neighborhood streets. We are good neighbors in close proximity. Now a Developer has bought and plans to cleanup the Edison sight on the corner of 1st and L st. It is not OK and we oppose this project which according to their figures will bring more than 10,000 new car trips PER DAY to the immediate area. It will directly affect our Port and the 7,000 jobs affiliated with the shipping industry. We settled our differences with the close residents. Now you want to allow residents to move closer to where we work. This makes no sense to us. Please rethink your decisions and come up with a different plan. Eliminate this proposed monstrosity along with it's traffic congestion and neighborhood nuisance it's sure to become. Thank you.

Dennis McLaughlin Longshoreman

Business Agent

ILA 805



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Amy McPhee [REDACTED]

Thu, Aug 3, 2017 at 1:29 PM

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

Cc: [REDACTED]

Mr. Czerwienski,

I am writing to you today to state my opposition to the proposed development of the former Edison Plant by Redgate/Hilco. I am a fourth generation longshoreman and I grew up in South Boston. My family has seen many changes with the port and within South Boston. The last thing South Boston needs is more condominiums and especially in that location. The new haul road was just built to help ease the traffic that is currently on Summer and First St. and now they are proposing a project that will add an additional 10,000 to 20,000 cars to the area.

The port of Boston is vital to our economy. This project will most definitely have a negative impact on the port. Conley Terminal has achieved significant growth in the last decade and Black Falcon Cruiseport has also undergone major improvements and the number of cruise ships that visit the city continue to grow every year. The proposed traffic from this new development will interfere with daily production at both locations. I am sure you know there are a number of jobs supported by our industry. It's not just the longshoremen that this will effect. Please consider how this project will impact everyone who lives and works in the neighborhood. Thank you for your time.

Sincerely, Amy Conley McPhee

ILA Local 800

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street

Kelly Meade [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 6:52 AM

With respect to the proposed development at the old Edison plant, I suggest that more family-sized housing be built. As someone with a child who realizes how impossible it is to find 3 or 4 bedroom apartments in South Boston, and has seen many families leave once they have more than one child, I think the new development should have predominantly 3 and 4 bedroom apartments to meet this need.

Thanks,

Kelly Meade
Resident of South Boston

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Arts

smfmpm@aol.com [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 9:43 AM

Hi Mr. Czerwienski,

I just wanted to offer my support to the proposed Arts Center at the site of the Old Edison Power Plant.

The idea of an Art and Cultural Center at the site would bring a long overdue idea to fruition and provide the residents with something for themselves especially with all of the building and construction going on in the area the Neighborhood needs something that they call their own.

Please if there is anything further I can to do help this project please feel free to contact me.

Sincerely,

Fred Melchin
718 East Fourth St
South Boston, MA 02127
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Cmment Letter -Boston Edison Plant Development

rmeyer rmeyer [REDACTED]

Fri, Aug 4, 2017 at 12:33 PM

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

Cc: "beldridge@msc.us" <beldridge@msc.us>, "lwieland@massport.com" <lwieland@massport.com>

This Comment letter is being submitted on behalf of The Boston Shipping Association, Inc

The BSA is a corporation that represents employers, shipping agents, stevedores, shipowners and others with direct interests in the waterfront in Boston and commerce in the New England Region

I am Richard Meyer, Executive Director of The BSA and these comments represent the concerns our organization has with potential impacts on the operation of Conley Terminal

1. The proposed development must not disrupt what is a 24/7 operation with considerable truck traffic that will continue to operate on a dedicated roadway.
2. The estimated increase in cars coming in and out (10,000-20,000) could hamper the flow of truck movement.
3. It is important that the parties are aware of and protect the DPA.
4. The buffer zone must be configured to give maximum separation of the project from the working terminal.

Conley Terminal is a major commercial hub for the New England region that is responsible for thousands of jobs and the movement of cargo throughout the region. We cannot afford to have Boston's only

Container terminal negatively impacted by this proposed project. It is also worth noting that the State and Federal governments have committed millions of dollars to dredge Boston Harbor to promote

Commerce and allow for larger ships and more cargo to pass through Conley Terminal. We want to make sure that additional condominiums in the area do not trump what is a continuing vital operation for

Boston and the entire New England region.

Respectively submitted

Richard Meyer

Executive Director

Boston Shipping Association, Inc.



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

Patricia Hamilton [REDACTED]
Reply-To: Patricia Hamilton [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 3:40 PM

Hi Tim:

My husband and I have been living in Southie for a few years and consider it to be a gem. We enjoy walking and biking along the South Boston beaches as well as an occasional bike ride through Marine Industrial Park. One of the most dangerous intersections on our route is the corner of L and 1st Street because it is a congested, high traffic spot. I believe the proposed project is just too big and will add to an already overburdened area of South Boston. I am fortunate in that I do not have to take public transportation to work because I work from home. On those rare occasions when I do need to be somewhere, the drive up L St. to Summer St. is a nightmare between the trucks and high volume car traffic. To make matters worse, if there is a convention/show at the Boston Convention and Exhibition Center it can be a long day's journey into night. Adding so much more real estate/people to the mix just doesn't seem like a good idea. Scale it back, scale it down and allow some of the uniqueness that is Southie room to thrive.

Patricia Michaels-Hamilton

Patricia Michaels-Hamilton, Esq.
Law Office of Patricia Michaels-Hamilton
86 O Street
Boston, MA 02127

Fax: [REDACTED]

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Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Power Plant

Marc Miller

Reply-To

To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 12:49 PM

I would like to add Fort Point Theatre Channel's voice to the supporters for a cultural/arts focus as part of the vision for the Edison Power Plant development. We appreciate the discussions with Redgate/Hilco and would love to see space in the final development for performance and other arts. This would not only serve the community and our own needs, but help solidify the arts identity of the South Boston/Fort Point/Waterfront area, with a triangle from City Point to the ICA and Society of Arts and Crafts to the Fort Point community of artists.

Marc MillerProducer/Co-Artistic Director, [Fort Point Theatre Channel](http://www.fortpointtc.org)www.fortpointtc.org @fortpointtc 617.750.8900

Follow us on Facebook, Twitter, & Instagram

Upcoming Productions:

[Threw the Keyhole](#), August 19, 2017[The Ghost Sonata](#), October 2017



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to Edison Building Plans

Caitlyn Miller [REDACTED]

Fri, Aug 4, 2017 at 8:30 AM

To: tim.czerwienski@boston.gov

Dear Tim,

My name is Caitlyn Miller and I have been a longshoreman for over ten years. I am sending this email to oppose the development that is being proposed at the former Edison plant. This project will hurt the many jobs that are related to the shipping industry and Conley terminal. This would cause more traffic, more delays and shippers will chose to send their cargo elsewhere, where the turnaround time will be quicker. Over the past ten years I have witnessed the overdevelopment of the area. The traffic has become more dense with every development and the parking for visitors is non existent. Please consider the local economy, the workers that would be effected by this development, and the neighborhood. Thank you for your time.

Sincerely,
Caitlyn Miller



Tim Czerwienski <tim.czerwienski@boston.gov>

I Oppose the Edison Plant Project

Kate McDermott [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 8:37 AM

Dear Tim,

My name is Kate Miller and I am a longshoreman. I am sending this email to oppose the massive development that is being proposed at the former Edison plant. This project will hurt the many jobs that are related to the shipping industry and Conley terminal. This would cause more traffic, more delays and shippers will choose to send their cargo elsewhere, where the turnaround time will be quicker. If it becomes more difficult for drivers and shippers to do their business here, our local economy will suffer. I have witnessed the overdevelopment of the area. The traffic has become more dense with every development and the parking for visitors is non-existent. Please consider the local economy, the workers that would be effected by this development, and the neighborhood. Thank you for your time.

Sincerely,
Kate Miller

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Fed up!!

Erin Milley [REDACTED] czerwienski@boston.gov> [REDACTED]

I am so tired of all you people from the government that are coming and destroying our town just to make money. You should all be ashamed of yourselves. My grandparents worked hard to get their property and wanted nothing more than to just pass it down to future generations. The government is trying to take it all away from us when my grandmother died at shy of 101 and still lived at her home at 555 East 6th St South Boston the property was put in a trust so that her 3 daughters and 2 grand daughters would have a place to live. The government hit our family with a \$93,000 inherent tax because the property was valued so high. Well that would be fine if we were renting any of the apartments out my mother and two aunts are in their 70's . They can barely get by on SSI and now they had to take out a loan on the property in order to pay the government. All the people who have lived her generation after generation are leaving they can't afford the taxes. It is really sad that my son has NO CHILDREN to play with because there aren't any. What we do have are a bunch of stuck up rich kids thinking that this town is one big frat party. I can't take my son to the beach here because it's like the girls are have naked, and my son is asking "Mommy why don't these girls pick their wedgies". PLEASE FOR THE LOVE OF GOD END IT !!! NO MORE CONDOS !!! NOT AT THE OLD EDISON NOT ANYWHERE ELSE!! HERE US LITTLE PEOPLE!!!!!!! NO MORE CONDOS NO MORE CONDOS NO MORE CONDOS STOP THE MADNESS



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Development of the Boston Edison Plant

Thomas P Moakley [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:14 PM

Dear Mr. Czerwienski,

I'm writing to you, to ask you, and your colleagues to reconsider the development of the Boston Edison Plant, located in South Boston.

My name is Tom Moakley, ILA Local 809. I fear that the Port of Boston would suffer tremendously, specifically Conley Terminal.

If this site is over developed, it would cause even more gridlock for that area, which it already has.

Thank You,
Thomas P. Moakley



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Development

Namas Monahan [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 10:09 PM

Dear Mr. Czerwienski,

My husband and I own and reside at 1 Onslow Terrace, not far from the proposed Edison development in Southie.

I honestly don't understand the issues that the longshoreman have with the project, so I won't speak to that. My primary concern is related to the demolition, and the fact that a structure that old will be full of heavy metals, such as lead, that shouldn't be permitted contaminate our fresh air if demo is done carelessly.

However, **I do support the Edison development.** We are sorely lacking in terms of retail in our neighborhood. The Stop & Shop is a terrible grocery store, and East Broadway is basically a shade-less, tree-less stretch of nail salons and empty storefronts. At least two restaurants close soon after lunch (Cranberry Cafe and Boston Bagel), while Starbucks is full every day, from open to close.

I understand traffic is an issue, but it is a current issue, and it will continue to be an issue, regardless of whether the Edison development moves forward or not.

The Edison development is an amazing opportunity to bring much needed retail and social space to City Point without encroaching too deeply into the community.

I truly hope that you will consider that the loudest voices in Southie don't necessarily represent the majority of residents. And I hope that you will support the Edison development in a way that ensures the cleanliness and safety of its environs.

Sincerely,
Namas Monahan

1 Onslow Terrace
Boston, MA 02127
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

proposed development of 776 summer street

Gail Moran [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 12:51 PM

Cc: [REDACTED]

Dear Mr Czerwienski,

I am a lifelong resident of South Boston, and I am opposed to the planned development of 776 Summer Street (the old Edison plant). I attended the community meeting at the Tynan School in South Boston and was shocked at the size and scope of the plan. South Boston has seen too much overdevelopment in the past few 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 waiting to get onto overcrowded buses. We can't handle the 10,000 more cars this project is projected to bring into our neighborhood everyday. I was stuck in traffic on L Street today at 930 am. The streets are already congested.

Also as a member of Local 800 of the International Longshoremen's Association I am concerned that this type of development at this location will adversely affect the Port of Boston. With the increased volume of cars, delivery trucks, etc. that this development will bring, Summer Street will be backed up in both directions, and the tractor trailers trying to get to Conley terminal will also be stuck in this gridlock. One of the reasons the Port of Boston is doing as well as it is and 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 an important hub in the shipping of many products in the region. If the area becomes too congested, the port could lose business and thousands of jobs would be affected.

I posted the plan on the South Boston Community Bulletin Board on Facebook, and people were very upset about it, citing traffic concerns, environmental concerns and health concerns. Its the wrong location for a project of this size. It's just too much for this neighborhood.

Sincerely,

Gail Moran
814 East 5th Street
South Boston, MA



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Project Opposition

Shannon Moran [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 3:57 PM

Good Afternoon Tim,

My name is Shannon Moran and I am a member of ILA Local 1066 in the Port of Boston. I am a fourth generation ILA union member and lifelong South Boston resident. I am contacting you regarding the proposed Edison Plant Project to express my strong opposition the project and outline the devastating effects that this will have on both my livelihood and quality of life.

As proposed, the Edison Plant Project will severely damage Conley Terminal and the regional economy. The Port of Boston is the sixth largest employer in the area. It is not just longshoremen that will be directly effected; in fact, over 7,000 people are employed by the Port of Boston.

This project seeks to completely change the landscape that borders our port facilities. Spanning over eight city blocks and including over 1,500 residential units, the project will limit our productivity and operations at Conley Terminal by adding an additional 10,000 – 20,000 cars to an already dense, congested area. Part of what makes the Port of Boston an attractive place to do business is its average turnaround time of 30 minutes. The drivers that directly service Conley Terminal will spend more time navigating traffic gridlock, decreasing their productivity. Shipping lines will begin to pull out of the port because time is money. The domino effects of this project will put 7,000 people in danger of losing their jobs with the Port of Boston.

Another critical reason why the Edison Plant Project cannot move forward is that it will be adjacent to the new haul road that directly services Conley Terminal. This \$75 million haul road was created to appease residents of East First Street who complained about the trucks traveling down their street. Undoubtedly, the new residents of these luxury condominiums will voice similar concerns about truck noise, pollution, and the operations that we conduct at our facility day and night, every day of the week, all year long. The opposition of new residents and temporary hotel guests to our port operations is yet another way that this project will jeopardize the livelihoods of over 7,000 people, including mine. This parcel of land should never be rezoned as residential.

Conley Terminal has been making massive investments to expand their operations. In addition to the new \$75 million haul road, they are investing \$58 million to dredge Boston Harbor and accommodate larger container ships. The Edison Plant Project will be detrimental to these expansion plans and the \$4.6 billion that the port generates each year. Due to the port's substantial impact on the regional economy, this land should remain zoned marine industrial.

Finally, on a more personal note, the Edison Plant Project will ruin the quality of life in the place that I call home. As a South Boston resident, I am appalled by the magnitude of this project. The community cannot handle over 10,000 more cars on its streets and thousands of more residents using the MBTA. Redgate-Hilco has failed to propose any meaningful solutions to the permanent influx of cars that this project will create. Additionally, parking is a constant concern in South Boston. The .5 parking spots per unit that these developers have proposed is far less than the 1.5 parking spots required for residential developments. Furthermore, I am worried that this project will impair my ability to do even simple things, like grocery shopping. We have one grocery store in City Point that is already busting at the seams. We simply do not have the capacity to handle this project; the prospect of adding this many more people and cars is untenable.

8/9/2017

City of Boston Mail - Boston Edison Project Opposition

I have witnessed firsthand the overdevelopment of my neighborhood for close to a decade, but the Edison Plant Project is the most offensive one to date. It threatens both my livelihood and quality of life. I am asking that you take into consideration the devastating, long-lasting effects of this project on both Conley Terminal and the residents of South Boston.

Sincerely,

Shannon Moran

ILA 1066 and Resident of South Boston (179 M Street)



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to The Proposed Development of the Boston Edison Plant site

Colleen Moran [REDACTED]

Thu, Aug 3, 2017 at 4:33 PM

To: tim.czerwienski@boston.gov

Hi there,
Hope all is well.

Wanted to write you to formally state my opposition to the proposed development of the Edison Plant site on Summer Street/East 1st Street. This project will affect my life in a multitude of ways but I will go into deeper detail surrounding only two.

1) As a South Boston resident for my entire life, I have seen all of the progress this town has made in terms of gentrification and I am not a typical, bitter "lifer" to complain. I myself am a young urban professional, and make a decent enough living to enjoy the finer things in life such as the new shopping, restaurants and entertainment this town has newly acquired so I do not oppose most things. However, one undeniable fact is that we are getting so overcrowded in this town, a ride that once took 5 minutes has been quadrupled (from one end to the other) and there just simply is not enough space to put all of the cars that this new project would inevitably bring with it. In addition to that, the streets were not built to sustain such traffic during the construction as well as post construction. The once, quiet town of South Boston will turn into madness, something a lot of people will not be able to bare and eventually might have to move away from

2) I am the daughter, sister, granddaughter, and niece of a number of Longshoremen at the Port of Boston in 3 out of the 4 locals. This port has been in service for hundreds of years and is a major port of the New England economy. This project will surely put this port at great risk for shipping companies to go elsewhere due to traffic, time lost (in/out for trucks) and overall shipping complications that this project will undoubtedly create. With that, not only will hundreds of men and women (near and dear to me and many others) be at risk for job loss, but again the New England economy will most likely suffer.

Thank you in advance for your time and consideration. Let me know if you have any questions/concerns about my opposition.

Colleen Moran

--

Colleen Moran
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Arts

Dorothy Morris [REDACTED]

Wed, Aug 2, 2017 at 2:22 PM

To: tim.czerwienski@boston.gov

As a long time member not only of the South Boston Arts Association, but also of its board, I am pleased that Edison is hearing South Boston and other interested artists to provide a home for the arts in South Boston. I believe it is the only section of Boston without a place to call home.

As for myself, the twelve of more years I have been a member of the SBAA have been very fruitful for me. I have had two poetry books published, and have chaired two semiannual neighborhood readings at the South Boston library for anyone who is interested in writing or reading poetry, the elixir of the soul.

I have also visited two schools in South Boston to talk to young students about poetry and have been supportive of all arts and local artists. My sister and I have also taken many art lessons with Dan McCole which have enriched my retirement years immensely and opened my eyes to skills that I never knew I had.

I hope this art interest can grow and spread in the neighborhood with your help.

Thank you.

Dorothy E. Morris



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to Edison Project

murpzy [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 7:21 AM

Dear 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. This money was invested by Massport to divert truck traffic and noise away from 150 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,

Matt Morris

Sent via the Samsung Galaxy S7 active, an AT&T 4G LTE smartphone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Elizabeth Morse [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 12:11 PM

Hi Tim,

I'm writing about a few concerns I have about the Edison Plant Development.

- There must be more parking available -- FOR FREE OR A VERY REASONABLE RATE -- so that the limited residential street parking in Southie, specifically the east side, is not taken by visitors or employees of the new development. This means an adequate parking garage **open to the public** - not just the residents that live there or employees that work there. The amount of people that will live/work in the area demand a higher number of spaces, and on top of that there must be additional visitor spots as well. Planning for under 1,000 is quite frankly, a joke.

- Along the same vein, there MUST be a better public transportation plan for those coming to this new complex. Yes, more buses that are running 7 days a week are necessary. However, there also needs to be non-street transportation available as well. While more buses will be great, they will also add to local traffic. There needs to be an expansion of the subway system so that it will not add to the already congested area.

- This MUST be a clean, environmentally friendly development. It is 2017 and Boston has a chance to be a leader in the low-emissions, green development of the country. We must continue to set an example of how growth can be done RESPONSIBLY.

Thank you for keeping my concerns in mind as development plans continue. I love Southie and think the development could bring some great success to the area. However, I don't want to see it negatively affect us, the residents of South Boston. I lived in Hoboken, NJ, a bedroom community of NYC for many years before moving back home to Boston, and I'd hate to see what happened there, happen here. Boston is so much better than that.

Please don't hesitate to reach out with any questions.

Thanks again,
Elizabeth



Tim Czerwienski <tim.czerwienski@boston.gov>

plans for the boston edison property

dan moylan [REDACTED]

Wed, Aug 2, 2017 at 2:40 PM

To: bostonplanning and development agency <tim.czerwienski@boston.gov>

Cc: dan mccole [REDACTED]

it is important to south boston that you include arts and culture in the edison plans. please consider favorably the redgate/hilco proposals, and the arts and cultural community center proposal.

j. daniel moylan
[REDACTED] (cel)



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant: POV from a state employee/librarian in Southie.

Jenny Moyryla [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Jul 27, 2017 at 1:45 PM

Dear Tim,

I am a 40 year old librarian. I'm a single person with a single income, I have a Master's degree, and don't drive. I have been living in Boston for 7 years. Perhaps this is not long enough to be considered a local, but it is long enough to have developed some insights and opinions on what it means to be a member of the disappearing middle class in the city of Boston, and in Southie in particular.

ALL of the new developments in South Boston are aimed at the upper and upper middle classes. From expensive restaurants, to expensive fitness clubs, to bars, to housing. I've looked into what the city considers to be a solution for "Affordable Housing." I DON'T QUALIFY. I'm not poor enough to apply in most cases, but I certainly don't have the income to rent an apartment at market price. Nor do I have the resources to buy a property, because I'm a *Librarian in Boston*, which means it's next to impossible to build savings.

When I do see emails from the City of Boston Income Restricted Housing Opportunity mailing list, the rentals are typically offered to Area Median Income ranges that don't include me. My salary as a state employee is made publicly available. If you look it up, you'll find it's just over 59k. According to the newest "affordable housing" guidelines set for by the BRA, I should expect to pay half of my salary to rent a studio apartment. However, anything you read regarding financial intelligence will tell you that you should be paying 25-30% at most. See the chart below, which was provided to me last week by the BRA mailing list. According to this, I can only apply for one of five (only five!) studios available in the 110% median income bracket (my AMI is between 80-90%, by the way.) \$1,920 is 64% of my monthly take home! Please, please explain to me how this is affordable and what you see as other options when this isn't one. I currently pay over half of my salary to live in a *basement* in Southie, and it's necessary to have a roommate because studio or 1BR dwellings are beyond my means. At my age, this is not in any way a dignified or comfortable way to live.

Does the city not need or value young educators? What do you have planned for my demographic? I'd like to know. It seems like you're telling me and my well educated colleagues to abandon our posts and pick a different city, because Boston would rather fill its neighborhoods with the wealthy and the things that are attractive to them. Many people wrongly believe it's an option to simply move to "less expensive" Boston neighborhoods. Guess what? They don't exist anymore. If my tone reads as exasperated, that's accurate.

I've taken the time to include all of that to provide some context for my suggestions. They're fairly simple.

1. Your proposal includes 1,588 units of housing. Personally, I'd rather see closer to 2,000, with a reduction to some of the other items. How many of these will be produced and offered as affordable? I would like to see a substantial number of them offered to the Boston workforce, at ALL AMI ranges. This five unit offering, per AMI, per new development is not enough. **Please offer at least 25% of your units as Affordable opportunities, with broader inclusion of the 80-90-100% AMI**

ranges. The city website states that "most BPDA opportunities are available to households which earn between 70% and 100% of area median income (AMI)." This has not been my experience at all. I have been following this list for two years and have not been able to apply to a single property during that time. Again, the chart below confirms this.

2. South Boston is a bit of a no-man's land when it comes to public transit. Between the addition of GE, Reebok, and Amazon headquarters, plus the upcoming Edison development, we're headed for disaster if some significant changes aren't made. Why isn't there a single bus that travels from South Boston to Columbia point? I currently have to walk 40 minutes to campus, or spend 40 minutes on the bus/train/shuttles. **Please add a bus route that travels between or at least through Columbia point destinations and Southie.** This would reduce volume on some of the other buses and redline. I take the #9 on W. Broadway, and most days at least one, sometimes two, busses pass it without stopping because they're too full.

3. **Please include green space with trees.** Your proposal doesn't mention specifically how it plans to incorporate outdoor space for public use on this property. We're constantly losing open lots in Southie to towering condos with nothing green surrounding them. There used to be two trees on my property; this summer they were cut down when the abutting units next to me were gutted and flipped for a high profit. Now all I see is my neighboring buildings and a parking lot. The parks that do exist are too far apart, too small, and sometimes poorly maintained. It's a sad state of affairs when neighbors bemoan the loss of an empty lot that had been previously used for nothing at all or parking, because that's a place where kids rode bikes and dogs pee.

Thanks for your time. Feel free to send me any follow up questions you might have.

Kindly,

Jenny Moyryla, MLIS.

--

Instructional Services Librarian | Healey Library at UMass Boston | e: [REDACTED] | p: [REDACTED]

AFFORDABLE HOUSING OPPORTUNITY

THE BEVERLY

101 Beverly Street, Boston MA 02114

43 Low Income Restricted Units and 23 Moderate Income Restricted Units

# of Units	Type	Rent*	HH Size	% Income
1	Studio	\$673	1-2	40%

10	Studio	\$854	1-2	50%
5	Studio	\$1,940	1-2	110%
1	1 br	\$706	1-2	40%
3	1 br	\$900	1-2	50%
14	1 br	\$2,063	1-2	110%
1	2 br	\$844	1-4	40%
23	2 br	\$1,077	1-4	50%
2	2 br	\$2,473	1-4	110%
4	3 br	\$1,240	1-6	50%
2	3 br	\$2,853	1-6	110%

*Additionally, 5 units are reserved
for referrals from HomeStart.*

Household Size	40% of median income	50% of median income	110% of median income
1 person	\$28,960	\$36,200	\$79,640
2 persons	\$33,120	\$41,400	\$91,080
3 persons	\$37,240	\$46,550	\$102,410
4 persons	\$41,360	\$51,700	\$113,740
5 persons	\$44,680	\$55,850	\$122,870
6 persons	\$48,000	\$60,000	\$132,000

Maximum Income Per Household Size*



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant project

Gary Murad [REDACTED]

Fri, Aug 4, 2017 at 2:20 PM

To: tim.czerwienski@boston.gov

I am a South Boston resident. 147 B At #3. I am opposed to this project as currently designed. It is too big, too dense, and will cause an undue burden to our already overburdened community and negative impact the quality of life for our residents via greatly increased traffic and add to an already extremely overburdened mass transit system. It also does not offer enough in regards to community open space.

Sincerely, Gary Murad



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts Center at the new Edison development site

Maureen Murphy [REDACTED]
Reply-To: Maureen Murphy [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 1:53 PM

If not now ... when? I live in South Boston and am a member of the South Boston Arts Association.. I am also a member of the Quincy Art Association and the united South End Artists... we have tried in the past to get an arts/cultural center in Southie, (old Station D for one) and for one reason or another have not succeeded..Can we try again to add a bit more culture to this section of the city! I , for one, can not understand why these other two communities and Fort Point , another example, can have such vibrant , active arts communities and South Boston can not seem to manage it... Please include one in this new development.

Thank you
Maureen Murphy
W 9th St.



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Shelby Nelson [REDACTED]

Tue, Jul 25, 2017 at 12:42 PM

To: tim.czerwienski@boston.gov

Hi Tim,

I am writing to express that I do not support the current proposal of 1,588 residential units. I also do not support buildings as tall as 200 feet in South Boston, on the water. With only 987 underground parking spaces, the lack of parking and traffic impact of this property is going to be detrimental to the area.

Best,
Shelby
616 E 4th St, South Boston MA
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

Gmail [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 10:51 PM

Hello Tim

My name is Meaghan Newhall i am a life long south Boston Resident and homeowner and wanted to reach out re: proposed project for the space where the Edison is. As you know southie isn't that big of place and as it is we are crammed for space and often trapped in local traffic due to over building / over populating this small area, as well as the endless construction and their accompanying detours etc. the lack of parking, lack of consistent mbta service / availability and overall feeling of being cramped really negatively impacts that quality of life in south boston - 5 generations of my family lived and raised children here. I have 2 children of my own I would like to raise here however if this endless construction is allowed to continue including adding another 1500 condo units at the Edison remaining in south boston may become less appealing

Please consider the impact on the quality of life of the current residents of south boston before allowing this project to continue

Respectfully
Meaghan

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison

[REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 6:59 PM

Good Afternoon Tim,

I am a lifelong resident of South Boston and live just two blocks away from the Edison plant with my growing family. I am 100% against all plans for residential and commercial development on that site. The area should stay a working port.

South Boston is crowded enough and we do not need anymore residents or cars, nevermind a project of this mammoth proportion. Our neighborhood can't handle 3,000 more people. Crowds of 100 people wait at bus stops for crowded busses to drive past them every morning. Residents can't leave their homes after 5:00 pm because there are no parking spaces available after that time. We are surrounded by constant construction and BWSC ripping up our streets for months at a time. We are experiencing power outages because the old systems can't handle the demand being placed on them by all the new condos. Our historical homes have been ripped down and replaced with characterless, gigantic condo buildings.

We have had enough! We need to put a stop to the overdevelopment of South Boston. Single homes need to stop being ripped down and replaced with ugly 20 unit condo buildings. We need 24/7 resident parking in the entire neighborhood. Historical homes need to be protected.

The neighborhood needs to become more family friendly - we desperately need housing that is affordable for average income families! Growing families are forced to move out because they can't afford a place to live that has three bedrooms.

The people of South Boston have had enough with overdevelopment of our beloved neighborhood, and we will no longer allow it to happen. I am a part of a large number of residents that will do whatever is necessary to stop any development of the Edison plant location.

Please feel free to contact me with any questions.
Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Plant

Paul Noonan [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 6:26 AM

Tim,

I am writing to express my objection to the proposal to develop the Boston Edison plant site. Another major project in that area is only going to cause more chaos for South Boston and the waterfront. Look, I get it, Boston wants to be a player on the national stage. In many ways, the city has done a good job. The waterfront definitely has a new life to it. That doesn't mean every square inch of it needs to be occupied by stores, restaurants, and condos. Southie is already enough of a mess. The parking situation has yet to get better even though developers always promise to include parking elements that will alleviate the pressure. It hasn't been true yet, and it won't be true with this project. Part of the allure of Boston, in my eyes, has always been it's status as a small, but impactful city. It's location, it's history, it's mix of bright minds and some brawn, have made it a city with some true character. The overdevelopment of the city is rapidly ruining that. Traffic has already offset the benefits of the Big Dig. The development of the southern part of the city has already cluttered it, and changed the dynamic. We don't need to exacerbate it.

Add to that the inevitable problems that are going to come from a commerce standpoint. That area is vital to shipping. Already, thanks to the terrible parking situation and increased traffic, trucks and buses are having a harder time navigating East First Street. You really want to add thousands more people to that chaos? Furthermore, how long before residents there gripe about the trucks and Conley Terminal? How long before the constant airplane noise overhead has them clamoring for the travel industry to adjust to them?

Southie, and Boston as a whole, are overdeveloped already. We need to stop trying to squeeze more living quarters into every space, and worry more about infrastructure and the general health of the city. Boston has made itself a great, modern city, but it's now starting to teeter over to becoming a burdensome metropolis. Projects like these are major reasons why. Enough is enough.

Paul M. Noonan



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Michael Norman [REDACTED]

Wed, Jul 26, 2017 at 9:50 PM

To: tim.czerwienski@boston.gov

Just wanted to lend my voice to the "pro" development plan group.

I've lived in Southie for 12 years. I own here. I'm raising a family here.

I believe that this development brings necessary housing to our city. I also happen to believe that the density described is appropriate considering the fact that we do live in a city, not a small town.

There are concerns, mostly around transportation, but if the city can't figure that out, there's a larger problem.

Thanks,
Mike Norman



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison plant development

Dan [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 1:49 PM

Dear Tim,

I'm writing to voice my opposition of the Boston Edison plant in South Boston.

I'm a longshoreman that works at Conley terminal and the Flynn cruise port. Development of that site would be detrimental to the port of Boston. The economic impact of those terminals to the area is immense and putting living space on that site would hurt the port. Massport is investing lots of money in the port to expand and create well paying jobs, as well as make Boston an attractive place to do business for shipping lines and businesses around the world. This in turn would help support all the jobs that the port currently provides.

In concluding I hope the BRA chooses to stop the development of the site and take into account the tens of thousands of jobs it would hurt.

Sincerely,
Daniel O'Brien



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street/Edison Project

Sean/Patty OConnell [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 2:14 PM

My family is against this enormous project. We believe this project is too much for the area and will cause MAJOR traffic/parking issues. Think about quality of life over the almighty dollar for once!!



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Development of the Boston Edison Plant Site

ed o'keefe [REDACTED]

Thu, Aug 3, 2017 at 4:16 PM

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

Mr. Czerwienski, my name is Edward O'keefe and I am a 4th generation Longshoremen Checker from ILA Local 1066. I am writing in opposition to the planning and conceptual planning of the proposed development of the Boston Edison Plant site. The Massport Conley terminal has been redeveloping and expanding it's yard space for the larger business volume we have experiencing, due to the bigger container ships that have been coming to Conley due to the harbor dredging that has been going on in the past couple years. Please consider the larger growth and come back of our Boston and New England economy. The infrastructure of the condominiums and hotel don't even scratch the surface of what the stimulus of Massport's expansion will do for our city. Please reconsider this proposal and encroachment on our livelihood.

Respectfully submitted

Ed O'Keefe



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Edison Plant) comment period ends August 4

O'Toole, John [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Wed, Aug 2, 2017 at 3:33 PM

Tim a regarding the Edison Plant Parcel as a Life Long resident of South Boston I want to voice my strong opposition to the current proposal that HILCO/ Redgate has presented to the South Boston Neighborhood for consideration.

There is so much wrong with this proposal not sure where to start .

Below is a *partial* list of my concerns:

My first concern is the outrageous proposal for 1,500 rental / condo units , hotel, restaurant , stores and other small businesses and the estimated 8,000 to 10,000 (greatly underestimated by Hilco) car trips a day that would result from this high density project.

This does not include the additional traffic for business deliveries, FED X, UPS , US Mail, Amazon , Pea Pod, takeout food deliveries etc.

Currently the traffic at the intersection of L & First Street is already well beyond its intended capacity. It is one of the most congested areas in all of South Boston / Boston adding 10,000 + trips a day would result in total grid lock.

Even before this project comes on line the traffic situation is going get considerable worse when the Massport Haul road traffic lights are brought on line. Not to mention the presumed need for another set of traffic lights at M & First if this project is approved in this current form.

Secondly the proposed 968 parking spots for such a large project cannot be based on any realistic minimum requirements for such a vast project.

It is as if the developers A , don't care about the negative impact this would have on our community B , assume we are not smart enough to figure out how ridiculous this proposal is and we would just sign off or C, Hilco doesn't really know what the negative impact this ill-conceived project would have on our community.

Sadly after having gone to 8 meetings I now believe that Hilco's disregard of our neighborhood is based heavily on options A and B above.

Often asked but never answered question at these meeting is "Where are the results of the traffic, environmental, noise, shadowing impact studies" ?

I have to assume they were not done or the results would indicate how great the negative impact would be they chose not to publish them.

Initially I went into these meeting hoping to work with Hilco towards a mutually beneficial project but Hilco never made an honest effort to work with the community.

The "charrettes " were more of a feel good exercise rather than lets work together process.

I think Hilco/ Redgate has been very disingenuous in its outreach to the South Boston Community.

The housing units allowed should be in the 500 range with at least 1.8 parking spots per unit.

Additional parking should also be built for the hotel , restaurant and other business as well .

I am sure I will have additional comments before the August 4th deadline.

No serious discussion should take place before Hilco comes back with a reasonable proposal and we can work together to a mutually beneficial plan.

Sincerely,

John O'Toole





Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant

Rose O'Toole [REDACTED]

Fri, Aug 4, 2017 at 1:03 PM

To: tim.czerwienski@boston.gov

To whom it may concern,

I completely oppose this project that would create a preposterous amount of people and traffic in this area of South Boston. The amount of development that the city of Boston has allowed in Southie has been ridiculous. An environmentalist that I spoke with from Sweden deemed Boston the worst urban planning she has ever witnessed . No Green Space at all ! Not even when you had the chance to ! All for the all mighty dollar . Every space taken up with more concrete and mortar . Just more ugly buildings and more money for the developers who don't care how it impacts a neighborhood . I doubt this request will be heard but I have to say it anyway . Please don't proceed with those plans that will absolutely overpopulate , create massive traffic jams and cause more pollution to a neighborhood that is busting at the seams .

Sincerely,

Rose O'Toole
149 M St
South Boston

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant site.

Joseph Picard [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 10:41 PM

Dear Mr. Czerwienski

My name is Joe Picard I live at 42 Gates Street in South Boston I am a life time resident of 63 years. I am against this project. Our streets are so congested now with all the new construction, you can't find a parking spot if you get home after 6:00pm and to add 1,500 more units and a hotel what is the BPDA thinking. This is a great community and we don't need 1,500 more units and thousands of more cars on the streets driving and parking. It will also hurt a shipping port with about a 1,000 truck drivers weekly coming and going in and out of Conley terminal. It is just a bad idea. If you lived here you would feel the same way.

Thank you Joe Picard



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition to the Edison Project in South Boston

Taryn Powers [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 4:03 PM

Good Afternoon Tim,

I am a lifelong resident of South Boston and live just two blocks away from the Edison plant with my growing family. I am 100% against all plans for residential, and commercial development on that site. The area should stay a working port.

South Boston is crowded enough and we do not need anymore residents or cars, nevermind a project of this mammoth proportion. Our neighborhood can't handle 3,000 more people. Crowds of 100 people wait at bus stops for crowded busses to drive past them every morning. Residents can't leave their homes after 5:00 pm because there are no parking spaces available after that time. We are surrounded by constant construction and BWSC ripping up our streets for months at a time. We are experiencing power outages because the old systems can't handle the demand being placed on them by all the new condos. Our historical homes have been ripped down and replaced with characterless, gigantic condo buildings.

We have had enough! We need to put a stop to the overdevelopment of South Boston. Single homes need to stop being ripped down and replaced with ugly 20 unit condo buildings. We need 24/7 resident parking in the entire neighborhood. Historical homes need to be protected.

The neighborhood needs to become more family friendly - we desperately need housing that is affordable for average income families! Growing families are forced to move out because they can't afford a place to live that has three bedrooms.

The people of South Boston have had enough with overdevelopment of our beloved neighborhood, and we will no longer allow it to happen. I am a part of a large number of residents that will do whatever is necessary to stop any development of the Edison plant location.

Please feel free to contact me with any questions.

Thank you,

Taryn & Stephen Powers

--

Taryn B. Powers [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison site

Stephanie Pyne [REDACTED]
Reply-To: Stephanie Pyne [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 12:53 PM

Hi...

I'm an ILA Member, Robert Pyne (working as a Longshoreman), I am against the proposal of developing the Boston Edison site.

My job will be affected in many ways along with Truckers, Shipping Companies and Retail personnel... I hope my voice will be heard.

Robert Pyne



Tim Czerwienski <tim.czerwienski@boston.gov>

Boston Edison Site

Stephanie Pyne [REDACTED]
Reply-To: Stephanie Pyne [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Thu, Aug 3, 2017 at 12:59 PM

Hi...

My name is Stephanie Pyne, I am a wife of a Longshoreman. I am very concerned about the Boston Edison Site and the proposal I've read about. I am AGAINST this project for reasons that my husbands job will be limited.

I would appreciate my input would be considered... Thank You

Stephanie Pyne



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street Development

Jon Ramos [REDACTED]

Tue, Jul 25, 2017 at 4:15 PM

To: tim.czerwienski@boston.gov

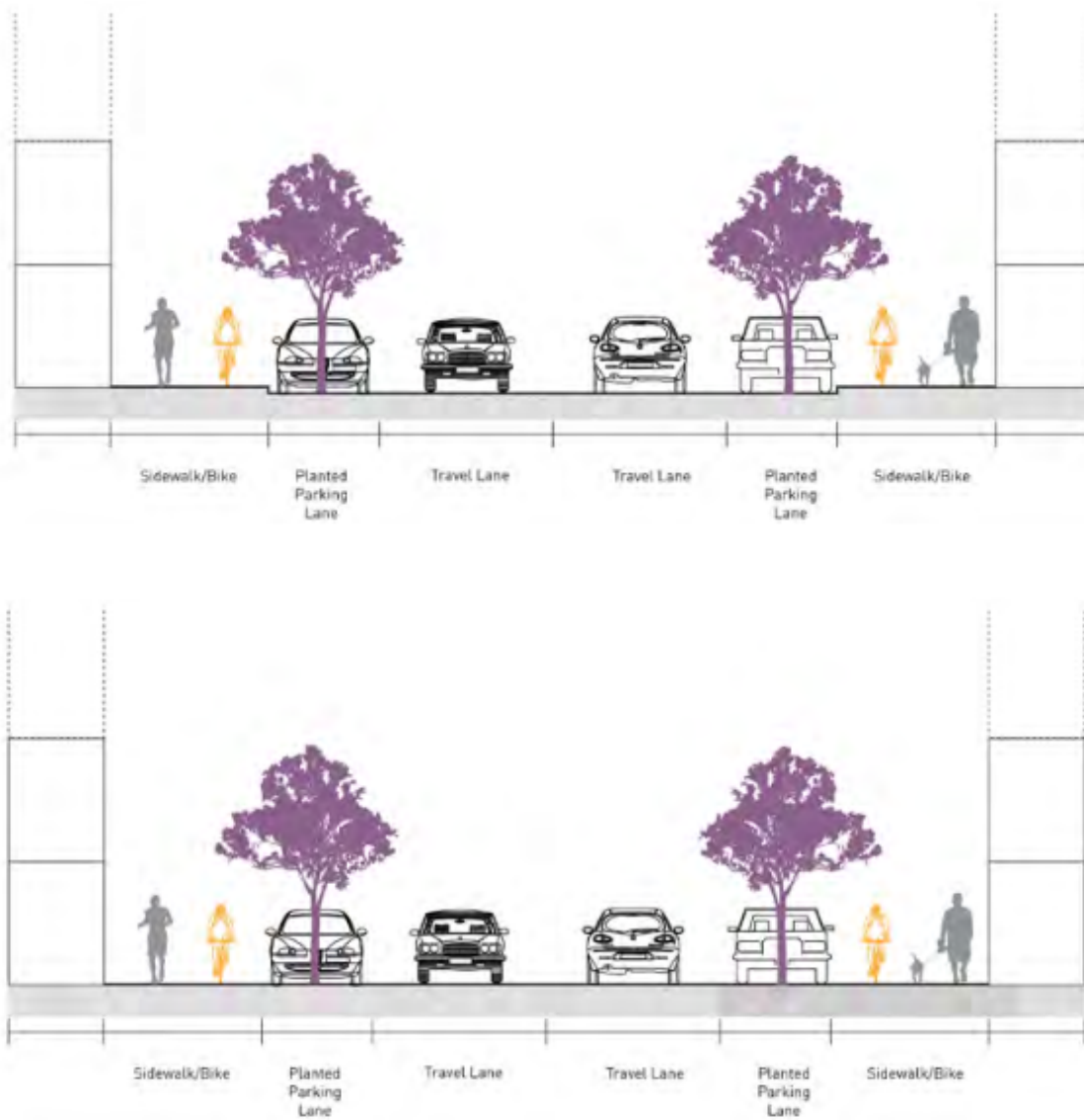
Cc: Becca Wolfson [REDACTED], Doug Johnson [REDACTED], Stefanie Seskin <stefanie.seskin@boston.gov>

Dear Tim,

I am writing today to offer my comments regarding the 776 Summer Street Development at the former Edison Power Plant in South Boston.

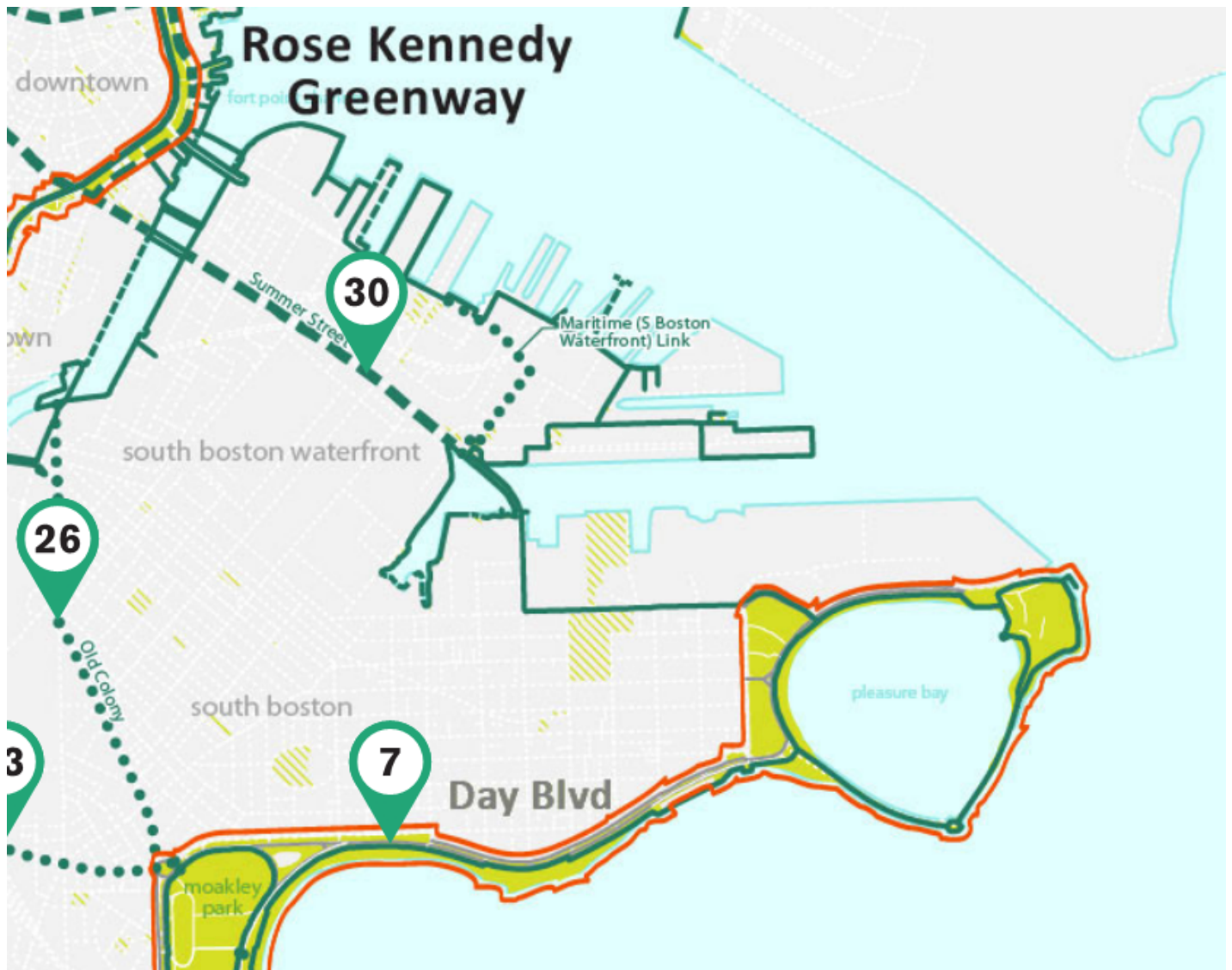
To start, I am pleased to see language included in the PNF regarding design considerations from the point of view of the pedestrian realm. I am also very happy to see that Complete Streets Guidelines are included in the PNF, especially as it relates to the abutting roadways of Summer Street, & East First Street, both are challenging / uncomfortable roads for people who walk and bike, and both are streets that could most certainly benefit from additional street plantings and green infrastructure.

I like that the interior streets appear to have bike infrastructure that is physically separated from the motor vehicle lanes. However, I would like to see the sidewalks & bike lanes be separated as well. In business districts, bikes are not allowed to be ridden sidewalks (MA State Law) and since this is planned to be a retail / commercial area the bike lanes should not be shared sidewalk space. Additionally, the sidewalk appears narrow. I urge the transportation planners to rethink how the bike / ped space is designed, while preserving the separation between bikes & cars.

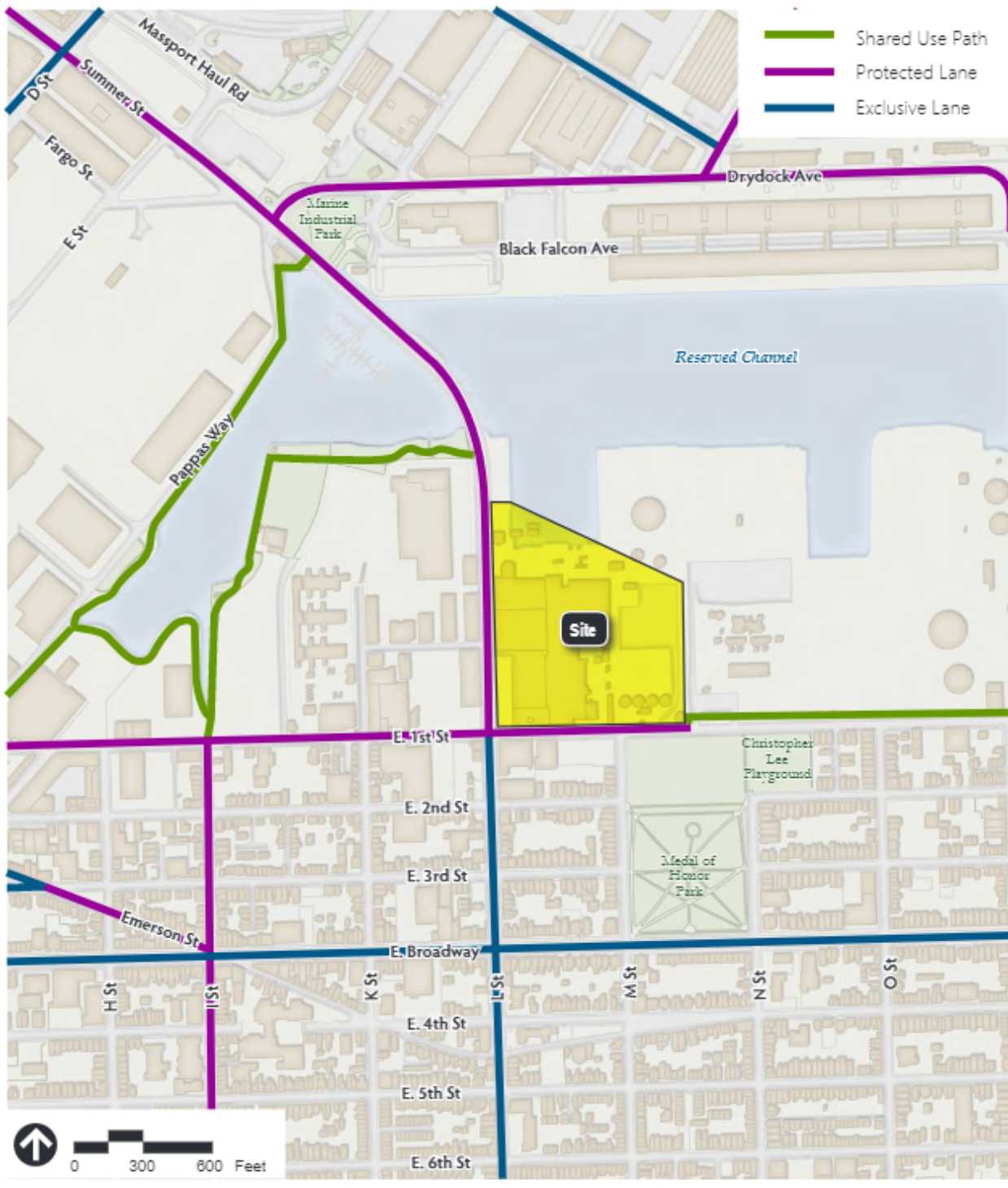


INTERIOR STREETS

For the roads surrounding the enormous site, I would like to see the developer contribute the funds necessary to build high quality sidewalks, and separated bicycle lanes. Ideally the bicycle facilities would be for the entire length of Summer Street and East First Street, both of these roads are part of the "Boston Green Links" program, and included in the GoBoston 2030 action plan (page 171).



Boston has committed to the addition of a protected bike lane (cycletrack) the length of Summer Street as a "priority project" as described in the GoBoston 2030 plan as well as described in section 5.7.1 of the PNF. Protected bike lanes here will likely increase bicycle ridership significantly through this area, so I would like to urge the design team to plan vehicular drop-off & pickup locations with the expectation that there will be many more people biking through this area than there are currently. We want to avoid conflicts between drivers & cyclists.



Source: Boston Planning & Development Agency



Figure 5.2
Boston 5-Year Bicycle Network Plan

A project of this size & scale will have a tremendous impact on the neighborhood. I am in favor of this project and I feel that it will liven up this otherwise isolated & lonely corner of South Boston. With the influx of additional people visiting here as a destination, I would like the City of Boston to help mitigate the traffic (& air pollution caused by traffic) by prioritizing public transportation options, and provide people with high quality, reliable, and affordable options for coming to South Boston.

Thank you,
Jon Ramos
South Boston Resident



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development-South Boston, MA

Kathleen Reardon [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:47 PM

Dear Mr. Czerwiecki,

I am writing to you this evening to let you know that I oppose the development of 1500+ condos in the Edison plant's neighborhood, of South Boston, MA. Being a resident of this city for 33 years I have seen this city become more and more developed and more and more populated. Due to the location of my job, I commute to, and from downtown Boston every day. With that being said, traffic has become a burden and headache over the last 5 years due to the already over developed and heavily dense Seaport district. I write to ask that this plan be reconsidered. If this plan is to move forward, it's said that 10,000-20,000 more people will be in the area on a daily basis. There is simply no room for any more vehicles, buses, or people in that particular area of L and First Street. This will do nothing but make that area even more over populated than it already is, causing more of a bigger burden on the current residents and commuters of Boston. Please take this as my opposition to the Edison Plant project. Thank you for your time.

Sincerely,
Kathleen Reardon

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Re zoning of old Edison plant

EDWARD REAVEY [REDACTED]
To: tim.czerwienski@boston.gov

Fri, Aug 4, 2017 at 1:31 PM

I am writing to ask that you not allow this project. The area is already overdeveloped and this project would constitute the last back hoe of dirt forever burying the character and use of this area, it would be devastating to the community.

Ed Reavey



Tim Czerwienski <tim.czerwienski@boston.gov>

Old Edison plant development

Mary Reilly [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 5:01 PM

Dear Tim, I strongly oppose the development of the Edison plant. South Boston is already over populated. Keep it for maritime use only. Thank you, Mary T. Reilly



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant Development

Caitlin Sanchez [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 3:40 PM

As six year resident and home owner, my main concern for this development is the lack of parking. South Boston is already a war zone for parking and this project will make the situation so much worse. I support the hotel, but not the residences if there is not enough parking for all.

Thank you,

--

Caitlin Sanchez
p. [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Opposition To The Proposed Rezoning of the Edison Plant

Unity [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:41 PM

Greetings,

I will keep this short and sweet, as hopefully you'll be getting many messages if this type. I'm writing to oppose the Rezoning of the old Boston Edison plant in South Boston. I've read developers want to build huge monstrosities there and more condos in an already overcrowded neighborhood. Please do not let this pass. The last thing Southie needs is more condos.

Thank you very much for your attention to this matter.

Johna Shaffer
Fourth generation South Boston resident



Tim Czerwienski <tim.czerwienski@boston.gov>

arts

PJScuffles [REDACTED]

To: tim.czerwienski@boston.gov

Wed, Aug 2, 2017 at 11:55 AM

Dear Tim,

Dan McCole speaks for me when it comes to community art projects. Please consider that many of us do not make a living from the arts but consider ourselves artists. Arts improve every culture. The Edison project will hopefully make room for us. Sincerely, Pete Schofield



Tim Czerwienski <tim.czerwienski@boston.gov>

edison

Suzanne Schultz [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 7:34 AM

Dear Tim,

I have sat in at multiple meetings for plans for the Edison Building.

This community will benefit greatly to have it used for Arts and Culture, I support this !

Please consider going forward with the proposal for The Arts and Culture proposal to move forward .

Thank you

Suzanne Schultz
Canvas Fine Arts
516 East Second Street



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison redevelopment project

Melinda Seifert [REDACTED]

Sun, Jul 30, 2017 at 7:51 PM

To: tim.czerwienski@boston.gov

Hi. I'm a 20 year resident of South Boston and I'm very happy to see all the changes over the years. I've recently open up an office at 88 Black Fallon and most of my new hires will come from South Boston and the south shore. I'm concern that the traffic is going to be a big issue for those who need to commute by car since there aren't any busses from South Boston direct to the the dry dock or black falcon area. Any plans to create new bus routes or address the traffic in that area?

Regards,

Sent from my iPhone
Melinda Seifert
Director of the Americas &
Canada
The Qt Company
(O) [REDACTED]
(C) [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

South Boston Condo proposal

Kathleen Shea [REDACTED]

Fri, Aug 4, 2017 at 7:35 AM

To: tim.czerwienski@boston.gov

Hi my name is Kathleen Shea and I am a member of the Longshoreman Union local 800, I am writing with concerns about the proposal of a new development that will run alongside of the new Haul Rd that was recently constructed for the trucks to get in & out of Conley Terminal. It has been brought to our attention that the plans are to develop along that road with 1500 or so condominiums & a storefront shopping area, which will cause more congestion and parking problems to the area, which is already a congested as it is.. and will delay trucks coming in & out of the Terminal, which will in turn cause the work at Conley Terminal to be delayed.. The shipping lines that come in & out of Conley are on a time line to get in and out in a timely manner and if they are held up then that would greatly affect productivity in the Terminal, not to mention jeopardize many jobs for many people.. Our Terminals, at Conley & Flynn Black Falcon produce a tremendous amount of revenue for the state, as I'm sure you know.. Please protect the productivity and employment at Conley.. If we don't it could be a major drop in the revenue coming into our City and as I said cause the loss of many jobs and affect many families that make their living at Conley & Flynn Terminal.. I hope you take these important issues into consideration when you are making your decision.. South Boston is a great community, which is already over contested, the neighborhoods would not benefit from more traffic, and people trying to live in an already crowded area... Thank you for your time. I pray that our jobs & community will not be in jeopardy.. Sincerely Kathleen Shea Longshoreman Local 800..

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Fwd: Is Boston's building boom overwhelming streets and transit?

Nancy Sheehy [REDACTED]

Thu, Jul 27, 2017 at 6:31 PM

To: tim.czerwienski@boston.gov

Cc: [REDACTED]

Hello Tim,

I understand you are the contact for the Boston Edison Project.

I own a couple homes in South Boston and am VERY concerned about the current proposed Edison project. (1588 new units, 7 new buildings, a hotel, 987 parking spots).

I do not support this project. My reasons are:

- 1) 1588 units and a hotel AND ONLY 987 Parking spots. Do the math, that does NOT ADD UP.
- 2) South Boston (and the Seaport/Leather District/Downtown) does not have any infrastructure to accommodate traffic TODAY never mind with 10,000 more vehicles every day, plus guests. It is wishful thinking people wont have cars (per the article). With NO Public transportation, how are people to move around? (Only public transportation is an unreliable MBTA bus that is full every morning).
- 3) What are the health concerns for the land, property and neighborhood? I would like to see this study in advance what our health concerns are for the current tax payers in the neighborhood.
- 4) With the addition of new residents, what will the tax implications be? Are there more police and fire on duty? Additional Schools???
- 5) Additional 10,000 people. (Minimum). For comparison, the Town of Westin, MA has a population of 11,000 and is 11,070 acres. (Average 1 per son per acre). This plan proposes 10,000 for 15 acres. (Average 667 people per acre)

South Boston is overcrowded today with NO Transportation Infrastructure. Address the infrastructure and health concerns FIRST. If appropriate, then move forward with a proposal.

Regards,

Nancy Sheehy

Owner - 9 M Street, South Boston and 797 East Broadway, South Boston

Sent from my iPad

Begin forwarded message:

From: BostonGlobe.com [mailto:newsletters=bostonglobe.com@mail20.wdc01.mcdlv.net] **On****Behalf Of** BostonGlobe.com**Sent:** Thursday, July 27, 2017 4:23 PM**To:** Sheehy, Nancy [DPYUS] [REDACTED]**Subject:** [EXTERNAL] Is Boston's building boom overwhelming streets and transit?



Tim Czerwienski <tim.czerwienski@boston.gov>

Feedback Related to Edison Plan Proposal

Diane Smith [REDACTED]

Fri, Aug 4, 2017 at 6:55 PM

To: Tim.Czerwienski@boston.gov, Lisa.Engler@state.ma

Cc: Nick.Collins@mahouse.gov, MichaelF.Flaherty@boston.gov, Linda.DorcenaForry@masenate.gov

August 4,

2017

Mr. Czerwienski and Ms. Engler:

I am providing the following comments and feedback in response to the Edison Plant Proposal.

As a resident of South Boston, I am very concerned about the feasibility of the proposed development submitted by Redgate Capital Partners and Hilco Redevelopment Partners. The area and South Boston community cannot accommodate such a proposal for many reasons. Although many of the problems associated with the proposed development have probably been identified to both of you, listed below are the ones that most concern me.

--The addition of up to 10,000 to 20,000 more vehicle trips per day, The traffic in South Boston is already untenable. For example, at times it takes 30-45 minutes just to leave South Boston. It just doesn't make sense to add any additional vehicle trips per day.

--The density of the proposed project does not fit in the neighborhood of the Edison Plant. The project mimics that of the Seaport District with its tall buildings in congested locations. As you know, the subject proposal consists of adding 1500 residential units, a hotel, 339,000 square feet of office space, 68,000 square feet of retail space, restaurants and 1.5 acres of open space. (The small open space will look out over the new bridge being finished for the trucks arriving to and from the Connolly Terminal!!) The proposal basically proposes a mini-Seaport District which does not belong in the area. As an aside, what is also a problem is the proposal to only allot 1/2 parking spot per residential unit!! South Boston already does not have enough parking spaces for residents. The only way to minimize the amount of parking in any new development is to only allow residents to live there if they don't own a car (!), allot 2 parking spots per residential unit, and/or include additional parking in a parking lot.

--The Edison Plant is in the Designated Port Area and a hotel and housing is prohibited on the site. It was designated that way for a reason. There should be no waivers to the Designated Port Area requirements.

--The heights of the proposed buildings do not fit in with the adjacent residential neighborhood. The South Boston neighborhood is already being ruined with new developments, especially with tall buildings near Broadway Station and eventually near Andrew Square. The Seaport District already consists off basically just tall high rise buildings. When is enough going to be enough?

Overall, the idea that such a project would be allowed at the Edison Plant location does not make sense and should not be allowed. Whatever agreement was made with the developer should be terminated.

Thank you in advance for providing me with the opportunity to comment.

Diane Smith



Tim Czerwienski <tim.czerwienski@boston.gov>

Comments on Edison Plant development

Chris Soule [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 9:28 AM

Hi Tim,

My input to the proposed development is as follows:

1. The Boston transportation department needs to analyze the traffic flows around the sight, specifically at L St. to alleviate existing gridlock traffic patterns.
2. Public transportation needs to be expanded.
3. Accommodations for a 1,000 seat auditorium/arts center/community space needs to be incorporated into the design as mitigation for the density that the project proposes

Thanks,

Chris Soule - Resident
402 E. Eight St.
S. Boston



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street - Edison Power plant

Michael Stavrakos [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Jul 26, 2017 at 10:43 AM

987 underground parking spaces are not sufficient with the proposed residential, commercial, and hotel units proposed. Parking is already an issue with resident parking every night (cannot have a guest visit) and with 1-2 cars per unit this will make parking even more of a nightmare. If underground parking is not feasible, a parking structure/garage is a must!

-City Point Resident



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant

Patricia Steiner [REDACTED]

Wed, Aug 2, 2017 at 12:45 PM

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

I hope the redevelopment of this property will include a space to create and showcase the visual, musical and dramatic arts. I think it would be a cultural and financial boon to the area.



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts in South Boston

Tracy Heather Strain [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:31 PM

Dear Tim Czerwienski:

Please do make sure that art and culture are factored into the development of the Edison Building.

Thank you for your thoughtful consideration.

Sincerely,

Tracy Heather Strain
The Film Posse
15 Channel Center Street #210
Boston, MA 02210-3424

Sent from my iPad



Tim Czerwienski <tim.czerwienski@boston.gov>

Proposed Edison Plant Development in South Boston

Ryan Stratton [REDACTED]
To: tim.czerwienski@boston.gov

Tue, Jul 25, 2017 at 12:06 PM

Hello,

I was unable to attend the meeting this week but am a South Boston resident who resides at 76 Marine Road in South Boston between L Street and K Street. I feel that the thought that we can accommodate a hotel and 1500+ housing units at the old Edison Plant site is unrealistic. Especially since the number of units is not matched with parking. There is no way South Boston can accommodate the off-street parking (at one point it was estimated that there would be 900 units without parking!) or handle the addition of that number of residents taking public transport since the area is really only serviced by 4 bus routes with one (the #7) not running 7 days a week.

It would be helpful if a public parking facility was set up in the area that could service South Boston and the Seaport area. It would take a lot of parking congestion for bars and restaurants off of the residential streets in the area. I think a hotel would be overkill since there are so many in the Seaport already that I believe are underutilized as it is.

A smaller housing development would make sense, 500 units or so, considering there are several developments already in the works in the area of where L street transforms into Summer Street. South Boston is in dire need of affordable housing for middle class families. It is quickly turning into either wealthy housing or people from the housing projects, no in-between.

Retail space would make sense and maybe even an area for a gym since there is not a large gym available to City Point residents. The only large gym is Gold's Gym near Broadway Station.

Finally-I think the EPA needs to be heavily involved in giving clearance that it is even safe to build on this site! The city needs to evaluate the residents who lived in the area long term for cancer rates, etc to see how the Edison Building affected the health of the residents nearby and how it could affect the health of people living right on the site.

Thank you for your time,
Ryan Beth Stratton
76 Marine Road #2
South Boston, MA 02127



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison project

Courtney Subatis [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Tue, Jul 25, 2017 at 9:14 PM

Hello,

I own a 2 family house on East 7th in between L & M streets. I am currently a stay at home Mother and am often walking along L/Summer street. Currently, despite crosswalks, L/Summer street is extremely unfriendly to walkers and bikers. People don't stop for the crosswalks and many areas have extremely narrow sidewalks. If you are walking during the morning/evening commute with a stroller you can't even walk on the congested sidewalks. In the mornings people crowd bus stops as buses pass them by because they are full. In the evenings the sidewalks are flooded as it seems almost an entire bus empties between 1-2 stops. If you're driving, it takes 20 minutes to get from east 7th to the Summer St Bridge.

I am extremely worried about the congestion a project of this size will bring. What are the plans to improve L/Summer st for walkers, bikers AND drivers? What is the plan to improve bus lines?! What is the plan to get another form of transportation to our side of South Boston--mainly T access?!

Please let me know what the plan is because these concerns already resonate with many South Boston residents and will only increase as more people move into the Edison.

Sincerely,
Courtney Subatis

--

Please save & use my current email [REDACTED]. Best, Courtney Subatis



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison

Bill Sullivan [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:54 AM

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 this will put the traffic plus some back onto E first st. Also the farmers market and the other retail shops going in to the site will bring more outside traffic to E first st and parking will be a concern too. We operate at a lot of different times day and night at conley terminal. 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. The ILA has over 400 members working in the Port of Boston we are concerned for our lively hoods and the future and security of our families.

I thank you in advance for your attention to this email.

Sincerely,
William Sullivan
Business Agent
ILA Local 799

Sent from my iPhone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison plant

dan sullivan [REDACTED]

Thu, Aug 3, 2017 at 12:52 PM

To: tim.czerwienski@boston.gov

Cc: Billy Sullivan [REDACTED]

Hi , my name is Daniel Sullivan. I'm a 48 year old life long boston resident . I'm sending and email to voice what I believe to be a bad plan for the Edison site . It's bad for South Boston and my livelihood. I'm a full time employee of the Boston Longshoremans Association . I've been to most of the community meetings and don't like what I hear . The traffic is almost unbelievable now and to bring more cars into this community will most certainly destroy the environment the noise level and the simple family life that most enjoy . Also there is talk of a 300 unit hotel that will bring here people that don't care of what this community has been for over a hundred years . Conley terminal is going to expand in the next couple of years and with a project this size there will certainly be controversy about land , noise and the traffic of the trucks that are here now . The bypass bridge is coming to completion very soon to . The reason for that is to take the trucks out of the community for the residents that live on first st. Now there is a proposal to move more people into the direct location the trucks were to avoid . This plan for the Edison should not move forward . Please take this into consideration.



Tim Czerwienski <tim.czerwienski@boston.gov>

**Arts and Cultural center in Old Edison Bldg development plan???????
PLEASE....PLEASE**

Judith Sweeney [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 9:09 AM

Hello Tim,

I'm a member of South Boston Arts Association and have participated in our Free Youth Art classes this summer at the administration building on the site of the development. Thanks to Ralph Cox and Greg Bialecki for setting this up for our group. They have also set up Wednesday after noon for our light house painting project. I believe that Hilco is committed to be part of the South Boston Community. I urge you to vote for their proposal and not hold up something sorely needed in this community.

Thanks
Judith Sweeney
Treasurer/membership



Tim Czerwienski <tim.czerwienski@boston.gov>

776 Summer Street (Edison Plant) comment period ends August 4

Cyrus Tehrani [REDACTED]
To: Tim Czerwienski <tim.czerwienski@boston.gov>

Fri, Jul 28, 2017 at 3:52 PM

Hi Tim,

I'd like to voice my full support for the project as a South Boston resident and homeowner. I was at the meeting this past week and spoke in support. As member of an underrepresented demographic (millennials) who, unfortunately, aren't involved enough in the development process, I feel like these meeting completely misrepresent the community sentiment. I firmly believe that the majority of South Boston residents are for this project, but are simply not engaged enough to leave work early on a Wednesday afternoon to make a 6pm meeting, nevermind know the meeting exists in the first place.

I am sure you're aware of these studies and info, but I'd like to use them in support of my points.

Young people in this city are starved for affordable housing, not IDP or luxury housing. The only way to bring the prices down is to grow market rate housing supply. From 2010 to 2015, there were 4 new jobs for every permitted housing unit. 1,600 units would be a huge and necessary addition to the housing supply.

Jobs per Permit: 10 Most Undersupplied Metros			
Metro	2005- 2010	2010- 2015	2005- 2015
1. San Jose, CA	-0.8	5.5	3.2
2. San Francisco, CA	-1.6	6.8	3.0
3. Boston, MA	0.3	4.1	2.4
4. Salt Lake City, UT	0.8	3.6	2.2
5. San Antonio, TX	1.1	3.1	1.9
6. Denver, CO	0.0	2.9	1.7
7. Dallas, TX	0.6	2.3	1.5
8. New York, NY	-0.3	3.1	1.5
9. Austin, TX	0.9	1.8	1.4
10. Seattle, WA	0.3	2.3	1.3



<https://www.apartmentlist.com/rentonomics/housing-shortage-undersupply-of-new-construction/>

A low parking space/unit ratio is necessary to keep both development costs down to create more affordable units and to reduce the traffic in the neighborhood. The hypocrisy displayed at the meeting was unbelievable as people were lobbying for more parking spots/unit and against the creation of traffic.

The future of Boston was not represented at the meeting Wednesday. The future of Boston is frustrated with the housing costs in this city. The following is evidence of the frustration of millennials with Boston housing costs, and how solving this problem is crucial to Boston's future:

The Boston Foundation found that 70 percent [of millennials] are "dissatisfied" with the local housing market... "Our future prosperity depends in no small part on our ability to support our millennial population," said Boston Foundation president Paul Grogan. "While our city is thriving in many ways, this survey of young adults in Boston surfaces some deep anxieties." - The Boston Globe, May 2017

<https://www.bostonglobe.com/business/2017/05/26/will-housing-prices-push-young-workers-out-boston/f2Fcq59zwjFXKBzRN9tGHJ/story.html>

Boston doesn't just have a prominent millennial demographic; it has the most prominent millennial demo of the top 25 largest cities. The BPDA needs to look into their best interests and not just the 20 disgruntled South Boston residents who were able to show up to the meeting this past week or who are involved enough to submit comment letters. *With a full 34 percent of its population between the ages of 20 and 34, Boston has the highest concentration of millennials among the 25 largest U.S. cities, the Chamber report said. - The Boston Business Journal, May 2017*
<https://www.bizjournals.com/boston/news/2017/05/24/boston-is-thriving-and-thats-a-prob>

My only criticism is that I'd like the retail to include some national chains. It'd be nice to stay in South Boston to do some shopping and not have to go to The Pru or Newbury Street.

The only question I would pose to the developers is why not more than 1,600 units? Can they increase the density of the residential buildings in order to build more units?

I look forward to more details on the developer's proposal and more discussion on the project. I plan to do my best to increase the turnout of young people at these meetings and I'm looking forward to continued discussions.

Lastly, I hope the BPDA sees as much value in comments from people from other neighborhoods in the city because the housing crisis in Boston isn't just a South Boston problem nor a Boston problem, but a regional problem and this goes a long ways in solving the problem.

Regards,
Cyrus Tehrani
237 Dorchester Street Unit 1
Boston, MA 02127

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

L st. Project

Mark Thomas [REDACTED]

Thu, Aug 3, 2017 at 9:53 AM

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

Dear Tim,

I am a south Boston resident at 158 I st, and I strongly oppose the Edison Plant development. The proposed density and scale of the project will only serve to further increase the traffic and congestion that the overdevelopment of South Boston and the waterfront had already caused. Parking has always been an issue and the proposed number of 1/2 parking spot per unit is ridiculous. Please do not allow this project to go forward as proposed.



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

Billy T @ Tompkins [REDACTED]
Reply-To: "Billy T @ Tompkins" [REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 8:46 AM

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,

Billy Tompkins
[REDACTED] Cell



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant/ 775 Summer Street

Erica Tritta [REDACTED]
Reply-To: Erica Tritta [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Fri, Aug 4, 2017 at 5:09 PM

Mr. Czerwienski -

I am writing as a resident of South Boston (264 Bolton Street, Apt 2). I have enormous concerns for the project as proposed. First, I am still concerned about the environmental impact of any construction at this site. I have not seen the due diligence needed to ensure safety for the ground and air should any demolition or construction be allowed. Second, I am concerned with the size of the proposed project. Our neighborhood has seen dramatic growth in the number of residents and business in the last several years but we have not had infrastructure changes to support that growth. The most obvious shortcoming is public transportation. Lack of buses, subway or other public transit to this section of Southie, would increase all forms of traffic (pedestrian, public, cars, bikes, etc) to an unbearable level. The impact of this project will also be felt on the community. The proposal includes 20 story towers. This part of the proposal is entirely different than the esthetic of the rest of 02127. We need more housing units, but it does not need to look like this, nor does it need to include the large amount of mixed use space.

In summary, I do not support this project and request it be denied in its current proposal.

Thank you,
Erica Tritta



Tim Czerwienski <tim.czerwienski@boston.gov>

Arts & Cultural space at Edison Building in Southie

Aedeon Twomey [REDACTED]

Tue, Aug 8, 2017 at 11:04 PM

To: tim.czerwienski@boston.gov

Dear Tim,

Please include a space to facilitate the Arts and Cultural activities in the Edison Building in Southie.

I am an educator and completely support this much needed space in Southie. I would love to help volunteer there and give back to our wonderful community.

Thank you for your consideration.

Best,

Aedeon Twomey
Montessori Educator



Tim Czerwienski <tim.czerwienski@boston.gov>

arts

[REDACTED]
to: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 11:48 AM

Dear Tim [Czerwienski](#),

Please help South Boston obtain a space for the arts in the Edison Development. South Boston has exceptionally talented artists who have willingly given their time to teach the youth and community in South Boston. They have taught children for free in whatever space was available....church basements, spare rooms in rectories, etc. The classes were enthusiastically attended.

The South Boston Arts Association has worked diligently towards a Community Arts Center which includes art, dance, music, theatre, photography and writing. For over fifteen years this organization has put their bids in for a variety of opportunities. To mention one, they presented an outstanding proposal including architectural design for the abandoned Police Station on D Street.. Despite a strong response from the business and community in South Boston, they lost out.

I have been a member of the South Boston Arts Association for ten years and a board member for two. I was born and raised in South Boston and educated in music at the New England Conservatory. Enjoyed years of performing in opera, musical comedy and as church soloist and choir director with the Gate of Heaven Church and Saint Bridget Church in South Boston.

The South Boston community has always appreciated the arts and will respond with deep appreciation if a space is made available for them in the Edison project.

With appreciation and hope,
Lorraine Walsh



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison

Nora Wasserman [REDACTED]
To: tim.czerwienski@boston.gov

Wed, Aug 9, 2017 at 12:46 PM

Good Afternoon Tim,

I am a lifelong resident of South Boston and live just 2 block over, from the Edison plant with my growing family. I am 100% against all plans for residential and commercial development on that site. The area should stay a working port.

South Boston is crowded enough and we do not need anymore residents or cars, nevermind a project of this mammoth proportion. Our neighborhood can't handle 3,000 more people. Crowds of 100 people wait at bus stops for crowded busses to drive past them every morning. Residents can't leave their homes after 5:00 pm because there are no parking spaces available after that time. We are surrounded by constant construction and BWSC ripping up our streets for months at a time. We are experiencing power outages because the old systems can't handle the demand being placed on them by all the new condos. Our historical homes have been ripped down and replaced with characterless, gigantic condo buildings.

We have had enough! We need to put a stop to the overdevelopment of South Boston. Single homes need to stop being ripped down and replaced with ugly 20 unit condo buildings. We need 24/7 resident parking in the entire neighborhood. Historical homes need to be protected.

The neighborhood needs to become more family friendly - we desperately need housing that is affordable for average income families! Growing families are forced to move out because they can't afford a place to live that has three bedrooms.

The people of South Boston have had enough with overdevelopment of our beloved neighborhood, and we will no longer allow it to happen. I am a part of a large number of residents that will do whatever is necessary to stop any development of the Edison plant location.

Please feel free to contact me with any questions.

Thank you,
Nora Wasserman
[REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant include Arts and Culture

[REDACTED]
To: tim.czerwienski@boston.gov

Thu, Aug 3, 2017 at 2:50 PM

Hello

I and my husband Glenn Williams have been lifelong advocates for communities supporting local arts and culture. We both are members of the South Boston Arts Association and the producers of a long running(20 years) local arts television program called It's All About Arts. We support and ask that the Edison Plant development include a large arts and culture presence to be used by South Boston residents and to attract tourists.

Thank you
Janice and Glenn Williams
[REDACTED]

Sent via the Samsung Galaxy S® 6, an AT&T 4G LTE smartphone



Tim Czerwienski <tim.czerwienski@boston.gov>

Edison Plant project

Rick Winterson [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Wed, Aug 2, 2017 at 11:12 AM

Tim -

I have one, simple request for this project - a "space" for the arts that could be used for exhibitions, workshops, and performances/presentations of various kinds. With movable partitions and removable seats and tables, one such space could be used for an immense variety of cultural pursuits - mornings, noons, and nights.

Fair warning: the wiring for lights and sound for such purposes will be expensive, but the space itself (ex furnishings) won't cost any more than other parts of the Edison Plant project.

I have some background in these matters, so contact me for any advice you need.

Rick Winterson

George F. "RICK" Winterson

Cell: [REDACTED]

Email (personal): [REDACTED]

Email (work): [REDACTED]



Tim Czerwienski <tim.czerwienski@boston.gov>

(no subject)

David Zox [REDACTED]

Wed, Aug 2, 2017 at 5:06 PM

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

Dear Mr Czerwienski,

As a musician who has performed regularly for many years at venues in South Boston (Lucky's Lounge, World Trade Center, Capo, South Boston street festival, etc). I would like to express to you that I feel strongly that the plans for the former Edison power plant property on First and Summer Streets should include an Arts and Cultural Community Center. I would very much like to see that. It would add much to the thriving community of South Boston.

Thanks so much, Dave Zox

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776 Summer Street Public Comments via website form 2017-08-09

Date	First Name	Last Name	Organization	Street Address	Address Line 2	City	State	Zip	Opinion	Comments
08/04/17	Catherine	O'Flaherty		588 E 6th St		South Boston	MA	02127	Support	While I support development in this area, buildings that are too high are will cast shadows over our neighborhood, and I will actively oppose huge high-rises that do so and simultaneously block our current water views and access. Also, there should be public areas for citizens--bike paths surrounding the development are key. Finally, please keep in mind that there are at least 5 schools within walking distance of the development. In an effort to keep families in South Boston, please consider including aspects that our children can access such as a performance space, an exhibition gallery, and/or play areas.
08/04/17	William	Miller	I.L.A.	8 Frazer St.		Dorchester	MA	02124	Oppose	I strongly oppose this development. There are so many thing to take into consideration with any development, let alone one this size. The traffic that this project would cause will affect everyone that resides, & works in South Boston. Adding 1500 condos, with an allotment of 5 vehicles per unit is not a reality. Then add the hotel, and people coming in and out of the area for the new development alone will be upwards of 10,000 vehicles per day. For the last 20 years, Elected Officials, Massport, the I.L.A., and local community leaders have worked tirelessly to remove the trucks entering Conley Terminal away from the community. Developing this parcel of land for residential/mixed occupancy would only be bringing the community back towards the trucks. All the hard work put in to achieve the trucks off of E. 1st St. would be for not. The land is in an area designated for Maritime/Industrial use. The reason this was done so many years ago, was because the Port of Boston is about more than the neighborhood in which it resides in. It is about the entire New England Region. Switching the DPA & Ch. 91 could potentially change things that would negatively affect not only the Commonwealth, but the entire Northeast. For these key reasons, I personally feel that a project of this magnitude would be detrimental to all of New England. Thank you for your time regarding this matter.
08/04/17	Paul	Sullivan	Reident	#31	516 E 2nd	South Boston	MA	02127	Oppose	The building of anything over 10 stories is too much with flight paths and also does not account for the filled land that is already threatened by rising waters. I was fine with doing the redo of the building but the additional buildings and people are too much with the police department understaffed as it is.. We would need 30 more officers. Also we were having brown outs and it is because even Eversource people are saying the system would need to be redone again

08/04/17	peggy	kelly	murphy's law	837 summer street		south boston	MA	02127	Support	<p>The 776 Summer Street location is the gateway into the heart of South Boston. The use and development of this project will impact the City of Boston and the South Boston community for decades to come.</p> <p>Development of this parcel in such a manner as to provide commercial, rental, retail and hospitality to the community would provide a beneficial economic impact to the surrounding area.</p> <p>This is a large and presently unused area of land in a vibrant City and the development of this land with a mixed use of offices, stores, hospitality venue, residential units and possible some "green" industrial use would provide numerous opportunities to the members of our community and the surrounding area.</p> <p>Thank you for this opportunity to start to formalize our opinions and the open and professional manner in which the many neighborhood meetings have been conducted by your office.</p> <p>Sincerely, Peggy Kelly</p>
08/04/17	Alexandra	Merriweather		336 E St.	Apt. 1	South Boston	MA	02127	Support	<p>Tim Czerwienski Boston Planning & Development Agency City Hall, 9th Floor One City Hall Square Boston, Massachusetts 02201 Re: 776 Summer Street</p> <p>Dear Mr. Czerwienski,</p> <p>I am a South Boston resident and I am writing in support of the proposed development at 776 Summer Street.</p> <p>My fiance and I chose to buy an apartment in South Boston because we were drawn to the community. The arts and culture, the restaurants, the people - there is a tangible feeling that Southie is bustling in the best way, and I think this project is a continuation of the positive change coming to the neighborhood.</p> <p>From Day 1, the development team has been interacting directly with the neighborhood, asking what we want to see, and has been transparent with us. Yes - there will be traffic impacts. But the plans for the site, which has been inaccessible for decades, offer the community many positives which will offset the transition. The community will have more waterfront space; there will be more restaurants (maybe even an open market!), shopping, and indoor and outdoor places to bring friends and family. If we work closely with the developers I think we can create a project that will really benefit everyone. I think the community should be excited to embrace positive change as outlined in this project.</p>

08/04/17	Catherine	Kellogg		68 O St.	#1	South Boston	MA	02127	Support	<p>Tim Czerwienski Boston Planning & Development Agency City Hall, 9th Floor One City Hall Square Boston, Massachusetts 02201 Re: 776 Summer Street</p> <p>Dear Mr. Czerwienski,</p> <p>As a resident of South Boston, I am writing in support of the proposed development for the L Street Station at 776 Summer Street.</p> <p>I chose to live in South Boston because it's such a great community - one that I think should be excited to embrace positive change as outlined in this project. With over 15 acres of waterfront space, there is a huge opportunity to re-connect this previously inaccessible site to the rest of the community. In the plans the developer has laid out so far, I've been impressed to see dedicated space for arts and cultural uses; more opportunities for local retail and restaurants, and more waterfront open space where residents can walk, run and hang out.</p> <p>While I understand that some residents are nervous about a project of this magnitude, I think, by working directly with the developers to influence the types of uses on the site, we can create something really exciting for the Southie community.</p> <p>I appreciate the developers' communication with the neighborhood and look forward to the much needed development of 776 Summer Street.</p>
08/04/17	Ita	Kane		730 East Third St		Boston	MA	02127	Oppose	<p>-Parking and transportation. Much of their plan regarding the needs of parking are based around assumption of new technology and improvements to public transit. We have seen multiple time such projects fail to reach full potential, but there is not a backup plan regarding transit without this.</p>
08/04/17	nancy	torkomian		881 East 1st St		Boston	MA	02127	Oppose	<p>please do not ruin our community and sense of home with the development at Summer & L st.</p>
08/04/17	Lorraine	Cox		365 K Street		South Boston	MA	02127	Oppose	<p>I am strongly against this because it will add to the growing congestion and traffic problems in South Boston. Also there is a major lack of parking already and this will only add to it despite the 1 parking spot per apartment or whatever will be issued to an apartment. It still won't be enough.</p>

08/04/17	Anne	Farma		53 Farragut Road		South Boston	MA	02127	Oppose	My family has lived in South Boston since 1832. The generations have seen many changes, but change has been gradual and on a human scale. The current scope and extent of development in South Boston is extreme. Several negative impacts on the community have accelerated as a result of over crowding and over development. These include increased crime, traffic congestion, inadequate public transportation, and environmental deterioration due to dust and other building materials being unsafely removed from old buildings. Our way of life, our health, and the health of our children have been jeopardized due to this unchecked growth. Investors, developers, and speculators involved in most of these projects do so with the sole intention of profit. There is no concern or awareness of the existing community or our way of life. I strongly oppose this over-reaching, money grabbing folly of a project for the sake of this and future generation of South Boston residents.
08/04/17	William	Dalton	I.I.a.	7 s. Main st		Winthrop	MA	02152	Oppose	I am a 3rd generation longshoreman , I've worked at Conley term since 1969 , and I really believe the building of a condo / hotel / mall , at the old Edison plant on 1st and L st. In south Boston will be detrimental to the area , the Waterfront cargo terminal , and all the new homeowners that are there now , mass port was allotted about 1+ billion dollars in grants to take our truck traffic off of 1st st for those residents , now if allowed to build 1500 condos , hotel space , etc. that will definitely kill our port , because once that is complete the new condo owners will be petitioning to stop truck traffic again ,,,, please look into this a bit deeper and see in the long run what will happen to that area , Conley terminal , and the vital shipping trade port , Thank you for your time , please use your best judgement Sincerely William dalton jr .
08/04/17	Tim	O'Brien	Colliers International	381 Congress Street	Unit 311	Boston	MA	02210	Support	As a resident of South Boston, Fort Point Channel Neighborhood, I am writing in support of the proposed development for 776 Summer Street. I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed. We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of. Thank you.

08/04/17	Maura	Walsh		8 Peters Street		South Boston	MA	02127	Support	As a resident of South Boston's City Point neighborhood, I would like to provide my support for the redevelopment of the sight of the former Edison Power Plant at 776 Summer Street. This piece of land has laid dormant for years and with its premium location along the reserve channel, it has been a waste of potential. The Hilco and Redgate teams have been engaged with the community early and often and their plans aim to provide a great family oriented public park space along the water for all South Boston residents to enjoy. I have strong support for the project with two small exceptions. The first is the need to address the already strained bus system providing for City Point commuters access to the city. The second is the need for an increased number of parking spaces needed versus the proposed number. With over 1500 units there will be at least one car per unit and the current proposal of ~978 parking spots (including both hotel and commercial spaces) is woefully inadequate. Aside from these easily addressed minor pain points, this redevelopment has my support and is a welcome addition to our already vibrant community.
08/04/17	Elvi	Jorgaqi		1410 Columbia Road		South Boston	MA	02127	Support	As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street. The Edison Power Plant has been an eyesore for years and I am looking forward to the clean up and rejuvenation of the site. Many in the neighborhood have been concerned about the safety of the power plant, given the state of disrepair a lot of the buildings are in. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood. We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of. Thank you.

08/04/17	Justin	Pierce	Harvard Management Company	600 Atlantic Ave., 14th Floor		Boston	MA	02210	Support	In addition to addressing the dire need for more housing units in South Boston, this project will bring much needed Class A office space and employers to the area, which will help South Boston transition into a live/work/play area. Currently, the great majority of South Boston residents leave the area each day to the Financial District and Back Bay and local businesses in South Boston suffer as its commerce essentially pauses from 9AM to 5PM. Mixed-use projects such as this foster economic growth and community engagement. As office rents continue to soar to records levels in the thriving Seaport/Innovation District, small businesses and start-up companies may be pushed out. Approval of this project will serve as a great opportunity for South Boston to become a new hub for small businesses and start-ups as a lower cost alternative to Seaport/Innovation District while providing great housing options, retail amenities, and public spaces for both current and new residents. Boston is an innovative city and its neighborhoods are constantly evolving and competing for prosperity. South Boston should certainly protect its unique identity but it also needs to evolve with Greater Boston. This site is a great location to achieve the aforementioned as it is on the edge of South Boston, in the path of office growth coming from the Seaport/Innovation District.
08/04/17	Justin	Pierce	Harvard Management Company	600 Atlantic Ave., 14th Floor		Boston	MA	02210	Support	In addition to addressing the dire need for more housing units in South Boston, this project will bring much needed Class A office space and employers to the area, which will help South Boston transition into a live/work/play community. Currently, the great majority of South Boston residents leave the area each day to the Financial District and Back Bay and local businesses in South Boston suffer as its commerce essentially pauses from 9AM to 5PM. Mixed-use projects such as this foster economic growth and community engagement. As office rents continue to soar to record levels in the thriving Seaport/Innovation District, small businesses and start-up companies may be pushed out. Approval of this project will serve as a great opportunity for South Boston to become a new hub for small businesses and start-ups as a lower cost alternative to Seaport/Innovation District while providing great housing options, retail amenities, and public spaces for both current and new residents. Boston is an innovative city and its neighborhoods are constantly evolving and competing for prosperity. South Boston should certainly protect its unique identity but it also needs to evolve with Greater Boston. This site is a great location to achieve the aforementioned as it is on the edge of South Boston, in the path of office growth coming from the Seaport/Innovation District.

08/04/17	Frances (Lucky)	Devlin	Resident	718 East Second Street	718 East 2nd street	South Boston	MA	02127	Support	<p>Before RedGate backs is eliminated we need a community meeting to ask questions about this property Presently this property is zoned marine/industrial.Under this zoning many uses are allowed Example I clearly remember a short time ago the divison of transportation (DOT) want to put their maintenance facility on this land now If allowed this would have been an Environmental Nightmare. Community also fought hard to stop a Garbage Barge operating because it was allowed under Marine/Industrial use .</p> <p>Community needs to be viligent when we have a large piece of land Zoned for i/Marine/industrial use only because it allows business to move into our back yards that no one wants or would allow in their back yards. Please take a deep breath lets do this right and ask the questions to be sure we won't regret a rushed dissuasion.</p> <p>Lucky Devlin south Boston Ma</p>
08/04/17	Katherine	Gentile		697 East 6th Street, Unit 2		Boston	MA	02127	Oppose	<p>I strongly oppose this project. As a 10-year resident of South Boston, I have already seen the negative effects of overdevelopment on this neighborhood. I am greatly concerned about the size and scale of this project. Specifically: the lack of additional community resources such as police, fire, etc. that will be (and already is) greatly needed with the influx of new residents; the insufficient infrastructure to accommodate the influx of traffic in and out of Southie; the unknown health and environmental issues that will inevitably happen due to a project of this size and on land that has already been deemed hazardous. I would be remiss to not mention the already overburdened and mismanaged MBTA - I can't even imagine the impact an additional 1500+ residents would have on the system as it is now. I love this neighborhood and community, and have chosen to raise my family here. However, after hearing about this project and the magnitude of its impact, I am seriously reconsidering my decision. In my opinion, this is the proverbial last straw, and truly reflects the greed and money-hungry mentality that has taken precedent over the safety and well-being of the residents of this neighborhood.</p>
08/04/17	James	Bailey		58 Cabot Street		Everett	MA	02149	Support	<p>I am in support of the proposed development at 776 Summer Street in Boston. Though I am not a resident of South Boston, I have worked full time in South Boston the past 6 years. In fact I worked in the Cahill Building adjacent to the project site from 2012 until 2015. I've watched as the Seaport District has expanded and as condo developments have gone up all around South Boston and I am in full support of this development proposal as it will continue to enrich the improving fabric of South Boston. The site is obviously massive and I think that the architecture should mirror the scale and significance as such.</p>

08/04/17	Katherine	Gentile		697 East 6th Street, Unit 2		Boston	MA	02127	Oppose	I strongly oppose this project. As a 10-year resident of South Boston, I have already seen the negative effects of overdevelopment on this neighborhood. I am greatly concerned about the size and scale of this project. Specifically: the lack of additional community resources such as police, fire, etc. that will be (and already is) greatly needed with the influx of new residents; the insufficient infrastructure to accommodate the influx of traffic in and out of Southie; the unknown health and environmental issues that will inevitably happen due to a project of this size and on land that has already been deemed hazardous. I would be remiss to not mention the already overburdened and mismanaged MBTA - I can't even imagine the impact an additional 1500+ residents would have on the system as it is now. I love this neighborhood and community, and have chosen to raise my family here. However, after hearing about this project and the magnitude of its impact, I am seriously reconsidering my decision. In my opinion, this is the proverbial last straw, and truly reflects the greed and money-hungry mentality that has taken precedent over the safety and well-being of the residents of this neighborhood.
08/04/17	Elizabeth	Aguilo	resident	47 Dorchester St. #4		South Boston	MA	02127	Oppose	The scale is too large and the current plans would severely negatively impact the community--too much foot traffic, not enough parking. The public transportation system cannot meet the current demand for services--what would happen with the proposed increase?
08/04/17	Loren	Miller	ILA	365 elmwood Ave		Quincy	MA	02170	Oppose	I oppose the Edison project. This project would affect many people in a negative way. The traffic that this project would cause will affect everyone that lives and works in South Boston, & surrounding area. Adding 1500 condos, with not enough adequate parking for the vehicles that reside there would be devastating for the community. Recently there was a designated freight corridor put in place to move be the trucks entering Conley Terminal away from the residents of the community. This project would bring the community back towards the trucks, which seems counterproductive for the reason the freight corridor was established in the first place. The location for this project, would add 10,000 - 15,000 cars a day. Having a vibrant Port in the city of Boston provides well over 15,000 direct and indirect jobs. Conley Container Terminal provides upwards of \$3 Billion dollars to the economy of Massachusetts. This is not including the economic impact to the entire New England Region. Removing any of the Designated Port Area isn't worth the risk to the economy. The project proposed isn't realistic and I hope you take everything into consideration realizing this isn't the place for this size of a project.

08/04/17	Bernard	O'Donnell	International Longshoremen's Association	Boston Fish Pier West Building Ste 304A		Boston	MA	02110	Oppose	and my members oppose the proposal for 776 Summer Street power plant. This project will have a negative impact for Conley Terminal and the Port of Boston. The Port of Boston generates thousands of good paying blue collar jobs for the City of Boston. The ILA along with various State agencies have secured funds to develop. A main goal for the ILA was to support the community and push for a haul road to get the trucks off the local roads. We have been successful and the 650 trucks that travel to the port will now use the new haul road. this new road along with many improvement slated for Conley Terminal has made the Port of Boston very competitive with other ports on the East Coast. A project that proposed for Summer street cause a tremendous amount of additional traffic to an already highly congested area. With thousands of potentially more vehicles that will be traveling in this area the Log jam would greatly affect the Port area. Boston would lose any competitive gains that have been achieved over the past years to promote the Port. The added congestion will slow the Truckers and make us less competitive. Shippers will look to Ports outside of Massachusetts and ship cargo through New York or Canada. This would result in job losses in the trucking, warehousing and any other local industry that relies on the Port to move their product. We ask you to consider the blue color jobs that rely on industries around the Port. We struggle to preserve the middle class here in the City of Boston. A project of this size and size will not create good paying jobs. This project will further the impact of middle class people trying to get a good paying job so they can afford to raise their families in the Boston area. Thank You, Bernard O'Donnell
08/04/17	Cheryl	Conley		50 West Broadway #215		South Boston	MA	02127	Support	South Boston Community needs more affordable housing and this development should be required to give more than 13%.
08/04/17	Kevin	Cox	Resident	365 K St		SOUTH BOSTON	MA	02127	Oppose	I am opposed to this project as it will block our view of the city. I am opposed to this project as it will bring in too many vehicles creating traffic jams. I am opposed to this project as the buildings will be too high, from 10-20 stories high in a residential neighborhood. This will look out of place and does not conform to the rest of the 3 story family homes. We are not zoned for these types of building in this residential neighborhood. There is not enough parking for the residential units they are planning. there is not enough open space. I am opposed to this project as the land they will be building on contains hazardous waste and I do not want this to be released into the air/neighborhood or to have living, eating and shopping facilities on this site. We do not want this project in our neighborhood.
08/04/17	MARY	MCAuliffe	Resident CPNZ	51 M St		South Boston	MA	02127	Oppose	I believe that it will only increase our current problems. Neighborhood overdeveloped. Unable to provide sufficient public transportation as is. Insufficient parking causing overflow to park on neighboring streets. Need affordable housing not luxury housing,.. Increased pollution from truck traffic needed to create this project
08/04/17	MARY	MCAuliffe	Resident CPNZ	51 M St		South Boston	MA	02127	Oppose	I believe that it will only increase our current problems. Neighborhood overdeveloped. Unable to provide sufficient public transportation as is. Insufficient parking causing overflow to park on neighboring streets. Need affordable housing not luxury housing,.. Increased pollution from truck traffic needed to create this project

08/04/17	Moira	Toomey	Bushari Real Estate	11 Middle Street	#1	South Boston	MA	02127	Support	<p>To Whom It May Concern:</p> <p>As a resident of South Boston, for over 10 years, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p> <p>Moira Toomey</p>
08/04/17	Sanja	Malicbegovic		165 west 6th st	Unit b	South Boston	MA	02127	Support	<p>As a resident of South Boston, [reference specific neighborhood in South Boston if applicable], I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
08/04/17	Eric	Frasch		637 East 1st St	Unit 304	Boston	MA	02127	Neutral	<p>I support the development however I am extremely concerned with how the construction will impact the living conditions in our building at 637 East 1st St. We are located directly across the street from the development. Loud construction noise at all hours of the day and night will be 100% unacceptable. There needs to be a solid plan to mitigate impact on our building. There should be no construction noise or even moving of vehicles before 8 AM or after 5 PM or anytime on the weekend. From my experience, the City of Boston does a very poor job of protecting abutters and enforcing noise ordinance. They also seem to give out a lot of "exception" permits to work on the weekend. The City typically seems to let the developers & general contractors run wild and get away with many violations, showing a lack of respect for neighbors. If that happens on this 10 year project, we will sue the City and developer.</p>

08/04/17	Frances	hamilton		813 east broadway		South boston	MA	02127	Oppose	As a 40 year resident and taxpayer I am wary of any huge development right on my doorstep. Southie has been overrun and overbuilt in the last few years as the Walsh administration rushes to create a "world class" city. The appealing architectural character of Boston is being crushed by avaricious developers creating ugly boxes of steel and glass. These are my top five objections: (1)Traffic management, (2) Air quality, (3) Parking, (4) Noise,(5) Public transportation, (6) density
08/04/17	Douglas	Stefanov	Stefanov Architects Inc.	423 West Broadway	Ste 404	Boston	MA	02127	Support	I do support the project but there are concerns. Other than the obvious parking and transportation issues, I feel that there should be a contribution to the South Boston community, of which they would be a part. First a higher percentage of affordable housing, perhaps targeted towards the elderly, or a building for them. In addition some type of large scale art, performance, meeting space. Thank you. Doug
08/04/17	Kelsey	Thomas		660 East 6th St.		Boston	MA	02127	Oppose	I oppose this project. Southie does not have enough infrastructure (road bandwidth, parking, public space) and amenities (grocery store, restaurants, etc) to accommodate this. The area is already over saturated with people with not enough infrastructure to sustain it. As a tax payer and resident, this project grossly takes away from my desire and the value to live here. There is just not enough room for this type of project. The amount of development needs to be regulated.
08/04/17	Kathleen	Wallace		40 N Street		South Boston	MA	02127	Oppose	South Boston is too dense today. Between people, cars, and trucks, there are congestion problems today. A project of this many units cannot be sustained unless serious infrastructure changes are made.
08/04/17	Joanne	McDevitt	IAG/ CPNA/long time resident	787 East Broadway		South Boston	MA	02127	Support	I know many in our community are concerned with traffic , density , pollution etc as am I. The issues which need to be addressed 1)Traffic management, (2) Air quality, (3) Parking, (4) Noise, (5) Public transportation, (6) density (7) Preservation of more of the historic structure(s), (8)inadequate availability of fire and police 9) Affordable Housing. (10) Utility and infrastructure impacts, (11) Continued successful operation of the Conley Terminal, (12) Height of structures in the current plan (13) community access (14). Pressure on existing recreational facilities,(15) inadequate public transportation to meet growing needs of the community, However , I feel that this project has merit and we should also look at some of the positive impacts of the proposal on the community : removal of industrial eye sore which was decommissioned several years ago as a power plant , cleaning up of a possible contaminated area, housing for Artists and over 55 housing and increase the number affordable housing in the community ,and an arts and cultural center. The site could provide City Point with much needed amenities such as a butcher shop, fresh vegetables and farmers market , wine shop and family oriented restaurants.

08/04/17	Deborah	Waldman		637 East 1st Street	Unit 201	South Boston	MA	02127	Oppose	<p>I am a direct abutter and oppose the project in its present state. I think that the number of residential units is too high and the parking spaces are too few. I don't think the neighborhood can absorb the traffic a project this size would generate. I think that the limited parking would put increased pressure on the neighborhood parking problem instead of providing some much needed relief.</p> <p>I look forward to reviewing a revised proposal and hearing how the project will move forward respecting the abutters and neighbors of this project.</p> <p>Deb Waldman</p>
08/03/17	Matthew	Furey	CBRE/New England	521 E 2nd Street	Apartment 2	Boston	MA	02117	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>The Edison Power Plant has been an eyesore for years and I am looking forward to the clean up and rejuvenation of the site. Many in the neighborhood have been concerned about the safety of the power plant, given the state of disrepair a lot of the buildings are in. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>

08/03/17	Lisa	Cox	SB Resident	365 K St		SOUTH BOSTON	MA	02127	Oppose	<p>This development will ruin our view of Boston, create shade on abutting areas that have had sun for years and create way too much traffic and our neighborhood can't handle it. This project would bring in 10,000-20,000 more vehicles daily in addition to what we have cutting thru our streets as people try to get into work in Boston almost 7 days a week. This would affect our day to day living in a negative way. Our small square footage of a neighborhood can not handle 8 sites that contain buildings that are 10-20 stories high! And once again, another development without enough parking. When is this going to stop? ONE PARKING SPOT PER BEDROOM. And a bedroom is considered any room other than kitchen, parlor or bathroom, period. No getting around this by saying it's an office etc. Another thing that scares me about this project is the decontamination of the site. It had been put into service in 1898 and they didn't have the same industrial guidelines that we have today. What will be released into our neighborhood when demolition/excavating starts? We aren't getting new roads and we only have a few ways to exit and enter South Boston. This project would cause gridlock. If you've driven through SB during the morning/evening commute over the past 10 years you have noticed a significant difference. On a Sunday morning it took my family 10-15 minutes to drive to St Anthony's Shrine on Arch St for morning mass, now it takes us 30-45 minutes. Projects like this have a huge impact on people's day to day living. I was born and raised here. I am opposed to the additional traffic this development will cause. I am opposed to the height of this project. We are a community, a neighborhood of families. This project does not belong on First St. You are taking away our neighborhood. Just to let you know, I have tried to send this email before but the website was "unresponsive" (that was the error message I received). I have also had people ask me if your website was down. I hope this is due to the fact that you have been getting a lot of opposition to this project.</p>
08/03/17	Nicholas	Binder		150 Dorchester Ave	#502	Boston	MA	02127	Support	<p>As a resident of South Boston, [reference specific neighborhood in South Boston if applicable], I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am excited to see a redevelopment project for the Edison Power Plant which addresses the growing nature of South Boston. This project will be a connection between South Boston and the Seaport/Design Innovation District that is currently segregated by several plots of industrial zoning. It has the opportunity to be a community center with the farmers market and other retail amenities as well as be a new hub connection for transit back to Downtown and the rest of the T system. To see this property be cleaned up and rejuvenated is a truly exciting opportunity.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>

08/03/17	GAIL	MORAN	ILA LOCAL 800	814 EAST FIFTH STREET		SOUTH BOSTON	MA	02127	Oppose	<p>I am a lifelong resident of South Boston and I am opposed to the planned development of 776 Summer Street. I attended the meeting at the Tynan and the size and scope of this development is too much for the neighborhood. South Boston has seen too much overdevelopment in the past few years. There are too many people too few parking spots, too few buses and we can't handle much more traffic before the streets are gridlocked. I was stuck in traffic on L Street today at 930 am and this is before the expected influx of the 10,000 more cars this development is expected to bring in everyday.</p> <p>Also as a member of Local 800 of the International Longshoremen's Association in Boston I am aware of the fact that this type of development in that location will adversely affect the Port of Boston. With the increased volume of traffic, Summer Street will be backed up both ways and the tractor trailers trying to get to and from the new haul road will be stuck sitting 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 Terminal is the only full service container terminal in New England and an important hub in the shipping of many products across the region. If the area becomes too congested, the Port could lose business and thousands of jobs would be affected.</p> <p>This development plan is wrong for this area and after posting it on the South Boston Community Bulletin Board on Facebook I see that most of my neighbors agree.</p>
08/03/17	Zachary	Cary		584 E 8th St	Apt 3	Boston	MA	02127	Oppose	<p>Dear City of Boston,</p> <p>I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to this special Boston neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood, nor does it plan for the increased population/traffic density. The current transportation infrastructure does not go far enough to accommodate the significant number of condo units included in the current plan. Car traffic and parking is already an issue and the 7 and 9 bus lines are already over capacity. I can only imagine the congestion that will result from this proposal should it be approved in its current form.</p> <p>The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units. As a South Boston resident I want:</p> <ul style="list-style-type: none"> - Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. - Parking. Parking is already at a premium in South Boston, and 1,500 condo units will further exacerbate this issue. We need an underground parking deck(s) that are accessible to South Boston Residents. Otherwise double-parking will only get worse, which will clog up Broadway and L St and make traffic even worse. - More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores - Wide sidewalks for pedestrians. We want this space to be pedestrian friendly, especially during construction.

08/03/17	William	Eldridge	Peabody & Lane Corporation	8 Essex Center Drive		Peabody	MA	01960	Neutral	<p>Thank you for the opportunity to comment on the proposed project @ 776 Summer Street in South Boston.</p> <p>I have great concerns on the impact to traffic in this area that such a mega project will bring.</p> <p>This project sits at the head waters of the working port with 15 acres being in the Designated Port Area.</p> <p>Nothing in this project should have the ability to alter present terminal operations at either Conley Terminal or the Black Falcon Terminal. Any agreement forthcoming in this development should include an iron clad agreement for all parties to develop a long term 24/7 dedicated truck route.</p> <p>The project should not impinge on the DPA.</p> <p>Protection for the working waterfront is paramount! How are we to move all the goods in/out of the communities without a vibrant working port.</p> <p>A 900 million dollar investment has been agreed to by the Federal Government, the Commonwealth and Massport to establish a vibrant working port; nothing in the development should negatively impact such an investment.</p> <p>Our Company has worked on the waterfront since 1916 and hopes to be here for many more years. Please insure this development is proper in size, in accordance with existing rules for the DPA, and is taken slowly enough to make sure it is done correctly.</p> <p>Yours truly, William Eldridge President</p>
08/03/17	John	Murray		549 East Fourth		South Boston	MA	02127	Oppose	<p>I strongly oppose this project. South Boston is also already overdeveloped. This project is way too large in scale. It is my understanding that this site is in a designated port area designed to protect maritime industry. The city should be looking to protect and promote blue collar jobs instead of pricing out long time residents with luxury condos.</p>
08/03/17	Razeen	Jeena		109 F Street	Apt 1	Boston	MA	02127	Support	<p>The development in South Boston needs to continue for the city would like to attract large companies such as GE and Amazon. I fully support this initiative and trust there is a plan to address any increased traffic related to the South Boston's increased developments.</p>

08/03/17	John	McGahan	Gavin Foundation	675 East Fourth Street		South Boston, MA	MA	02127	Neutral	<p>August 1, 2017</p> <p>Tim Czerwienski Boston Planning & Development Agency One City Hall Square Boston, MA 02201 bostonplans.org</p> <p>Re: 776 Summer Street, South Boston (L Street Station Redevelopment)</p> <p>Dear Mr. Czerwienski:</p> <p>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 a Gavin Foundation, 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.</p> <p>The proposed development includes nearly 1,600 units of housing. To address the need for affordable housing in South Boston, the developer should commit to a much higher percentage than the 15% minimum City of Boston requirement of affordable housing on site. 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</p>
08/03/17	Michael	Devine		9 Grimes Street		South Boston	MA	02127	Oppose	<p>The scale of this project is way too large for the area and its already diminishing infrastructure. It will be shameful if the BPDA gives the go ahead on it as it currently stands.</p>
08/03/17	Jeffrey	Docking		528 E 3rd St	Unit 2	Boston	MA	02127	Support	<p>I wholly support the redevelopment of the Edison plant.</p> <p>I bought a condo in South about a year ago, moving to the area from the Sullivan Square area of Somerville. Having lived through the multiple delays and eventual build of the Assembly Row project, I can tell you that the final project has brought a great set of amenities and opportunities for people to collaborate in that neighborhood. It also sparked improvements to public transportation.</p> <p>I would love to see something as functional and possibly even better due to the historical site and the access to our beautiful seaport area. And I would be ecstatic to also see the MBTA pay more attention to this area, as it is embarrassingly underserving my neighborhood currently.</p> <p>Please let me know if there is anything I can do to help move this project through so that we can add a great destination into the heart of South Boston for people inside the neighborhood to gather and people outside the neighborhood to visit and spend time.</p> <p>Thanks!</p>

08/03/17	Linda	Zenga		367 West Broadway		South Boston	MA	02127	Support	I support this project only if the South Boston Community is going to receive more than 13% of affordable units. We need more affordable housing in the South Boston Community.
08/03/17	Claire	Miller		611 East Fifth st		South Boston	MA	02127	Support	I oppose this development plan.. no changes have been made.. The South boston neighbors deserve a voice and we need more housing available for blue collar workers . My children and my friends family would to keep our South Boston Tradition alive..
08/03/17	Meaghan	Monahan	Gavin Foundation	76 Dorchester St		South Boston	MA	02127	Oppose	<p>My name is Meaghan Monahan, a 4th generation South Boston Resident. I've seen South Boston ("Southie") change immensely since I was younger. Southie was a place comprised of mainly working class families; you'd walk down the street and know or know of every person you walked by. Both of my parents grew up poor, fighting for food on the table with their abundance of siblings. They have worked very hard to live comfortably in Southie, but not in any way lavishly.</p> <p>When I got home from college, it seemed like everything was completely different, unrecognizable. Instead of families, Southie is filled with young urban professionals who can afford to live here. I, on the other hand, am a young urban professional who cannot afford to move out of their parents' house at the age of 25. I received my Master's of Education in School Counseling last May, but now working at a local non-profit, it's hard to imagine ever being able to live in South Boston without low-income housing.</p> <p>I do the work I do because I am passionate about helping others, not because of the money. Having the opportunity to move a few blocks from the house I have lived in for 25 years would be incredible, but the issue is that there are no enough low-income units. We do not need more luxury units, we need more affordable housing with preference a for those who grew up here.</p> <p>Without the opportunity low-income housing, I fear that I'll never be able to live in South Boston. I greatly appreciate your consideration for housing.</p> <p>Best Regards, Meaghan Monahan</p>

08/03/17	Hannah	Camilleri		675 E. 2nd St.	Apt. 2	Boston	MA	02127	Support	<p>Dear Mr. Czerwienski,</p> <p>I live in South Boston and I am writing in support of the proposed development for the L Street Station at 776 Summer Street.</p> <p>I live just a couple of blocks away from the site. Right now, the site is closed off from the community. Yes, the turbine halls are beautiful, but the rest of it is inaccessible, on terrain that has a HUGE amount of potential for the community. And the development team says they will restore the turbine halls - something I think would be incredible.</p> <p>While I understand the concern in the neighborhood around traffic, there are two reasons I think this can be mitigated. 1- The City and developer are working together to create solutions. 2- In the next 10 years that this project is built, I imagine a city that is less connected by individual cars, and more by people biking, taking public transit, walking or ride-sharing. However, I do look forward to hearing from the team how they will be part of helping us to improve public transportation to our neighborhood.</p> <p>I'm very excited about what has been proposed for the site so far, and look forward to hearing more from them as we move through the process.</p> <p>Thank you!</p> <p>Hannah Camilleri 675 E. 2nd St. Apt. 2, South Boston</p>
08/03/17	Michael	Flaherty		630 East 3rd Street		South Boston	MA	02127	Oppose	<p>I'm a lifelong resident of South Boston, I live on 3rd Street between L & M, this project is way to big for our neighborhood, we are already to congested. WAY To BIG. NO GOOD</p>
08/03/17	Alicia	Jurus	1965	139 West Third St		Boston	MA	02127	Oppose	<p>This is just too much - the infrastructure will not support this type of density. It is already to hard to get in/out/and around South Boston. Also, I think it is a slap in the face of South Boston to try and shove this type of development into this location.</p>
08/03/17	David	Przybyla	A Yankee Line, Inc.	407 D Street	410	Boston	MA	02210	Support	<p>With nearly 20 years in Boston (Fenway, South Boston, and now Seaport), I support the 776 Summer Street Proposed Project. I live and work in the same mile radius and would love to have the opportunity to purchase a forever spot in the best neighborhood I know. Full support from me!</p>
08/03/17	Paul	Picciano		7 Linden Street		South Boston	MA	02127	Oppose	<p>The size and scope of the project is too large for the current infrastructure, specifically roads and parking. Building height will be 15 stories taller than any surrounding buildings which takes away from the neighborhood feel.</p>

08/03/17	Alexandra	Merriweather		336 E St.	Apt. 1	South Boston	MA	02127	Support	<p>Tim Czerwienski Boston Planning & Development Agency City Hall, 9th Floor One City Hall Square Boston, Massachusetts 02201 Re: 776 Summer Street</p> <p>Dear Mr. Czerwienski,</p> <p>I am a South Boston resident and I am writing in support of the proposed development at 776 Summer Street.</p> <p>My fiancée and I chose to buy an apartment in South Boston because we were drawn to the community. The arts and culture, the restaurants, the people - there is a tangible feeling that Southie is bustling in the best way, and I think this project is a continuation of the positive change coming to the neighborhood.</p> <p>From Day 1, the development team has been interacting directly with the neighborhood, asking what we want to see, and has been transparent with us. Yes - there will be traffic impacts. But the plans for the site, which has been inaccessible for decades, offer the community many positives which will offset the transition. The community will have more waterfront space; there will be more restaurants (maybe even an open market!), shopping, and indoor and outdoor places to bring friends and family. If we work closely with the developers I think we can create a project that will really benefit everyone. I think the community should be excited to embrace positive change as outlined in this project.</p>
08/03/17	Antonio	Saez Vieyra		288 Bolton St.		South Boston	MA	02127	Oppose	<p>Tim Czerwienski Boston Planning & Development Agency</p> <p>I am concerned that the proposed development of the Edison Plant provides only the minimum required amount of affordable housing. It lacks to address the urgent need in our community for housing that is affordable to low and median income families and the elderly.</p> <p>Thanking for taking my comments</p> <p>Antonio Saez Vieyra</p>
08/03/17	Antonio	Saez Vieyra		288 Bolton St.		South Boston	MA	02127	Oppose	<p>Tim Czerwienski Boston Planning & Development Agency</p> <p>I am concerned that the proposed development of the Edison Plant provides only the minimum required amount of affordable housing. It lacks to address the urgent need in our community for housing that is affordable to low and median income families and the elderly.</p> <p>Thanking for taking my comments</p> <p>Antonio Saez Vieyra</p>

08/03/17	Jeanne	Flaherty		838 East 5th Street		South Boston	MA	02127	Oppose	I don't believe the plan for the disposal of the asbestos & other hazardous waste is adequate. Further I believe this development will be too much of a disruption to an already overcrowded neighborhood. Too many cars, not enough parking, and it will only serve to further erode the fabric of this once family-rich community.
08/03/17	Joe	Casiello	ILA	12 mount pleasant st		Saugus	MA	01906	Oppose	This is way too big of a project for the area. Conley terminal has already been under constant scrutiny for truck traffic and noise which resulted in a truck bypass road and a park with sound buffer. This was the result of complaints of a small neighborhood of people who knew of this environment before they moved there. To add 1600 residential units, office space, a hotel, and retail space is reckless. The traffic will be unbearable and we do not need anymore attacks against our working and growing port. Longshoremen, truck drivers, retailers, importers/exporters, south Boston residents, commuters, beachgoers, and the city itself should all oppose this development!
08/03/17	Matthew	Watts		1836 Columbia Rd		South Boston	MA	02127	Oppose	I am 20 years old I have been born and raised here in southie. I have seen this whole gentrification process happen as I have been growing up. Adding this many units and buildings will only make things a lot worse and a lot more congested. There will be no place for any of these people to park their car. Also with all of the people that cut through south Boston to go in town via I street or L street there is no room for all of this. The city is way to crowded and this plan just doesn't make any sense. .5 of a parking spot per unit on what continent do people own or drive half of a car it's just absurd.
08/03/17	William	Gleason		141 Dorchester Ave	Unit 306	South Boston	MA	02127	Support	I support this plan of remediation this long neglected site and redevelopment into mixed use development and open space. This site is very well situated for much needed housing in a neighborhood now abutting thousands of jobs creating opportunity for a completely walk-able lifestyle. Keeping parking ratio low is critical as car sharing opportunities and transit improvements are the future of this Downtown Neighborhood at the end of a peninsula that does not need more single occupancy vehicles. This site has long been stated to be a serious health hazard in need of environmental remediation and we should take this opportunity to have this professional team come in and turn one problem property into a solution for our housing shortage while delivering a new interconnected neighborhood with new open space.
08/03/17	Jillian	Henrici	Resident	906 E 4th Street	Apt. 3	South Boston	MA	02127	Oppose	As a property owner and resident of the South Boston Community, I am apposing the current plans for the redevelopment of the Edison Power Plant Site. The two major concerns I have are the lack of parking spaces being provided for the large number of residential units being proposed and the height of the primary towers. 20 stories is much taller than anything in the surrounding community. I do not appose the site being redeveloped, but the shear scale and lack of for site for what the community actually needs and what the existing road ways can handle for traffic loads and parking clearly has not been evaluated sufficiently.
08/03/17	Maureen	S		Seventh Street		South Boston	MA	02127	Oppose	The scope of this project as proposed is absurd. South Boston is overburdened w/people, condos and cars as is! Rezoning from maritime use will adversely affect the Conley terminal and all that is shipped into Boston through the terminal. The roads around the Edison will be inundated 24/7 with cars - which the area will not be able to withstand.

08/03/17	Taryn	Powers		8 Emmet St		South Boston	MA	02127	Oppose	<p>Good Afternoon Tim,</p> <p>I am a lifelong resident of South Boston and live just two blocks away from the Edison plant with my growing family. I am 100% against all plans for residential, and commercial development on that site. The area should stay a working port.</p> <p>South Boston is crowded enough and we do not need anymore residents or cars, nevermind a project of this mammoth proportion. Our neighborhood can't handle 3,000 more people. Crowds of 100 people wait at bus stops for crowded busses to drive past them every morning. Residents can't leave their homes after 5:00 pm because there are no parking spaces available after that time. We are surrounded by constant construction and BWSC ripping up our streets for months at a time. We are experiencing power outages because the old systems can't handle the demand being placed on them by all the new condos. Our historical homes have been ripped down and replaced with characterless, gigantic condo buildings.</p> <p>We have had enough! We need to put a stop to the overdevelopment of South Boston. Single homes need to stop being ripped down and replaced with ugly 20 unit condo buildings. We need 24/7 resident parking in the entire neighborhood. Historical homes need to be protected.</p> <p>The neighborhood needs to become more family friendly - we desperately need housing that is affordable for average income families! Growing families are forced to move out because they can't afford a place to live that has three bedrooms.</p> <p>The people of South Boston have had enough with overdevelopment of our beloved neighborhood, and we will no longer allow it to happen. I am a part of a large</p>
08/03/17	maryalice	Sutherland		273 Minot St		Dorchester	MA	02124	Oppose	<p>There is limited access into and out of the city. Traffic congestion on first and Summer Streets already makes what should be a 5 minute trip to the tunnel or expressway 20 or greater minutes in the am. Construction would divert traffic to Andrew Sg; Broadway Bridge; 4th St bridge; and Columbia Circle - which are already maddeningly congested in the am. This is area will NEVER be able to tolerate the construction, the rats, the traffic, the people... .</p> <p>It is NOT a reasonable proposal. The community cannot and should not have to absorb this catastrophic infringement. In generations past we had politicians, and Richard Cardinal Cushing who insisted on not making our community a tourist area but a place where families could thrive could relax, and most importantly be safe.</p>
08/03/17	Stephen	Powers		8 Emmet Street		South Boston	MA	02127	Oppose	I oppose all plans for developing this site. South Boston is crowded enough and cannot handle further overdevelopment.
08/03/17	Stephen	Powers		8 Emmet Street		South Boston	MA	02127	Oppose	I oppose all plans for developing this site. South Boston is crowded enough and cannot handle further overdevelopment.
08/03/17	Kristin	Frechette		West 9th		South Boston	MA	02127	Neutral	<p>Neutral as I haven't been able to attend any meetings. I support development on this site something needs to activate this space. HOWEVER, as a mother, I am very concerned about the demolition of the existing building. I cannot stress enough to please have the strongest of environmental protection on this site when demoing the existing building. I have heard stories of what used to spew out of the stacks back in the day. I can only imagine what would blow around the neighborhood if the building wasn't covered in some way. Thank you for taking the time to read our comments.</p>

08/03/17	benjamin	jackson		151 W. 6th st	unit 2	Boston	MA	02127	Oppose	<p>I oppose this project for the single concern around infrastructure in the area. As it stands today there is not enough public transportation and infrastructure to handle the population of south boston and their commute, I can only imagine what this project would do to further exacerbate that problem.</p> <p>Without clear infrastructure plans in place I cannot support the addition of this traffic to the South Boston community that I call home.</p> <p>Regards,</p> <p>Ben</p>
08/03/17	Mary	Long	South Boston resident	952 East Broadway		South Boston	MA	02127	Oppose	<p>I like many long time and new residents oppose this project. This is too large a project for this neighborhood. A parking garage for residents and visitors would do well there and is much needed.</p>
08/03/17	Monica	Kuczynski		841 Parker street		Boston	MA	02120	Support	<p>As a concerned resident of Boston, I am writing in support of the proposed development planned for 776 Summer Street.</p> <p>I am glad to hear about efforts to renovate and rejuvenate The Edison Power Plant after it being an eyesore for years. Many people in the neighborhood, myself included, have been concerned about the safety of the power plant and the condition of the buildings. I also think restoring a historical part of Boston will help bring life and value to the neighborhood.</p> <p>The City of Boston is one of the oldest cities in the U.S. and the home of so much history. The Edison Power Plant has some interesting history and I am in support of cleaning it up and making it a safe destination to enjoy and visit. I believe this development would be a great opportunity to expand and bring more value to the neighborhood and city.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p> <p>Monica Kuczynski</p>
08/03/17	Ashley	Balaconis		622 East 6th Street		Boston	MA	02127	Oppose	<p>Unnecessary build. Will cause way too much congestion in the area. Keep Southie a neighborhood.</p>
08/03/17	Sean	Burke		50 Thomas Park		Boston	MA	02127	Support	<p>Love it! We need the jobs and revenue it will generate. The land is not being used at all right now, this is a no brainer. Make sure to keep the history of the site alive though.</p>
08/03/17	Susan	Doherty	ILA	166 Franklin st		Arlington	MA	02474	Oppose	<p>Coming from a family of longshoremen I completely oppose any new construction in South Boston.</p>
08/03/17	Patrick	Balaconis		622 E. 6th St.		S. Boston	MA	02127	Oppose	<p>Project is going to be a great impact to this neighborhood that currently still has a neighborhood feel. The land is not zoned for this type of development and there is good reason for it. It can be a very important industrial area. Not nearly enough parking.</p>

08/03/17	Gail	Jacoby		61 Farragut Rd		South Boston	MA	02127	Oppose	Please consider the negative impact to residents and tourists that currently enjoy the natural resources of this vibrant area. Respect that this quaint section of Boston is historically rich as well. Overstressing the infrastructure will most certainly restrict public access to beaches, parks, local business and emergency responders.
08/03/17	Vincent	Zerveskes	Resident Homeowner	210 Dorchester Street		South Boston	MA	02127	Oppose	Project is too large for site. Needs to be scaled back. Height needs to be addressed as well as additional traffic. Conley terminal is being expanded and will need to expand again twenty years from now.
08/03/17	Robert	Miller		611 E 5th st		South Boston	MA	02127	Oppose	Logistic nightmare! The number of units and lack of parking . An environmental project to clean up that whole Edison facility, No consideration to the neighborhood. Traffic now and with the new truck bridge into Conley terminal removing 1000 plus trucks off of first st great idea. But now with this project creating another headache for the community to live with . Port of Boston is flourishing and being 3rd generation Longshoremen I would like it to keep growing . I'm oppose to that project
08/03/17	Dinna	Sinkus		651 E 6th St		South Boston	MA	02127	Oppose	We need more affordable housing so lifetime residents can stay in their hometown
08/03/17	Marjorie	McEvoy	Resident	895 East Broadway		South Boston	MA	02127	Oppose	As a life long resident of South Boston I strongly oppose this project! South Boston is already over built. There has been no improvement in infrastructure for the added buildings and parking. Adding additional cars will make the current nightmare of trying to find parking even worse! There is also a very active port that supplies needed jobs to local residents. This port should be considered a major asset to South Boston. I cannot state more emphatically that I oppose this development
08/03/17	Catherine	Lamoureux		591 E 3rd		Boston	MA	02127	Oppose	To Whom it May Concern, I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to the neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood or plan for the increased density. There are too many condo units in the plan and the current transportation infrastructure cannot accommodate them (the housing number should be cut in half). Traffic is already an issue and the 7 and 9 bus lines are over capacity. The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units. South Boston residents want: More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores Wide sidewalks for pedestrians. We want this space to be pedestrian friendly, especially during construction. Contained construction. This development will take over 10 years and we do not want the neighborhood to feel like a construction site during that time. A local marketplace. The plans for the Turbine Hall turned marketplace sound great. Access to the waterfront. We want to enjoy the waterfront and have open public space along the waterfront. I am in support of this plan if the City holds the developers accountable to the

08/03/17	Karen	Florentino		590 e 4th at		South boston	MA	02127	Oppose	Project too large for existing area. Will cause hardship to many of current residents. Port needs to remain available
08/03/17	Eugene	Stancato	International Longshoreman Association	6 Lenoxdale Ave		Dorchester	MA	02124	Oppose	I am opposed to the plan at 776 Summer Street. The main reason is because of the amount of traffic it will cause it such a small area. I work as a longshoreman at Conley Terminal and part of the reason we are a very desirable port is because truckers have the ability to get in and out with imports and exports in a half hour. When 10000 people are coming and going everyday from this 8 block area at 776, truckers will not be able to get in and out like they once used to. The people that are pulling for this plan to happen think it won't affect our work, but it will affect our work dramatically.
08/03/17	Leslie	N		32 g st.		Boston	MA	02127	Support	Great project, will do a lot for that area!
08/03/17	Chris	McAvinn	BRG	69 Old Harbor St	3	Boston	MA	02127	Support	I'm really excited about this project, I think it will bring a lot of life to the area and be great for the neighborhood.
08/03/17	Paige	Bryant		1 M Street Place		Boston	MA	02127	Support	I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to the neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood or plan for the increased density. There are too many condo units in the plan and the current transportation infrastructure cannot accommodate them - the housing number should be reduced SIGNIFICANTLY. Traffic is already an issue and the 7 and 9 bus lines are over capacity. The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units. South Boston residents want: - More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. - Additional parking - Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. - More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores, wide sidewalks for pedestrians. - We want this space to be pedestrian friendly, especially during construction. - Contained construction. This development will take over 10 years and we do not want the neighborhood to feel like a construction site during that time. - A local marketplace. The plans for the Turbine Hall turned marketplace sound great. - Access to the waterfront. We want to enjoy the waterfront and have open public space along the waterfront.
08/03/17	Kelly	Conroy		934 E 4th st		South Boston	MA	02127	Oppose	Too big of a project. Not enough parking. South Boston is already too crowded. Land contaminated.

08/03/17	David	Bryant		1 M Street Place		Boston	MA	02127	Support	<p>Hi,</p> <p>I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to the neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood or plan for the increased density. There are too many condo units in the plan and the current transportation infrastructure cannot accommodate them (the housing number should be reduced significantly). Traffic is already an issue and the 7 and 9 bus lines are over capacity.</p> <p>The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units.</p> <p>South Boston residents want:</p> <ul style="list-style-type: none"> -More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. -More parking -Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. -More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores -Wide sidewalks for pedestrians. We want this space to be pedestrian friendly, especially during construction. -Contained construction. This development will take over 10 years and we do not want the neighborhood to feel like a construction site during that time.
08/03/17	Kelly	Conroy		934 E 4th st		South Boston	MA	02127	Oppose	Too big of a project. Not enough parking. South Boston is already too crowded. Land contaminated.
08/03/17	Ryan	Harwood	None	368 w 4th		South Boston	MA	02127	Oppose	Please do not allow this to be built. This is completely unneeded in that area. Please force them to build this in an area that can fit it
08/03/17	John	Conroy		934 E. 4th St.		South Boston	MA	02127	Oppose	This project is too big for our neighborhood. We have been raped by developers and it is time for it to stop. We all know this land is contaminated as well. Our community is over populated as is. This is not fair and being shoved down our throats.

08/03/17	Kevin	Coyne		615 East 6th Street		Boston	MA	02127	Oppose	<p>I vehemently oppose the planned development on this site in its present size/scale. South Boston has experienced such tremendous growth over the past decade and we are already seeing that we do not have the infrastructure to support another project of this size. With the explosion of the seaport and fort point area – The local streets cannot handle the volume from all areas trying to gain access to the new “Hot Spots” Development needs to be balanced with quality of life and that has not been taken into consideration.</p> <p>The streets are bursting with traffic at all times of the day - Then lanes have been taken away to add bicycle lanes which have further exasperated the traffic problem.</p> <p>I am fully in support of change and understand that some development will improve this unsightly area - But a project of this size/scale is totally absurd. We cannot handle it period. Please listen to the will of the people that live here both old residents and new.</p> <p>Thank you Kevin Coyne – Lifelong Proud South Bostonian</p>
08/03/17	John	Wlodarek		745 E Broadway #3		Boston	MA	02127	Support	Support!
08/03/17	Kelly	Conroy		934 E 4th st		South Boston	MA	02127	Oppose	Too big of a project. Not enough parking. South Boston is already too crowded. Land contaminated.
08/03/17	michael	manning	Southie resident	120 I street		south boston	MA	02127	Oppose	<p>As a 3rd generation longshoreman this location should be used for the port that is next door. There will have heavy truck traffic that will lead to conflict with new residents and a future push to limit the ports operations at a time there is a need to expanded the port to keep relevant with the other East Coast ports that now service larger ships. If port of Boston is limited in it's operations because of new residential use close by, this will lead to shippers pulling out of the port and lose of jobs!</p> <p>If this does go thru, the developer should be told must install windows and walls that are sound proof and also have a sound wall set up like there is for neighborhood close to the highway and then hopefully there will be no conflict between the port and new residents.</p>
08/02/17	Colin	Reposa		881 East 2nd Street, Unit 6		South Boston	MA	02127	Support	<p>To whom it may concern,</p> <p>As a resident of City Point in South Boston I am strongly in favor of the 776 Summer Street Project.</p> <p>I am proud to live in a part of Boston that continues to prosper and adapt. This redevelopment will bring several community benefits for years to come.</p> <p>I am also very impressed by the developers consistent attempts to discuss this project with the neighborhood and get everyone's opinion.</p> <p>Thank you.</p>

08/02/17	Erin	Galvin		881 East 2nd Street, Unit 6		South Boston	MA	02127	Support	<p>As a resident of South Boston City Point, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I look forward to the redevelopment of this property with all the new infrastructure, jobs, and community benefits it will bring. We are truly excited about the new retail, restaurant, and hotel space this new development will bring to our neighborhood. The investment in our neighborhood is exactly what we want to see as residents of City Point.</p> <p>We appreciate the developers communication with the progress of the development and look forward to the development of 776 Summer Street.</p> <p>Thank you.</p>
08/02/17	Sam	Crossan		131 West Third Street	Apt. 2	South Boston	MA	02127	Support	<p>To Whom This May Concern,</p> <p>I am writing this letter in support of the 776 Summer Street project. The proposed redevelopment of the former Boston Edison site is an innovative and thoughtfully designed project that will transform an existing eyesore and connect South Boston with the Seaport; long a barren wasteland of underutilized prime real estate. By providing pedestrian access to the waterfront and a host of new retail amenities, the project is creating an entirely new micro neighborhood with ancillary benefits to all residents in the immediate vicinity.</p> <p>I am also writing in support of the development team, Hilco & Redgate both of whom have exemplary track records with expensive and challenging developments, and also with sites that require environmental remediation. This team is the right group to lead an expensive and complex project due to their development experience and local relationships in both the public and private sectors. While I continue to look forward continued tweaks to the development plan, I'm confident the development team can work within the confines of the original plan and incorporate neighborhood feedback to generate a mutually agreeable final development plan to create a financially feasible project that will benefit both new residents, commercial tenants and existing neighbors. As a South Boston resident, I look forward to completion of the project and enjoying the new benefits to the neighborhood</p> <p>Thank you, and please feel free to call with questions or comments.</p> <p>Regards,</p>

08/02/17	James	Zografos	Neighborhood Resident	279 W 3rd St #1		Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
08/02/17	Erin	Cooley		637 East First Street		Boston	MA	02127	Oppose	<p>Our condo building is an immediate abutter to the new project outlined here. We are highly concerned that the new projects (residential, hotel, retail) will bring a level of traffic to our area that we already cannot handle. Getting down Summer Street is a nightmare already no matter what time of day, but especially during commuting hours.</p> <p>Similarly, we need to take a left out of our driveway to get onto East 1st. This already proves dangerous with cars parked blocking our view and the amount of traffic coming from both sides of the street. With an entrance to the new property on East 1st across from M street park, we worry that making a left turn out of our building or out of M street will be even more dangerous and difficult.</p> <p>Further, we are already lacking street parking in the area and there does not seem to be adequate amount of parking spaces for the residential units being proposed. We can't handle more street parking.</p> <p>Finally, it has not be clear to us abutters how the big the scale of this demolition would be and what impact it would have on us residents. Will streets be shut down? Will lanes be closed? How long will we have to endure construction noise? Is it actually safe (wasn't the Edison building a chemical plant of some sort)? There are a lot of unanswered questions about the construction of this project that I feel we are entitled to.</p> <p>I've also heard concerns as to whether the infrastructure of the roads along Summer Street, the airport, Mass Pike, and 93 tunnels can actually handle the number of cars, trucks, etc. that would be coming to a from the area with this new project.</p>

08/02/17	Brooke	Anable		845 E. 4th Street	Apt 1	South Boston	MA	02127	Support	<p>Tim Czerwienski Boston Planning & Development Agency City Hall, 9th Floor One City Hall Square Boston, Massachusetts 02201 Re: 776 Summer Street</p> <p>Dear Mr. Czerwienski,</p> <p>I am a South Boston resident and I am writing in support of the proposed development for the L Street Station at 776 Summer Street.</p> <p>I attended one of the L Street charrettes and was excited to learn the details of the proposal. Reusing and saving pieces of our past on this old industrial site is very important to me. There have been lots of new developments in the neighborhood, but most are tear-downs or new construction. I appreciate that the team developing this site is honoring and respecting our maritime history, they seem committed to keeping other artifacts on the site, too which will make the end result more authentic and appealing.</p> <p>I know there has been some worry in the neighborhood about traffic, and I share that concern, but I also understand we aren't at the point in the public review process where specific solutions are on the table, yet. I look forward to hearing from the team how they will be part of helping us to improve public transportation to our neighborhood.</p>
08/02/17	Stephen	Walsh		8 Peters Street	Unit 1	Boston	MA	02127	Support	<p>As a resident of City Point in South Boston, I am writing in support of the redevelopment of the Edison Power Plant site at 776 Summer Street. The proactive community engagement and public access to the site for tours that Redgate and Hilco provided show that they are respectful of the neighborhood and want to use the redevelopment as a means to enhance our already vibrant neighborhood. The clean up and re-purposing of the stagnant area will serve to enhance the neighborhood and provide new benefits to the community. This type of investment in the neighborhood brings with it a lot of opportunity for residents. Two caveats to the plans that need to be addressed regarding the proposed 1588 new residential units are 1) the amount of parking provided for that many units should be increased to ~1588 spots from the ~978 proposed spots since each unit would likely bring at least one car, and 2) the bus/public transportation issue needs to increase the capacity since the current state is nearing maximum rider capacity. Acknowledging these two parking/transportation issues, I am wholeheartedly in support of the redevelopment and look forward to the continued community engagement that Hilco and Redgate have already provided. This is a great opportunity for the neighborhood to continue to flourish while maintaining its character and vibrant living experience.</p>

08/02/17	Marc	Waldman	property abutter	637 East 1st Street	Unit 201	Boston	MA	02127	Support	<p>I do believe the proposal has far too many units for the location, particularly when you take into account the very limited two access points on Summer and First Streets. The addition of a traffic light at Elkins and Summer will be the third traffic light within a quarter mile stretch of Summer Street. This will inevitably back up Summer Street which is already congested between First and Broadway. First Street at M Street would not be able to absorb significant traffic this close to the Frist and Summer Street traffic light and would make getting out of our driveway at 637 E. First virtually impossible.</p> <p>The developer states that there may not be that many cars associated with residents at the site, but there would be a significant number of additional cars associated with commercial facilities at the site. The addition of a hotel would also add a large number of vehicles to the site. People do not walk to hotels when they are visiting and even if they arrive by taxi or Uber, this is a significant addition to the vehicle trips in and out of the site.</p> <p>I am also concerned with the impact of the large scale demolition to be done at the site. This will have a harmful impact on ours, and the other buildings that directly abut the site on First Street. A mitigation and remediation fund will have to be established to correct for these harmful impacts.</p>
08/02/17	Matt	Border		637 East 1st St Unit 106		Boston	MA	02127	Support	<p>I am in support of the development of this area, which I feel will further improve the surrounding community. However, there should be more planned parking. South Boston already has a significant parking shortage, with visitor parking for family/friend visitors all but eliminated. This proposal of 1600 units with 987 parking spaces is vastly insufficient. Even if every unit was a 1 bedroom unit, there would be a shortage of over 600 parking spaces. Assuming that residents who move in will opt to live without a car is not a solution. The shortage will likely be much greater with increased bedroom units and any two car families. This will cause a significant parking shortage with no apparent solution.</p> <p>Similarly, I would like to see proposed solutions for MBTA infrastructure. The proposal highlights the close proximity of the Silver Line and South Station, in addition to bus routes. However, the South Boston MBTA infrastructure is already maxed out. Wait for a bus at 8:00 am on any given weekday and you will likely be passed by several buses before you get picked up. More people are moving in every day with other development projects. A development of this size will paralyze the current infrastructure and should be responsible for proposing solutions to the MBTA infrastructure, such as additional bus routes, or a new Silver Line route. With this many new residents the East Side South Boston MBTA infrastructure will be overwhelmed and unusable.</p> <p>Lastly, I live in a building directly abutting this project. I am concerned about the impact of large scale demolition on my condominium. What considerations will be made to ensure the impact on abutting buildings is minimized? For example, noise & construction hours, access point for construction vehicles (will it clog up East 1st), impact of massive demolition on abutting building structure, how will debris/contaminants from construction be contained? My residence was damaged by recent construction project and this is a real concern.</p>

08/02/17	Samuel	Browne		720 East 2nd St	#1	Boston	MA	02127	Support	<p>As a resident of South Boston, at 720 East 2nd Street (one block from the project), I am writing in strong support of the proposed development for 776 Summer Street.</p> <p>I have lived in the South Boston neighborhood for 10 years and have seen a significant and much-needed transformation of the area, which has benefitted from developers that have kept the community in mind by delivering product that usually meets a high aesthetic quality, at a pace to match the immense population growth. After reviewing plans for the project and hearing both pros & cons from the community, I'm confident this project will meet the high level of quality expected.</p> <p>In addition, I'm hopeful that other developers in the area will mirror the approach taken by the 776 Summer Street development team by meeting with the community early and often in order to address the concerns of neighbors, and allowing for their input into the project.</p> <p>Despite the level of real estate growth in South Boston, more high quality development is needed to continue to meet the needs of a growing population. This project, which will replace a giant eyesore in the neighborhood and utilize an underdeveloped section of the neighborhood, will add a tremendous amount of value.</p> <p>Feel free to contact me for any further feedback, I would be happy to elaborate on why I think this project will be a great fit for the neighborhood.</p> <p>Thank you for your consideration, Sam Browne 720 East Second Street, #1</p>
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08/02/17	Thomas	Flaherty Jr.	Resident	798 East Third Street	Unit C	South Boston	MA	02127	Oppose	Former city leaders have pledged to avoid the Manhattanization of South Boston, but it seems this developer has other plans. It is my hope that the current city leaders aren't caving to the whims of out of town blow-ins looking to line their pockets with OUR part of town. This project is not beneficial to the residents of the neighborhood. The area is already overpopulated and the family element in the neighborhood is disappearing. More high rise condos are exactly what the neighborhood does not need. The traffic is a huge factor. Mr. Cox, like many developers that the BRA has allowed to trample over the neighborhood, gives us the song and dance about how the residents of this development will use public transportation. What public transportation? For quite a while, the elected have been asking for more buses to handle the overcrowded bus stops in SB and have been told NO by the MBTA. I find it hard to believe that people will pay the amount these condos will cost and decide to wait for a bus. As for Manhattanizing the neighborhood with high rises, it is unacceptable. Redgate is proposing at least three buildings with heights of at least 200' feet. What about the promises made regarding high rises when the Waterfront was being developed? No high rises along Summer Street. This neighborhood was promised long ago that it would not be Manhattanized. It is obvious that some in the IAG and on the CPNA have been, for lack of better term, bought off with promises of resources for their own personal agendas. This project negatively impacts us and people who are supposed to look out for their neighbors have been blinded by the goodies promised by Redgate. The common area, lawn, ice rink, concert venue is not welcome. People living in the Lower End will tell you of the noise problem created by the Lawn on D Street and we don't want it here. Parking, already a nightmare will cease to exist for the people already in the neighborhood as visitors to this complex will seek to park in spots needed by the residents. Redgate offers nothing in the way of mitigation or creativity that will benefit South Boston. Just like the rest who blow in, they are only seeking to take the money and run. After the raising of the building
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08/01/17	Kaitlin	Hildreth	Boston Children's Hospital	192 Tudor Street, Unit 3		Boston	MA	02127	Support	<p>Hello 776 Summer Street Project Committee,</p> <p>My name is Kaitlin Hildreth and I am writing to express my unwavering support for the enhancement of the proposed project.</p> <p>I am a 25-year-old Registered Nurse in the Cardiac Intensive Care Unit at Boston Children's Hospital and have been a South Boston resident for the past two years. I just recently moved from the east side to the west side and plan to stay for at least the next five years.</p> <p>I feel this project will continue to positively transform Boston as a desired destination for both visitors and community members.</p> <p>The waterfront area spanning from the tip of Castle Island running through the Seaport and into Boston Harbor is one of the most beautiful and sought after areas. Friends, coworkers, family members, even strangers will be able to use this area as a spot somewhat removed from the hustle and bustle of the city streets while having all the attractions the Hub of the city has to offer - indoor and outdoor space, retail shops & other amenities, and residential areas.</p> <p>Secondly, the proposed project will add a new flavor to the South Boston community. Predominantly inhabited by residents ages 23-40 - booming with young professionals and new families - 776 Summer Street will be a prime attraction for daily, nightly and weekend events. 776 Summer Street will welcome a new gateway to enhancing, expanding and developing lifelong relationships.</p> <p>Lastly, Boston is a city etched in tradition, loyalty and respect. I am confident this</p>
08/01/17	Alison	Hunt		803 Summer St.		Boston	MA	02127	Support	<p>I work directly across the street from the power plant, at 803 Summer St. I support the project, with conditions. First, I am concerned about hazards (such as dust and asbestos) that could be present in the air while demolition is ongoing. We need to have, in writing, the steps that will be taken to protect individuals from such hazards. Additionally, I take public transportation and the #7 bus stop is located right in front of the power plant. We would need to have the bus stop relocated to a safe and protected area that is out of harm's way. And with the continued development in South Boston and the Seaport District, better and more frequent public transportation will be a must. Public transportation is unsatisfactory even now, long before this project will reach completion.</p>

08/01/17	Eric	Walden		9 Thomas Park, Unit 4		Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
08/01/17	David	Hayes	BSC Companies, Inc	803 Summer Street		Boston	MA	02127	Support	<p>Our company is located directly across Summer Street from 776 Summer in the King Terminal complex. In general I am supportive of this well-planned project by a reputable development team. Some specific concerns for our office of approx. 70 employees include:</p> <p>Control of nuisance/environmental issues during demolition & construction, especially noise and dust.</p> <p>Management of traffic during construction to ensure no additional delays in an already congested area.</p> <p>Improved public transportation including additional buses, and the near-term addition of a developer funded shuttle to/from North Station that would help to reduce the number of single occupancy vehicles used by commuters in the King Terminal complex and at the FedEx facility.</p> <p>Restoration of the MBTA bus shelter, across from 803 Summer, that was removed last year, with safe pedestrian crossing of Summer Street.</p>
08/01/17	Patrick	Joyce		15 M Street	Unit 3	South Boston	MA	02127	Support	<p>As a resident of South Boston that lives less than a block away from the current proposed development at 776 Summer Street, I am writing in support of the project. The Edison Power Plant has been an eyesore for years and I am very excited about the potential redevelopment of the site. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood. I especially appreciate the developer's willingness and forward thinking to reach out to the residents of South Boston and ask for their input to this project. I think that this will be a great development that the entire South Boston community will be proud of.</p>

08/01/17	Nicole	Zografos	Neighborhood Resident	279 W 3rd St #1		Boston	MA	02127	Support	<p>As a resident of South Boston, specifically West 3rd Street, I am writing in support of the proposed development for 776 Summer Street.</p> <p>The Edison Power Plant has been an eyesore for years and I am looking forward to the clean up and rejuvenation of the site. Many in the neighborhood have been concerned about the safety of the power plant, given the state of disrepair a lot of the buildings are in. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood.</p> <p>As a homeowner in the neighborhood, we appreciate the developers continued outreach and communication with residents and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
08/01/17	Chad	Rippere		131 Sydney Street	Unit 3	Boston	MA	02125	Support	<p>I work at 803 Summer Street, across the street from the power plant. Now, with the power plant, there's a static, dead building blocking my view, growing weeds through sidewalk cracks, and just taking up space. This project will bring life and vibrancy to block, people moving in and out of area, and reasons and ways to come and go from the area. Shops, residences, and transportation options, including multiple covered bus stops, would be a boon to the area and neighborhood.</p>
07/31/17	Chris	Chalifour		637 E 1st Street	#205	Boston	MA	02127	Support	<p>Tim,</p> <p>I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to the neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood or plan for the increased density. There are too many condo units in the plan and the current transportation infrastructure cannot accommodate them (the housing number should be cut in half). Traffic is already an issue and the 7 and 9 bus lines are over capacity.</p> <p>The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units. South Boston residents want:</p> <ul style="list-style-type: none"> * More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. * Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. * More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores * Wide sidewalks for pedestrians. We want this space to be pedestrian friendly, especially during construction. * Contained construction. This development will take over 10 years and we do not want the neighborhood to feel like a construction site during that time. * A local marketplace. The plans for the Turbine Hall turned marketplace sound great. * Access to the waterfront. We want to enjoy the waterfront and have open public

07/31/17	Michael	Greeley	homeowner	195 West Second Street		South Boston	MA	02127	Support	<p>My wife and I live with our son on West 2nd between B and C. I support this team's vision for the Boston Edison site. We are an example of a family that would like to stay in Southie for as long as possible. As homeowners, we have a vested interest in seeing the neighborhood continue a balanced, positive and thoughtful evolution. This project will replace an eyesore, environmentally challenged power plant and bring to the neighborhood a wonderful mixed use development. The windswept, industrial and pedestrian-unfriendly site will be greatly improved, opened up to the public and provide local families with a place to eat, recreate and simply, walk around! If you live where we do, you know that the walkability of our neighborhood is not great - uneven, disappearing sidewalks and obstacles abound. We have a young son and we try to be outdoors as much as possible. Opening this site up to the public will expand the opportunity for Southie residents to be active and have a mixed use environment that interacts with the people who live here. I think it is clear that the team behind this project is ambitious and wants to deliver something which is positive for the community. I fully support their balanced vision and hope that my neighbors can take a long-term view of this plan. Thank you, Mike Greeley</p>
07/31/17	David	Douvadjian		D		Boston	MA	02127	Support	As a resident of D Street in South Boston I think this project will add much needed amenities to the area.
07/31/17	Hanna	Heycke		675 E. 2nd St.	Apt. 2	Boston	MA	02127	Support	<p>Dear Mr. Czerwienski,</p> <p>I am a resident of South Boston and I am writing in support of the proposed development at 776 Summer Street.</p> <p>I live just 2 blocks from the site. I love what I've seen from the developer so far - the focus on arts and culture, waterfront outdoor space, more local retail/restaurants, and especially the potential for an open market. As the rest of Boston grows, Southie needs to be ready to grow with it, and a project like this that represents what the community wants/has asked for, and that embraces the site's industrial past, is the type of project we need.</p> <p>I've been happy to see the developer make such an effort to make a project appealing to the neighborhood. Can't wait to see the project come to live at 776 Summer Street!</p> <p>Thanks!</p> <p>Hanna Heycke 675 E. 2nd St. #2, South Boston 02127</p>
07/31/17	Stephanie	Steele		265 E Street		Boston	MA	02127	Support	I think this is going to be a great development for the city!

07/31/17	Mike	Gill		59 Emerson Street	Apt. 2	South Boston	MA	02127	Support	<p>Dear Mr. Czerwienski,</p> <p>I am writing in support of the proposed development at 776 Summer Street.</p> <p>As a Southie resident, I've been excited to see the plans for 776 Summer Street. For too long, the site hasn't been in use, and for a neighborhood that would so benefit from open space and places to eat, walk, and meet, it seems like the perfect opportunity. While I know others have expressed discontent at the number of units, I think there is a clear need in the community for more housing - so to me, I think its more than appropriate. I look forward to being involved in the project moving forward.</p> <p>Thanks!</p> <p>Mike Gill 59 Emerson Street, South Boston 02127</p>
07/31/17	Bryan	Walsh	Resident	412 E 3rd Street	Unit 1	Boston	MA	02127	Support	<p>Hi, as a 5 year resident of South Boston, I have watched my neighborhood develop tremendously in the short time I have been here. I believe the proposed development for 776 Summer is a tremendous plan, and I am extremely supportive of the project. The existing power plant has been an eyesore for as long as I can remember (even before my South Boston days), and this area of Southie is due for an overhaul. It is on the outskirts of what is the residential neighborhood, and immediately adjacent to the ever growing Seaport District, which seems to be a perfect parcel for development.</p> <p>The mixed use develop would enrich an area in Southie directly on the water. The proposed open space along with the mixed use develop would bring people to a part of the City that is really never seen with the abandoned power plant. The location of the site does not seem to impact residential parking, as it is far enough away from the true residential streets.</p> <p>I appreciate the developers plan, and continues outreach to the community. I myself am looking forward to a great project, and exciting things to come! Thank you</p>
07/31/17	Danielle	Simbliaris	Transwestern	87 I Street	#2	Boston	MA	02127	Support	<p>This is one of very few areas in South Boston that is underutilized and a complete eye-sore to the community. The proposed project will unlock a major piece of Southie's East Side neighborhood for residential, new restaurants and access to the waterfront. It will also redefine views from the Financial District. While the need for more buses in the South Boston neighborhood continues to be a major issue, and one that should be addressed by the City, this project should not be hinged on the lack of transportation. Much of the community will walk to the site or take Uber there, as they do now at almost every major restaurant on the West Side (Lincoln, Loco etc.).</p>
07/31/17	ROY	SANDEMAN	TRANSWESTERN	265 Emerson Street	APT. 4	BOSTON	MA	02127	Support	<p>As a South Boston (east side) resident for almost 6 years now I can't wait for this project to move forward, bringing vibrancy and appeal to what has to be Boston's biggest eye sore. All of the proposals I have heard of sound fantastic and I am looking forward to seeing what the future brings.</p>

07/31/17	Rebecca	Rossiter		683 East Second Street		Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>When I first heard of the plans to redevelop this property, I likely shared other resident's questions and concerns. However, there has been so much open communication between the developers and the community that those uncertainties have turned into anticipation. This continued transparency has truly made it feel like I am a part of the future of this place.</p> <p>The Edison Power Plant has certainly been an eyesore for many years so one would think, remove it all. The objective does not appear to be to quickly flip this site for financial gain. Instead, the developers have attentively considered how they can best maintain and restore what holds the most historical value while transforming the rest into something the entire community can enjoy year-round.</p> <p>With anything new, there will be people on both sides of the fence, but for me, this project stands out from the rest. I do not remember the last time a piece of Boston was purchased and the most significant consultant on the project were the people in the neighborhood. I am thankful for that thoughtfulness and I cannot wait to have a beautiful place to enjoy right in my backyard!</p>
07/31/17	Sam	Hallowell		584 E Third Street	Apt 7	Boston	MA	02127	Support	<p>I am in support of the redevelopment of the obsolete and abandoned power plant and believe the Hilco/Regate team will do a tremendous job in renovating and reinvigorating the area.</p>
07/31/17	Sam	Hallowell		584 E Third Street	Apt 7	Boston	MA	02127	Support	<p>As a resident of South Boston on E Third Street, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>

07/31/17	Margaret	A		868 E 5th St	Unit 3	Boston	MA	02127	Support	The South Boston area has long time held a reputation for being somewhere where young adults choose the fun environment and alive atmosphere over the convenience of living closer to the heart of the city. While this has drawn bars and restaurants to some extent we don't have the same city life that the inner city does. People end up having house parties, gathering in small areas when the weather forbids the outside areas. We need a space to be proud of. South Boston houses many of the cities finest business professionals, students, athletes and more. Its about time South Boston has a hub to call home and a place where the city comes to. South Boston has made a reputation of its own without having the amenities of the city, imagine what it could be with a development like the 776 Summer Street proposed development. It could be great.
07/31/17	Clinton	Mason		1514 Columbia Rd unit 1		Boston	MA	02127	Support	As a new homeowner of South Boston and Resident for the past couple years, I fully support the addition to the neighborhood. This would eliminate a building that has mainly been an eyesore for many years, and turn this into something that help further boost the economy. With the addition of companies such as Reebok and GE to the area, there will be an increased need for more residences, restaurants, and parking. This will certainly help with that.
07/31/17	Dave	Dombroski		533 Columbus Ave	Apt. 12	Boston	MA	02118	Support	As a former resident of East 1st street and City Point Court I think that this development would be a welcome addition to the area and turn what is as of now completely unused real estate and turn it into something positive and enriching for the area. While living so close to 776 Summer Street I always wished that this fantastic piece of property, that so links South Boston to the Seaport was doing more than just existing. To hear that there is an effort to pump life into this space and fully realize the potential is very encouraging to hear. I hope the plans move forward as swiftly, and responsibly as possible. Dave
07/31/17	Gillian	Hutchison		652 Dorchester Ave 2nd Floor		Boston	MA	02127	Support	As a resident of South Boston, Andrew Station area, I am writing in support of the proposed development for 776 Summer Street. I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed. We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of. Thank you.

07/31/17	Leah	Strickling		652 Dorchester Ave 2nd Floor		Boston	MA	02127	Support	<p>As a resident of South Boston, Andrew Station area, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
07/31/17	Dean	Aiguier		320 West 2nd Street	Unit 510	South Boston	MA	02127	Support	<p>As a resident of the west end of South Boston living on West 2nd Street, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>

07/31/17	Thomas	Haugh		635 Dorchester Ave	Unit Basement	South Boston	MA	02127	Support	<p>As a resident of South Boston (Andrew Sq), I am writing in support of the proposed development for 776 Summer Street.</p> <p>The Edison Power Plant is & always will be one of the staples in South Boston. The iconic building certainly has so much to offer as it relates to the space, location, and potential. The thought of bringing the plant back to life as it relates to this vibrant & innovative proposal would be simply amazing. I have no doubt that this initiative would not only attract many/most residents in South Boston (regularly) yet also bring forth many families & tourists from around Boston & the world.</p> <p>I'm very excited to see this transformation come to life and sincerely appreciate the developers continued communication. I'm grateful for their extended outreach with the neighborhood & for giving us a chance to support this effort. I look forward to seeing 776 Summer Street come back to life & being the main attraction of this neighborhood & city once again.</p> <p>Thank you.</p>
07/31/17	John	McCarthy		606 E 6th St.	#3	Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p>

07/31/17	Ryan	Long		952 East Broadway		South Boston	MA	02127	Oppose	<p>We are real people with real concerns, we aren't all just whining to whine!(some do) I understand the business you are in and and you see major opportunities here in our neighborhood but please consider what we have to say as we are invested in our community. We live here, we work and and we raise our families here and our kids go to school here. This development will have a very negative effect to the quality of life of all residents of this community and of Boston as a whole if it continues with its current proposal. Here is a list of my major concerns with this project.</p> <p>1) This area is not currently zoned for the intended use of the development but rather maritime/industrial use. What is the process for the change in zoning and how will it occur with checks and balances or will it have any?</p> <p>2)The parking spot to unit ratio is completely ridiculous. This neighborhood has a huge parking problem currently right now and there is no wiggle room to add to that problem whatsoever!</p> <p>3)1500 units is far too excessive our neighborhood cannot afford the burdens that will come along with it such as parking, traffic, and the overcrowding of the public transportation specifically the bus lines that run thru South Boston and Downtown. Right now these are already huge issues and have increasingly worsened in the passed 5 years or so and when this development and others around us are completed its going to be far far worse!</p> <p>4) We are already taking on huge developments all around us, Washington Village and Andrew Square to name a few and those are also very massive and overwhelming.</p> <p>I hope you take peoples concerns seriously and consider tweaking your proposal to make this development more viable for the surrounding community. God Bless and Take care.</p>
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07/30/17	Mary	Chalifour	Barr Foundation	637 East First Street		Boston	MA	02127	Support	<p>Dear Tim,</p> <p>I am a resident of South Boston and want to make sure the Edison Plant Development is a positive addition to the neighborhood. The current proposal from Redgate/Hilco does not do enough to add public amenities to the neighborhood or plan for the increased density. There are too many condo units in the plan and the current transportation infrastructure cannot accommodate them (the housing number should be cut in half). Traffic is already an issue and the 7 and 9 bus lines are over capacity.</p> <p>The development needs to do more for the residents of South Boston. Construction should begin with public amenities, not condo units. South Boston residents want:</p> <ul style="list-style-type: none"> - More open green space. We want parks to enjoy and places to gather, walk our dogs, and play sports. - Better transportation options. We live 2-3 miles from downtown and it takes us 45 minutes to get there. We need better bus service, with more frequent buses and priority for buses on the streets. - More local businesses that we can support: small retail, local gyms, daycare, butcher, restaurants, bars, grocery stores - Wide sidewalks for pedestrians. We want this space to be pedestrian friendly, especially during construction. - Contained construction. This development will take over 10 years and we do not want the neighborhood to feel like a construction site during that time. - A local marketplace. The plans for the Turbine Hall turned marketplace sound great. - Access to the waterfront. We want to enjoy the waterfront and have open public
07/29/17	Joanne	McDevitt	City Point NA	787 e broadway		South Boston	MA	02127	Support	<p>I am very supportive of this project. I believe the developer has extended themselves well beyond city requirements in engaging the neighborhood and working with them to create a development which will work for all. Incorporating arts and industry together is a very progressive concept and needed in South Boston. Local small business will encourage people in the neighborhood to walk not drive here. I want to see the IAG work as it should and be able to mitigate the impact of this project on the community. A long discussion should continue and not be derailed without a thorough discussion and vetting of ideas .</p> <p>We do not want heavy industrial or power generating facility in city point. This has been well expressed in petitions and public meetings over the past 10 years.</p> <p>The city needs to take a leading role in doing a comprehensive traffic study and change route patterns in South Boston to discourage the South Boston neighborhood streets being used as a bypass to downtown. We should encourage a green building and no parking building.</p> <p>Joanne McDevitt</p>

07/29/17	Joanne	McDevitt	City Point NA	787 e broadway		South Boston	MA	02127	Support	<p>I am very supportive of this project. I believe the developer has extended themselves well beyond city requirements in engaging the neighborhood and working with them to create a development which will work for all. Incorporating arts and industry together is a very progressive concept and needed in South Boston. Local small business will encourage people in the neighborhood to walk not drive here. I want to see the IAG work as it should and be able to mitigate the impact of this project on the community. A long discussion should continue and not be derailed without a thorough discussion and vetting of ideas .</p> <p>We do not want heavy industrial or power generating facility in city point. This has been well expressed in petitions and public meetings over the past 10 years.</p> <p>The city needs to take a leading role in doing a comprehensive traffic study and change route patterns in South Boston to discourage the South Boston neighborhood streets being used as a bypass to downtown. We should encourage a green building and no parking building.</p> <p>Joanne McDevitt</p>
07/28/17	Henry	Pynchon	Concerned Citizen of No Affiliation	24 P Street		Boston	MA	02127	Support	<p>As a resident of Boston I am writing in support of the proposed redevelopment for 776 Summer Street.</p> <p>The Edison Power Plant has been a blotch on the skyline of South Boston for too long. It's a site that has been ready for a major overhaul and I'm looking forward to the improved look and feel that a renovation will bring to South Boston. I think it's a unique approach to solicit feedback and concerns of local citizens before proceeding and it should help to put this project into a category of it's own, wherein community wants and needs are taken into consideration as the project moves forward.</p> <p>Thank you, Henry</p>
07/28/17	Enrico	Piatelli		683 East 2nd st	apt. 3	south boston	MA	02127	Support	<p>As a resident of South Boston, I am excited for this project to begin. I drive, walk, and run by that building 2 a day and just know that area has so much potential. I am looking forward to how this development will connect South Boston to the seaport and the waterfront. Watching the Cruise ship leave on Friday morning is a beautiful sight, and there is so much opportunity to make that area just as beautiful. This is such an exciting time to be living in the City, and hope Boston continues its effort to make the city a great place to live and raise a family.</p>

07/28/17	Jennifer	O'Brien		683 East Second Street	#2	South Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street. There are so many benefits that this project will bring to our neighborhood that we are looking forward to: having a safe, nearby place for families to visit and open space and areas for public use, among others. Further, this investment in our neighborhood is a tremendous growth opportunity for our city that we are collectively--as residents-- excited about.</p> <p>We appreciate the developers' continued outreach and communication with our neighborhood and look forward to the much needed development of 776 Summer Street; our neighborhood and city are going to have even more to be proud of.</p> <p>Thank you.</p>
07/27/17	Marianne	Gill	BIDMC	628 E 2nd Street	unit 5	South Boston	MA	02127	Support	I think this will be an awesome addition to our community!!
07/27/17	Kristi	Byrnes		1 Cityview Lane	Unit 404	Quincy	MA	02169	Support	This project will be great for the area!!
07/27/17	Kevin	Brawley		11 Thomas Park, Unit 3		South Boston	MA	02127	Support	<p>As a resident of South Boston I am writing in support of the proposed redevelopment of the former Power Plant.</p> <p>I have lived in South Boston for 10 years and am proud to live in a city that continues to grow and adapt to societal changes and advancing technology. I am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. While we understand it is still being completely formulated, this mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents can truly get excited about.</p> <p>We appreciate that the developers continue their outreach and communication with the neighborhood and look forward to the much needed development along Summer Street that our neighborhood and city as a whole will be proud of.</p>
07/27/17	Sean	Burke	Colliers International	69 Old Harbor Street	Apt #3	Boston	MA	02127	Support	<p>As a resident of South Boston, next to Thomas Park, I want to write to support the development of 776 Summer Street/Edison Power station.</p> <p>I pass the site on my morning runs and it is an eyesore to the neighborhood. The site could be used for so much more and really bring new life to a blighted plot of land. The site is most likely contaminated and brings safety concerns to the neighborhood and especially those that live close to the site. What the developers have proposed is to clean up the property, keep historic elements (which people cannot even enjoy now) and bring much needed apartment supply and exciting retail options to a piece of water front property. These developers know what to do with contaminated sites and how to bring new life to an area.</p> <p>The developers have gone above the norm with their communication with the community and I look forward to their plans for 776 Summer St coming to life upon your approval.</p> <p>Thank you, Sean</p>

07/27/17	Nicole	Muratore		320 D Street	108	Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. Having a safe place for families and children to visit that is nearby with so many amenities is not only incredibly exciting for our neighborhood but also terribly needed.</p> <p>I appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you, Nicole Muratore</p>
07/27/17	Dylan	Cox	JC&A	683 East Second Street #3		South Boston	MA	02127	Support	<p>Tom Whom It May Concern,</p> <p>I live on East Second Street a block from the referenced project, and I'm writing in support of the proposed development for 776 Summer Street. Personally I think it's great that the city & it's board members have allowed for someone to finally remove that intensely ugly structure that currently stands there. I get asked about the Power Plant by every friend/family member that visits me, asking what on earth it is and why it hasn't been taken down. They almost can't believe it's been there for 100+ years. I have attended a few of those meetings, and although we can't all realistically have a voice in what goes in, I thought it was nice of the development team to hold such meetings and the man from their firm seemed like he was one of their top executives. Normally no one would expect that or offer to get up there like that. That alone said a lot about their team.</p> <p>I'm also looking forward to the new exterior space and parks for my wife and I to take our dogs for walks; and the potential new restaurants.</p> <p>Bottom line is that area needed this more than anyone could put into words; and anyone who is 100% against it (less a few things like parking/etc which is completely understandable), they are just looking to get something out of fighting it.</p> <p>Thanks for offering the forum/opportunity to express our ideas and favor for this development project.</p> <p>Good luck</p>

07/27/17	Devin	McBride	Law Office of Devin McBride	One International Place Suite 1820		Boston	MA	02110	Support	<p>To whom it may concern:</p> <p>My name is Devin McBride; I am an attorney within the Commonwealth of Massachusetts and former resident of 649 East Seventh Street. I continue to support the local South Boston business community on a weekly basis. Redevelopment of the Edison Power Plant is no small task but a project long overdue. I strongly applaud any and all efforts undertaken to better the quality of life within the city of South Boston. The eye sore, which is the Edison Power Plant, is one of the first buildings one observes when traveling from the Seaport into Southie. In my opinion the plant no longer reflects the growing diverse economy of South Boston and poses a danger to all those in the city. Redevelopment of this plant is essential to the continued growth of South Boston and all residents within it. I would further commend the developers who have consistently engaged the community with respect to all aspects of this grand endeavor and wish both them and the city of South Boston the best of luck moving forward.</p> <p>Sincerely,</p> <p>Devin McBride</p>
07/27/17	Jessica	Quirk		60 N Street		Boston	MA	02127	Support	<p>Hello,</p> <p>My name is Jessica Quirk and I am writing in support of the Edison project. I am a resident of South Boston and I live with my husband and two small kids in a single family home on N Street, just across M Street Park from the site. It has long been an eye sore in the area and I am thrilled to see the plant taken down in a safe manner and replaced with multiples uses that are lacking in the community.</p> <p>The east side of South Boston is a residential haven characterized by triple deckers and brownstones where we enjoy the benefits of a tight-knit community that quiets down at night. We don't want to lose this "sleepy" identity but it would be great to have access to more retail and commercial uses. I think the grocery store, fitness center(s), restaurants, and public market that RedGate has proposed are very exciting for the local residents.</p> <p>I love the design of the project which focuses on beautiful streetscapes with outdoor uses, preserving the Turbine hall and creating a neighborhood of varying height buildings (unlike the Seaport debacle..) and lots of public open space.</p> <p>I am very concerned about the potential health issues of a power plant so close to our home and I believe the developers are going to take the clean up of this site very seriously. I strongly recommend there is constant monitoring of the air and water quality (posted in real-time on the city website so residents can see what is happening) before and during demolition.</p> <p>I also believe the city needs to come up with a way to address concerns surrounding public transportation. You can't successfully implement transit-oriented</p>

07/26/17	Thomas	Greeley		319 A Street	Unit 211	Boston	MA	02110	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. Specifically, I am most excited about the open space and areas for public use that the developers have shared with our neighborhood. This site has been not only an eyesore, but has shut out residents for decades. Redgate's exciting plans to activate the property, the streetscape and the neighborhood are very welcome.</p> <p>I appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of The Edison that our neighborhood and city as a whole will be proud of.</p> <p>Thank you, Thomas D. Greeley</p>
07/26/17	Patrick	Gill	Newmark Knight Frank	171 Tudor Street		Boston	MA	02127	Support	<p>As a resident of South Boston, over on Tudor Street, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Best, Patrick Gill</p>
07/26/17	Chris	Steele		265 E Street #3		Boston	MA	02127	Support	This will be great for the neighborhood! Love to see this!

07/26/17	Adam	Dubeshter		274 W 5th Street	#2	Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>Everyday I consider myself lucky to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This mixed-use development is the exact kind of enrichment and investment in our neighborhood that we as residents are truly excited about. Not only will it bring energy and excitement to an otherwise under utilized area of South Boston, this development will clean up a contaminated site and bring a multitude of jobs and opportunities to the city, its people, and the neighborhood.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p> <p>Adam Dubeshter</p>
07/26/17	Karen	Kelley	homeowner	582 E 7th Street		Boston	MA	02127	Oppose	<p>The proposed 1,588 units of new residential housing will be woefully underserved by the proposed addition of under a thousand parking spaces. My rough estimate is that this would add at least 3,000 residents to the area, the vast majority of them young professionals and car owners. Parking and transportation are already a critical concern for South Boston residents generally, and City Point/Gates of Heaven area residents in particular. The MBTA #7 bus is already above any reasonable capacity. Automobile traffic is jammed each morning and afternoon along L Street as cars and trucks cut through our neighborhood to avoid traffic on 93N or S. As a pedestrian, you are taking your life in your hands crossing L Street. There are zero existing local options for alternative parking for guests or for residents during snow events. Traffic and parking are constant refrains on local Southie bulletin boards and chat rooms. This project as conceived will significantly exacerbate traffic woes and congestion. 20,000+ additional car trips simply cannot be handled by the current infrastructure along Summer Street, Broadway, L Street, or Day Boulevard. If this development goes forward, expect riots in the streets. People are at their boiling points as it is. "The Project Site has convenient public transit access and is located 0.5 mile from the Silver Line..." Hahahahaha! YOU try walking a half a mile in heels to get to the Silver Line during much of the year when it is either snowing or sweltering hot to get to your office job. I think you will find it is not particularly convenient. There are essentially no connections on public transit between South Boston and the South Boston Waterfront area at present. The only "convenient" public transit from that site is the #7 bus, and it is FULL by the time it reaches L and Broadway. It does not even stop at rush hour at the Project Site.</p>

07/26/17	Tim	Mulhall	Resident	320 D St		Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>The Edison Power Plant has been an eyesore for years and I am looking forward to the clean up and rejuvenation of the site. Many in the neighborhood have been concerned about the safety of the power plant, given the state of disrepair a lot of the buildings are in. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>
07/26/17	Nora	Smith	Colliers International	289 D Street	Apt 1	Boston	MA	02127	Support	<p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>The Edison Power Plant has been an eyesore for years and I am looking forward to the clean up and rejuvenation of the site. Many in the neighborhood have been concerned about the safety of the power plant, given the state of disrepair a lot of the buildings are in. Having a team come in to not only safely clean up the property, but also restore some of the historic components, will bring life and vitality back into that part of the neighborhood.</p> <p>We appreciate the developers continued outreach and communication with the neighborhood and look forward to the much needed development of 776 Summer Street that our neighborhood and city as a whole will be proud of.</p> <p>Thank you.</p>

07/26/17	Harrison	Calato		373 Dorchester Street	Apt. 1	South Boston	MA	02127	Support	<p>Dear Mr. Czerwienski,</p> <p>As a resident of South Boston, I am writing in support of the proposed development for 776 Summer Street.</p> <p>I am proud to live in a city that continues to grow and flourish and am looking forward to seeing the redevelopment of this property with all the community benefits it will bring. This proposed development at the L Street Power Station is the exact kind of community space that we as residents are excited about. I am particularly excited about the developers' focus on arts and cultural space, as well as the potential for an open market in what was Turbine Hall. To me, these changes seem authentic and as the city continues to grow, these are the types of changes we need to be embracing.</p> <p>The community values the developer's communication efforts and we're thrilled that changes are coming to the 776 Summer Street lot.</p> <p>Thanks!</p>
07/26/17	Alexis	Farraye		349 Silver Street	Unit 1	South Boston	MA	02127	Support	<p>Dear Mr. Czerwienski,</p> <p>I am a resident of Southie and I am writing in support of the proposed development for the L Street Station at 776 Summer Street.</p> <p>I chose to live in South Boston because it's such a great community - one that I think should be excited to embrace positive change as outlined in this project. Southie residents want more public spaces and locations to dine, shop and hangout in the area. Right now, there are only a select few places in Southie that residents can go out to dinner or enjoy a drink and these places are often overcrowded; it would be great to have alternative space to flock to. I would love to see the Summer Street area repurposed into a local area that the whole community can enjoy.</p> <p>I appreciate the developers' communication with the neighborhood and look forward to the much needed development of 776 Summer Street.</p> <p>Best,</p> <p>Alexis Farraye 349 Silver Street, Unit 1, Boston, MA 02127</p>

07/26/17	Michael	Falvey	Roseview Investment Advisors	75 Federal Street	Suite 610	Boston	MA	02110	Support	<p>Good afternoon -</p> <p>As a prior resident of South Boston in the East Broadway area for a number of years, and as a current resident of the Seaport District, I am in support of this transformational project to reinvigorate and transform the gateway of the South Boston neighborhood.</p> <p>The largely dilapidated structure on Summer Street and East 1st has for years sat idle while development has taken place all around the City. The walled-off nature of the structure at the nexus of the Seaport and South Boston has, and will continue to be, an eyesore without a major redevelopment taking place. Redgate and Hillco have been in constant communication and have invited community questions and outreach earlier than most developers in order to learn from residents and hear concerns. This outreach will hopefully lead to a successful project, not just for the developers, but for the surrounding neighborhood and those that call South Boston home.</p> <p>I am a staunch supporter of the redevelopment and the team at hand.</p>
07/26/17	Robert	O'Connell		524 E. Sixth Street	Apt. 3	South Boston	MA	02127	Support	<p>I have been a resident of South Boston most of my life and presently live on the East Side at 524 E. Sixth Street the past seventeen years. The proposed development of 776 Summer Street, the former Boston Edison Power Plant, is long overdue.</p> <p>There is no doubt I am extremely excited to live in this great city that continues to grow and mature into one of the finest cities in the United States. The Gateway into South Boston is Summer street and the developers of this phenomenal project have been thoroughly involved with our community. Any resident of Boston, not just South Boston, will be excited about the open space and areas for public use that will be included with this project. There is no doubt 776 Summer Street will be the "go to" location for families and children throughout the city.</p> <p>I wish the developers continued success as they phase out this monstrosity of a building and restore some of its historic components and bring back life and vitality into this beautiful section of our city.</p>

07/26/17	Sean	Harrington	New England Patriots	1 H Street Place		SOUTH BOSTON	MA	02127	Support	<p>Personally, I am looking forward to this with hopes that the project can replicate the success of Assembly Row in recent years. It will be great to get some retail stores in South Boston (because there are none!), with some adjacent restaurants for some fun weekend activities.</p> <p>But most importantly, bring on the offices! Let's get more small business/start-ups in Boston - we are the youngest city in the country, with the most talented graduates in the country. Let's keep the best and brightest here. Small businesses will flock to offices here, near the water, in a city with so much history and character.</p> <p>There's no reason why we can't bring in the revenue that Silicon Valley has, while learning from their mistakes, and preserving our city's character and resources. We've got Biotech in Cambridge, bring small Tech to Southie!</p> <p>This would be great, combined with the addition of GE and Reebok HQ, for our economy, and city's welfare.</p>
07/25/17	Mary	Nee		East Sixth Street		South Boston	MA	02127	Oppose	<p>I am against the development of the old Edison Plant. The area should be used for maritime purposes only. It's about time the Mayor and BRA stop the over development of South Boston. I am sure the scale of these projects wouldn't be allowed in West Roxbury or wherever you reside. The only people who should be deciding what development goes into South Boston should be the South Boston residents. I am disgusted by the greed of this establishment. There are no amount of studies that the City of Boston can provide us that we'll believe the toxins have been cleaned up. Stop changing the landscape of our town. We are on landfill and its only a matter of time before we become a big sinkhole. What will you do then???</p>

07/25/17	Matthew	Martinelli		407 E 1st St.		Boston	MA	02127	Support	<p>I'm writing in support of moving the conversation forward for a revised project at 776 Summer St. in South Boston. There have been a number of concerns raised at the community meetings and on social media, all of which are fixable. If they are addressed properly, it would be great to see the pink monstrosity in my neighborhood demolished and a portion of the Reserved Channel revitalized. I've detailed some possible solutions below:</p> <p>Parking: This is the number-one obstacle in the project and one that I think can be addressed via compromise. The parking spots for this dense of a project should be 1:1 in terms of spot to resident unit, simply because while those cars might only be used rarely (as opposed to in a daily commute), residents need to have a car if they have kids. It would go a long way to winning over the community if the developers agreed that the residents of this site would be unable to also register for resident parking permits from the city. These two solutions would likely alleviate all of the parking concerns.</p> <p>Traffic: You would think this issue is tied with parking, but with the future of autonomous vehicles, it's not. People will be ride-sharing far more frequently by the time this ride is completed. Mass public transit may or may not still be relied upon. (Why take the bus for \$2 if you can take a self-driving Uber for \$3?) However, setting aside money for infrastructure improvements (perhaps widening the Summer Street / L Street bridge to add bike lanes) should be necessary. Increased investment in buses (paying for Sunday service on the 7), possibly a ferry landing and enough storage for bike shares and at least 1 bike spot per unit would also be prudent. Adding in a spot where ride-shares could pickup/dropoff might be a nice feature as well. It's tough to see exactly how autonomous vehicles will change our lives, but planning for more traffic in the worst-case scenario is a good idea, with the possibility to change something as the development continues. Sequencing to build the grocery store or hotel first would also allow for the community to address traffic</p>
07/24/17	Christopher	Devlin		718 E 2nd street		South Boston	MA	02127	Oppose	.05 parking spots for 1500 condos? Where is 750 cars going to park?
07/24/17	Brent	Grinna		1 Viking St		Boston	MA	02127	Support	The plans are inspiring. The process of engaging the community has been terrific and should be replicated by other developers. This project will have a massive impact that could truly connect City Point with the Seaport while reclaiming an important piece of the waterfront for our community. I am strongly in support of this proposal.
07/24/17	Patrick	Balaconis		622 E. 6th St.		S. Boston	MA	02127	Oppose	This project is far too big for the neighborhood. The traffic caused by a project of this size will be astronomical. Not nearly enough parking will be included in the project as well.
07/24/17	Areeg	Eluri		416 East 7th St.		Boston	MA	02127	Oppose	There is insufficient parking to support this project. If this project is to move forward it should minimally have sufficient parking to support double occupancy of each residential unit (2 parking spots for each unit) and optimally support parking need of others in the community.
07/22/17	francis x	russell	me	601 e 4 th st		s boston	MA	02127	Oppose	too!! DENSE no access to water as advertized ?? NO MARITIME USE AS IS MANDATED BY LAND USE DOCUMENTS IN LAND COURT .TOO BIG GO TO DEVELOPERS HOUSE AND BUILD NEXT HIS OR HER HOUSE AND THAT IS WERE TRUTH IS ITS A NO NO NO NO

07/09/17	Peter	Ostrow	Beth Israel Deaconess Healthcare	437 D Street	Apt 3F	Boston	MA	02210	Support	<p>A very inventive use of land. I would recommend two items:</p> <ol style="list-style-type: none"> 1. Make it beautiful--Please no more stone blocks (Westin) or glass structures. Make it structively innovative and attractive. Be imaginative. 2. Consider adding healthcare to the location. This could be done with the help of our many healthcare institutions or independently. There is no healthcare in that area of Southie--it could be combined with other healthy "businesses", such as a health club and nutrition center and maybe a meditative center.
06/08/17	Thomas	Flaherty Jr.		798 East Third Street	Unit C	South Boston	MA	02127	Oppose	<p>It wasn't long ago that this neighborhood was promised that it would not be Manhattanized. With at least 3 buildings reaching heights of at least 200', it looks like that promise is out the window. How tall will the other buildings be? What kind of precedent does this set for the rest of the neighborhood? It seems the "outskirts" of the neighborhood keep creeping closer. I'm also concerned about the blocking of sunlight created by these buildings, mainly in the later afternoon/evening hours. As of now, I get a good amount of sunlight during that time. The old Edison stacks block it for a short time but it comes back as the sun passes. Will my area of South Boston sit in darkness when these 200' plus high buildings are put up? Of course the traffic is always a concern, and I'm wondering if the public safety compliment of police officers and firefighters along with their needed equipment will be increased as we are adding to the population of the neighborhood. I fail to see the benefit to the neighborhood that allowing these high-rise buildings will provide. We simply cannot allow high-rise buildings that will leave long time residential area in their shadows to be put up in our neighborhood like this. I feel this is totally out of line and should be rejected.</p>
05/16/17	Joshua	Eddy		681 E 5th St #2		South Boston	MA	02127	Neutral	<p>The proposal needs to be revised with much more realistic parking ratios.</p> <p>The proposal acknowledges buses are oversubscribed, yet claims that fleets of automated vehicles and other public transit changes over the next 10 years will significantly reduce demand on parking. These are risky assumptions that are very optimistic and could be completely wrong. If they are even somewhat wrong, the proposed parking will be dramatically insufficient for the neighborhood and put a heavy burden on new and existing residents and businesses.</p> <p>The proposal doesn't acknowledge the existing issues with street parking in the area. Living in the area is highly dependent on cars, and that does not appear to be imminently changing despite minor changes to bus service. So the parking ratios that are proposed are very low compared to the zoning board's recommended ratios. The recommended ratio for South Boston residential area is 1.0-1.5 parking spaces per unit, far higher than the 0.4 proposed. There is absolutely no retail parking provided, which makes no sense. The office parking ratio should be at least the recommended 0.7, higher than the 0.6 proposed.</p>

05/16/17	Maureen	OKeefe		632 E Eighth St		S Boston	MA	02127	Oppose	<p>Are there any drawings of what development will look like with a direct view of what the high rise building looks like in relation to the others? In one drawing the high rise is pretty hidden and hard to tell. Other drawings show the lower level buildings. Hard to support the project without drawings from an angle that gives a clear view of the tall building.</p> <p>Thx! Maureen</p>
05/16/17	Charlie	Dunn	Hub Church South Boston	P.O. Box 466		South Boston	MA	02127	Support	<p>Thank you for your hard work on forwarding this development. I personally believe it can not only be a great boon to South Boston, but to the city as a whole!</p> <p>I do hope that the varying social and economic strata of the neighborhood will be considered throughout the project phases, and that this will not become a development merely for well-to-do young professionals and families.</p> <p>Specifically, we at Hub Church would love to help with the creation/ownership of something like a Community Center space (as a part of the development) that will facilitate the social and recreational health of the whole neighborhood. Our heart as a church has long been to give to our community rather than take from it by serving it in both body and soul. We would love nothing more than to see a space that people view NOT as a church building, but as a building that exists for the good of the neighborhood, because those who care about the neighborhood occasionally gather in it.</p> <p>Please feel free to contact me if any of this is of interest.</p> <p>Thanks!</p>

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP

August 4, 2017

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

Re: Comments on Edison Proposal

Dear Tim:

This letter is intended to identify impacts the IAG members perceive as well as document the additional impacts identified by residents of the area during the community meetings held or expressed by other means to the IAG members.

We understand that at this phase of the process, the primary responsibility of the IAG is to identify possible impacts the project will create or conditions of the project that may worsen existing contributors, thus impacting the overall quality of life and rights of the existing residents for “quiet enjoyment of their properties.” The undersigned IAG members have been present at the numerous community meetings and have endeavored to reflect the general theme, and in some cases the specific concerns, of those who spoke, as well as cite any perceived impacts that were not necessarily raised during the community meetings.

The undersigned IAG members are of the opinion that Alternative B has not been given the appropriate amount of attention. Although the impacts listed here are somewhat transferable to both options, the IAG has the sense from the community that the preferred option described in the L Street Station Redevelopment document provided by the proponent, is the singular plan being pursued. The IAG requests that Alternative B be given due diligence and attention. We also feel that the responses provided in the scoping document must include this alternative, to address the community impression that only one project type is being pursued. Those community members that did not attend the Charrettes and other community meetings, must have their concerns addressed, and the record documents should include a full chronological telling of just how the preferred option was established.

We also recognize that some of the issues raised in the community meetings are far beyond the project scope, and will require additional approvals and authorizations from the Commonwealth before the IAG and City processes can begin to play out. The city planners (BPDA, etc.) must do a better job communicating with their own departments, collaborating with state agencies (and federal agencies, if necessary), and must do a better job communicating with the South Boston community on how this multifaceted process can efficiently move forward. This theme has been expressed at every community meeting held for this project and for nearly every other project being considered in South Boston. To paraphrase resident comments “South Boston is unique as it is a peninsula with limited access points. It is of vital importance we keep traffic flow open for residents.” With three access points on and off this site, this conservatively equates to 3,000 trips daily through each one. We are encouraged that the BPDA appears to be taking a more holistic “Southie” view of the impacts of this project and hope future the planning process will incorporate this “big picture” approach. It is unfortunate that this particular project is being saddled with correction of mistakes made by previous BPDA approval of large scale projects elsewhere in the area. However, developments do not exist in a vacuum and it incumbent on the City of Boston and the BPDA to look at the bigger picture as it moves forward in planning for South Boston and the rest of our city.

The issues we have heard most fervently from members of the neighborhood at the community meetings and through word of mouth (simply speaking with neighbors) are **DENSITY and TRAFFIC**. These issues are foremost in people's minds and have a dependent, symbiotic relationship: higher density means more traffic. These two topics have direct correlations and are intertwined in the minds of the community. These broad-based terms are segmented out into several different categories delineated below as well as a listing of other impacts cited by our neighbors:

- (1) **DENSITY**: This is a difficult impact to quantify. There is a general sense that 1,500 residences is much too dense. It certainly would be the highest density in the City Point neighborhood. Although Article 68 in 2015 was geared to attracting residential uses along the 1st corridor, that planning effort did not fathom or anticipate a project of this scale anywhere in City Point or along First Street. Moreover, the recently completed Dorchester Avenue Corridor was intended to absorb larger developments in South Boston--this project, although mirroring the dimensions of the Dot Ave Corridor-- is no where near the growth zone. A development of this size is more appropriate for the SB Waterfront--it is out of place in traditional South Boston. We feel strongly that 1,500 units is too high a number of units. We also recognize that there is a balance that must be struck between less residential units and the numbers associated with impacts like traffic/air quality and public transportation obligations. Most South Boston residents who have attended the meetings have voiced this sentiment. We feel it is up to HRL & BPDA to propose a lower alternative number that meets the project needs and is more in line with housing densities in the immediate surrounding area.

- (2) **TRAFFIC MANAGEMENT**: The problems associated with traffic management are sevenfold. The current traffic along L /Summer Street and 1st street is already over-capacity. The project's projected final buildout (either alternate) will only exacerbate the traffic problems. This project requires a traffic study. The suggested area of study for traffic should be at a minimum, Summer/L beginning at D Street and ending at Columbia road. This is a significant stretch of roadway with multiple intersections, some controlled by lights some not. The current traffic signals along this primary artery are inadequate to handle the current traffic volume, let alone the addition of this project. This project coupled with the (7) other large scale buildings slated for the convention Center area, Seaport District/Fort Point Channel & GE. The traffic Study must take a holistic approach and take into the account the projected vehicle volume of these projects, as no single development exists in a silo. The Day Boulevard/Summer Street/L Street corridor has historically been utilized by South Shore commuters to cut through I-93 traffic to reach the city or the Waterfront. With the growth of Waterfront area and the anticipated growth of Fort Point with GE and Amazon, this route has become clogged and nearly impassable at certain hours of the workday. This is the primary road for many areas of South Boston. The signaling and efficient movement of vehicles along this route is the key to a successful project whatever its configuration on the former Edison plant site. All the intersections from D to Columbia that have traffic signals or are slated to have signals installed via this project or through other City/highway improvement projects must be fully integrated, synchronized, and if possible technologically equipped to be responsive to volume on the roadway. Additionally of concern and adding to the increasing traffic in this area is the growth along 1st street from A st to P st all of these small projects have increased vehicular volume on this east/west corridor onto Summer/L. Those impacts must be factored into the study parameters as well. The foundation has already been set for this study with the South Boston Waterfront Sustainable Transportation Plan, which examined these corridors, and traffic along Summer Street, which is the location of this project. However, that plan did not anticipate the added volume from the GE and Amazon relocations, so further study is necessary. This mandatory traffic study must be fully coordinated and integrated into the City and Transportation agencies ongoing comprehensive transportation plans. Adding to the traffic problems the issue of freight truck traffic in and out of Conley

terminal is of major concern. The terminal has been able to remain competitive in the freight market due to its current level of efficiency getting trucks in and out of the terminal faster than the majority of the industry. This bypass road has been a long fought for issue for the residents. 2,700 truck trips a day on a residential street was not sustainable or safe. This project's addition of 10,000 vehicular trips a day to the intersection of 1st and Summer Street quite possibly will undo some of the gains made by the construction of the bypass road. The study of traffic should begin immediately and not wait until issuance of the scoping document. To establish a baseline with the trucks still on 1st street, an interim traffic study following the truck route relocation and that impact on the neighborhood. Then expand to include its own contribution and the adjoining area's added vehicular impacts.

(3) **PUBLIC TRANSPORTATION** it is understood that the developer is not responsible for public transportation, but this development will exacerbate substantially the ongoing public transportation problems in the area. Those are in part, overcrowded busses, inconsistent schedules, routes not serving more than one rapid transit interface. The Edison project must engage in dialog with the MBTA to get these issues resolved, especially as the development project sits at the start of the South Boston bus service and will impact service for the rest of the neighborhood and because the HRL development team is relying on MBTA usage for the number of car trips per day in and out of the site. If the MBTA does not deliver on their promises there most certainly will be a greater number of personal car ownership than anticipated. (See parking impact). The BPDA should be requiring of the developer to have contingency plans that if at time of Construction, MBTA service is not functioning according to the numbers presented in the study, then the Edison site parking spot number shall be increased by "X". This increase should be in addition to the parking levels previously discussed. Whether or not the base parking space numbers are above the actual zoning requirements. That excess parking slot number shall not be utilized in any way to meet this surplus commuter parking penalty. The project should include some sort of a covered structure at the corner of 1st and L/Summer. This can either be provided by MBTA or the project, but the intersection must contain a covered structure. The reasoning for this is even if 50% of the residential unit occupants use the MBTA there would be an estimated 300 + people during commuting hours at this corner. The project should also consider establishing a stronger connection to the MBTA platform planned for 1st street. This connection would presumably split the pedestrian traffic coming from the new residences. Again we cite the comprehensive transportation study currently underway as the mechanism to effect real change through cooperative measures with MBTA and roadway administrators.

(4) **AIR QUALITY:** The air quality in this area of South Boston is being assaulted on many levels. Cruise & freight ship traffic, *projected increase beyond the current levels*. Air traffic is *projected to increase beyond current levels*, freight truck numbers are *scheduled to increase*. With this project and the general growth of the area vehicular *levels are also rising*. There must be comprehensive study of these increases and the effects on the health of South Boston residents. Previous studies have noted there is markedly increased levels of Lupus, certain respiratory ailments and cancers in South Boston. The direct cause has yet to be definitively determined. Most certainly the previous abuses by the heavy industrial/marine use of the surrounding area is a major contributing factor of these heightened rates of disease. This project's study of its true impact on the air quality in the area will be overshadowed by the aforementioned abuses and inaction by local, state and federal agencies. The studying of the air quality impacts cannot just simply be a snapshot in time. The study must include long-term time lapse impacts. The areas general growth must be factored into the numbers. Many residents have cited the need for (some have been demanding for decades) a cumulative air-quality study to be performed. Many in the area feel that air monitors must be installed in the community to accurately establish the true particulate levels and contentment. This is by far the largest long-term health impact to the residents. All the

aforementioned traffic issues play a large role in air quality. Many residents feel proper signal and revised roadway configuration will play a key part in air quality management. Others have expressed that movement of all vehicles in and out of the project area and “Southie” as whole will certainly assist in the management of air quality. (Moving traffic creates less air born particulates than sitting and idling traffic).

- (5) **PARKING:** Parking levels as current proposed are wholly inadequate. The current ratio contained in South Boston’s current zoning is 1.5 space per unit. This ratio must not be decreased with-in the project area. Most residents feel that this 1.5 is inadequate for this project and should be increased to a ratio of 2.0 spaces per residential unit. The requested 2.0 ratio should not be allowed to include the on street parking slots in the project area. These parking slots should be designated as transient in nature. (i.e. commercial use and consumer use for the multiple community based retail establishments currently envisioned). The streets as currently proposed have raised the subject of what the parking restrictions are and who will enforce those regulations. Additionally who will benefit from the enforcement revenue stream? HRL should clarify this because the streets within the project area are currently proposed as “private ways” In this context the term private ways indicates that the roads will be owned and maintained by the project owners as they are privately held assets. It is not indicated at this time if the roads will contain any access restriction, this also needs to be defined. Residents have also expressed that in a majority of city neighborhoods with similar density levels as South Boston there exists access to a garage (some private some publically owned) during snow events. The South Boston residents have long been requesting such equal treatment. The project must include a snow emergency plan for the project site and parking access plan for the area residents during such emergency at a reduced rate when compared to the general rates during non-emergency events. It is a generally held opinion of the area residents that parking problems cannot be addressed without dramatically increasing the number of parking slots included in the project. Note: All the above parking issues must also be evaluated for: either relief from or overall repeal of the current parking ban imposed by federal statute.
- (6) **NOISE:** The current building orientation and site layout is to create two new roads traveling North + South. A concern has been raised that these two roads ways will be creating acoustical conduits directly into the neighborhood from the new Conley terminal truck route and the larger cruise port terminal. There should be a comprehensive noise study (including acoustical modeling) of the project's final configuration. Residents presented anecdotal testimony about an incident. Last year there was work being performed across the channel at the concrete aggregate plant which created a massive noise issue? We realize that the aggregate plant operations are not part of this project but the incident brought to light that the Massport designed sound barrier for the Conley terminal is a complete failure and inadequate to protect the neighborhood, from existing noise levels. How this impacts the Edison project is, the buildings as they currently exist create a barrier for the neighborhood from noise being generated from whatever source across the channel. The Edison team must demonstrate that their project configuration will not worsen the level of noise coming into the neighborhood from the cruise port, aggregate plant activity and the Conley terminal trucks. The residents of south Boston fought for many years to remove the noise of these trucks from first street and are not willing to yield on any ground what so ever relative to those noises. The noise generated by the trucks and marine activity must not be made worse by the Edison site configuration. We do recognize that there are allowable limits of increased noise associated with the project, (i.e. HVAC equipment and general ambient noises associated with any residential/commercial uses). Noise levels must be recorded now, prior to the truck route relocation, and also following the truck route relocation, while the existing buildings are intact. This is the only way to be absolutely sure that the project models are accurate and will reflect reality. Many residents have expressed concern that the current site / road layout will promote and possibly amplify the truck

generated noise on the new bypass road bridge directly into the neighborhood. If this scenario turns out to be correct the residents are unwilling to yield on noise level increases derived from freight truck or marine traffic. The project should study whether an additional noise barrier(s) at the truck route itself or at the neighborhood side of the site is the most effective. Or if a re-arrangement of the building will be required.

- (7) **HISTORIC PRESERVATION:** The complex of existing structure contains many buildings that represent and led the revolution of electricity for the masses. These structures must be retained and preserved. Many residents view the plant with somewhat of a dual personality. Many praise the life their families have had through jobs associated with the plant when operating. But also decry its operation for jeopardizing their health. But most seem to agree the planned demolition goes too far. Many expressed that the arched windows and brick work to the right of the turbine hall must be retained and refurbished. The residents feel connections to the plant as was years ago. The loss of this connection by demolishing such a large percentage of the structures is unacceptable to the residents. Future planning and design of this site must include a greater percentage of preservation.
- (8) **FIRST RESPONDERS/PUBLIC SAFETY:** This issue not truly a project specific impact. However this project's size will be a substantial contributor to the existing problem. The number of housing units in South Boston "proper" has grown by more than 5,000 in recent years. This project and Washington Village alone will further increase this number by an additional 2,100. These two large scale projects combined with other smaller increases in South Boston will bring the total added housing units on this small peninsular closer to 9,000. *Note this does not include the housing in the Seaport district, just South Boston proper.* Residents feel that It does not take a professional city planner to realize that these types of increases are unsustainable. If city services such as police, fire and emergency medical are not increased, the entire area will be placed at risk. We feel the Edison plant development and other large projects like Washington Village must be required to participate in or fully fund the construction of the buildings and purchase of equipment for the services needed to adequately protect not only their own residents and businesses, but to ensure that the already stressed existing resources are not made worse by their project. The particular issue of law enforcement will require jurisdictional negotiations between City and State police agencies. Due to the size of this project site (15 plus acres), a determination of feasibility for the L street Station development to actually have their own first responder and police enforcement units similar to university police & fire units elsewhere in the city should be undertaken.
- (9) **AFFORDABLE HOUSING:** It is fair to say that affordable family housing is a high priority to many community members. We re-enforce the voice of the community. The current proposed percentage level of affordable housing (13%) is inadequate. The majority of residents who attended the community meetings have stated that families are being forced out of the neighborhood primarily due to lack of "affordable housing for families". Many have requested the scoping document establish a target of 20% affordable units of the total number of units ultimately contained in the project. Many residents have requested the term "affordable" be clearly defined in the scoping document. Current agency definitions of affordable are quite simply too broad and confusing in these residents opinion. Stating that language like "Affordable is defined as a % of the median household income level when averaged with the area, and modified according to availability data ", is no longer applicable in the "Southie" of today. They are requesting that the term "affordable family housing" be clearly defined in the scoping document with language that is clear concise and understandable to the general public. Suggestions on the lines of: *Affordable Family Housing: Housing units that are no smaller than 1,900 sq/ft containing two or more bedrooms, whose initial purchase price shall not exceed \$375,000.00 for two bedrooms and shall increase no more than \$20,000 per additional bedroom. (Note: dollar amounts included here are*

inserted as examples not actual dollars) It should be noted that several residents expressed to IAG members that the area residents may agree to a higher number of total units if a greater percentage of those units are truly “affordable family units”. The development team should look at recently approved projects for Washington Village and the Beverly on how to maximize affordable housing.

- (10) **UTILITY / INFRASTRUCTURE:** This issue was raised as it relates particularly to sewage. There is a concern that this project's estimated outflow of nearly 300,000 g/pd coupled with the extensive growth in the Seaport district could result in the Deer Island Treatment Plant (DITP) reaching its capacity for treatment. It is understood that the DITP daily capacity of 6.5 mil g/pd is being approached more rapidly than anticipated. The plant was designed with the ability to expand beyond that capacity. We are requesting data from the developer and MWRA via BWS of projected plant limits, and when the capacity is projected to be reached. The area residents are concerned that South Boston sewer rates will increase by more than those across greater Boston and the MWRA districts simply because they are located within the area experiencing the largest amount of development. Additionally residents would like to understand the timeline for the inevitable expansion of the DITP, as that expansion cost will affect not only their own billing rates but all 76 cities and towns whose waste is treated there. The DITP is the reason Boston Harbor is as clean as it is now and one of the reasons this property is worthy of development at all. We request similar data from the other utilities like water supply, Gas, electricity and data.
- (11) **CONLEY TERMINAL:** The Conley terminals current expansion plan onto the former coastal oil site is an important part of the local economy. We require the terminals particular traffic, air quality and noise levels be carefully studied. As stated earlier the recent success of the Terminal is due in no small part to the ability to get trucks in and out in a rapid period of time. Particular attention must be paid to the intersection of terminal operation and the general roadway traffic. Both the terminal and residents have worked hard to reach amicable solutions that each can live with. Those hard fought agreements are in jeopardy of being rendered mute and ineffective if this project's traffic and noise creation are not addressed in an aggressive manner. The bottom line to this complicated component was summarized by one resident, “ we aren’t going backwards on traffic or air quality gains we have made, not now, aint gonna happen”. It was also noted that current truck numbers will increase when the terminal begins to serve “Post Panamax” vessels. This projected increase must be a component of any traffic, air quality, noise, and light studies.
- (12) **BUILDING HEIGHT.** The height of two buildings in the current proposal is too high ... we have heard this over and over. There is no consensus on a height that would be acceptable. This brings up the issue of “what zoning will apply to this site”? If the result of the Coastal Zoning Commission’s boundary review is that this property can be removed from the Designated Port Area (DPA). Then what zoning will be inserted. If the base zoning surrounding this property is utilized, the limit is 40’. Residents identified shadows from the buildings as an impact. Additionally an impact of this project setting a precedent in the zoning district was cited. HRL and BPDA should delineate precisely what zoning will apply to the project that is ultimately approved by all the agencies having jurisdiction on this site.
- (13) **PUBLIC ACCESS:** At many of the meetings the community has stated that the plan as presented does not go far enough on an inclusionary level. The impact cited is that they do not want to feel that they are not allowed in the development. So more attention must be paid to the linkage locations to the existing neighborhood. These linkages must be seamless. Resident also want to be sure that there clear unfettered access to the water and channel from the neighborhood. This unfettered

access is also a detriment in some community member's minds. Saying "If this place ends up being so cool and great it will attract more people from all over".

- (14) **PRESSURE ON THE EXISTING RECREATIONAL FACILITIES:** This issue was raised by several people, There is becoming an issue at ballfields etc as of late: Due to the addition of so many housing units and their occupancy primarily by under 35 yrs people who use outdoor venues often. The resident children's little league, Pop Warner and other youth based programs have been faced with occupied fields when they arrive for scheduled games. Resulting in disagreements with groups who did not schedule through proper channels. The residents are of the opinion that the addition of 1,500 more households will make this situation worse. Also the residents were requesting that with such a large site the zoning ultimately employed should have a recreational component so the existing facilities are not impacted negatively from overuse.

Thank you for your attention to these important concerns. We look forward to seeing the responses from Redgate/Hilco and their responses to each.

Jim Covenor.... Resident and IAG Member

David Biele.....Resident and IAG Member

Jerry Tracy, Resident and IAG Member

APPENDIX D
EXAMPLE OF DPIR PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority ("BRA") d/b/a the Boston Planning & Development Agency ("BPDA"), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report ("DPIR") for Large Project Review has been received from

_____ on _____
(Name of Applicant) (Date)

for _____
(Brief Description of Project)

proposed at _____.
(Location of Project)

The Proponent is seeking the issuance of a Preliminary Adequacy Determination by the Director of the BRA pursuant to Section 80B-5 of the Code. The BRA, in the Preliminary Adequacy Determination regarding the DPIR, may waive further review requirements pursuant to Section 80B-5.4(c)(iv) of the Code, if after reviewing public comments, the BRA finds that such DPIR adequately described the Proposed Project's impacts.

The DPIR may be reviewed on the BRA website- www.bostonplans.org or at the office of the Secretary of the BRA, Room 910, Boston City Hall, 9th Floor, Boston, MA. 02201 between 9:00 AM and 5:00 PM, Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be submitted in writing to Tim Czerwienski, Project Manager, BPDA, at the address stated above or via email at Tim.Czerwienski@Boston.gov, within seventy five (75) days of this notice or by _____.

BOSTON REDEVELOPMENT AUTHORITY
d/b/a BOSTON PLANNING & DEVELOPMENT AGENCY

Teresa Polhemus
Executive Director/Secretary

APPENDIX E
ACCESSIBILITY CHECKLIST

Article 80 – Accessibility Checklist

A requirement of the Boston Planning & Development Agency (BPDA) Article 80 Development Review Process

The Mayor's Commission for Persons with Disabilities strives to reduce architectural, procedural, attitudinal, and communication barriers that affect persons with disabilities in the City of Boston. In 2009, a Disability Advisory Board was appointed by the Mayor to work alongside the Commission in creating universal access throughout the city's built environment. The Disability Advisory Board is made up of 13 volunteer Boston residents with disabilities who have been tasked with representing the accessibility needs of their neighborhoods and increasing inclusion of people with disabilities.

In conformance with this directive, the BPDA has instituted this Accessibility Checklist as a tool to encourage developers to begin thinking about access and inclusion at the beginning of development projects, and strive to go beyond meeting only minimum MAAB / ADAAG compliance requirements. Instead, our goal is for developers to create ideal design for accessibility which will ensure that the built environment provides equitable experiences for all people, regardless of their abilities. As such, any project subject to Boston Zoning Article 80 Small or Large Project Review, including Institutional Master Plan modifications and updates, must complete this Accessibility Checklist thoroughly to provide specific detail about accessibility and inclusion, including descriptions, diagrams, and data.

For more information on compliance requirements, advancing best practices, and learning about progressive approaches to expand accessibility throughout Boston's built environment. Proponents are highly encouraged to meet with Commission staff, prior to filing.

Accessibility Analysis Information Sources:

1. Americans with Disabilities Act – 2010 ADA Standards for Accessible Design
http://www.ada.gov/2010ADASTandards_index.htm
2. Massachusetts Architectural Access Board 521 CMR
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/consumer-prot-and-bus-lic/license-type/aab/aab-rules-and-regulations-pdf.html>
3. Massachusetts State Building Code 780 CMR
<http://www.mass.gov/ocabr/government/oca-agencies/dpl-lp/opsi/ma-state-building-code-780-cmr.html>
4. Massachusetts Office of Disability – Disabled Parking Regulations
<http://www.mass.gov/anf/docs/mod/hp-parking-regulations-summary-mod.pdf>
5. MBTA Fixed Route Accessible Transit Stations
http://www.mbta.com/riding_the_t/accessible_services/
6. City of Boston – Complete Street Guidelines
<http://bostoncompletestreets.org/>
7. City of Boston – Mayor's Commission for Persons with Disabilities Advisory Board
www.boston.gov/disability
8. City of Boston – Public Works Sidewalk Reconstruction Policy
http://www.cityofboston.gov/images_documents/sidewalk%20policy%200114_tcm3-41668.pdf
9. City of Boston – Public Improvement Commission Sidewalk Café Policy
http://www.cityofboston.gov/images_documents/Sidewalk_cafes_tcm3-1845.pdf

Glossary of Terms:

1. **Accessible Route** – A continuous and unobstructed path of travel that meets or exceeds the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 20
2. **Accessible Group 2 Units** – Residential units with additional floor space that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 9.4
3. **Accessible Guestrooms** – Guestrooms with additional floor space, that meet or exceed the dimensional and inclusionary requirements set forth by MAAB 521 CMR: Section 8.4
4. **Inclusionary Development Policy (IDP)** – Program run by the BPDA that preserves access to affordable housing opportunities, in the City. For more information visit: <http://www.bostonplans.org/housing/overview>
5. **Public Improvement Commission (PIC)** – The regulatory body in charge of managing the public right of way. For more information visit: <https://www.boston.gov/pic>
6. **Visibility** – A place's ability to be accessed and visited by persons with disabilities that cause functional limitations; where architectural barriers do not inhibit access to entrances/doors and bathrooms.

Article 80 | ACCESSIBILTY CHECKLIST

1. Project Information: <i>If this is a multi-phased or multi-building project, fill out a separate Checklist for each phase/building.</i>			
Project Name:			
Primary Project Address:			
Total Number of Phases/Buildings:			
Primary Contact (Name / Title / Company / Email / Phone):			
Owner / Developer:			
Architect:			
Civil Engineer:			
Landscape Architect:			
Permitting:			
Construction Management:			
At what stage is the project at time of this questionnaire? Select below:			
	PNF / Expanded PNF Submitted	Draft / Final Project Impact Report Submitted	BPDA Board Approved
	BPDA Design Approved	Under Construction	Construction Completed:
Do you anticipate filing for any variances with the Massachusetts Architectural Access Board (MAAB)? If yes , identify and explain.			
2. Building Classification and Description: <i>This section identifies preliminary construction information about the project including size and uses.</i>			
What are the dimensions of the project?			
Site Area:	SF	Building Area:	GSF
Building Height:	FT.	Number of Stories:	Flrs.
First Floor Elevation:		Is there below grade space:	Yes / No

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What is the Construction Type? (Select most appropriate type)				
	Wood Frame	Masonry	Steel Frame	Concrete
What are the principal building uses? (IBC definitions are below – select all appropriate that apply)				
	Residential – One - Three Unit	Residential - Multi-unit, Four +	Institutional	Educational
	Business	Mercantile	Factory	Hospitality
	Laboratory / Medical	Storage, Utility and Other		
List street-level uses of the building:				
<p>3. Assessment of Existing Infrastructure for Accessibility: <i>This section explores the proximity to accessible transit lines and institutions, such as (but not limited to) hospitals, elderly & disabled housing, and general neighborhood resources. Identify how the area surrounding the development is accessible for people with mobility impairments and analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.</i></p>				
Provide a description of the neighborhood where this development is located and its identifying topographical characteristics:				
List the surrounding accessible MBTA transit lines and their proximity to development site: commuter rail / subway stations, bus stops:				
List the surrounding institutions: hospitals, public housing, elderly and disabled housing developments, educational facilities, others:				
List the surrounding government buildings: libraries, community centers, recreational facilities, and other related facilities:				
<p>4. Surrounding Site Conditions – Existing: <i>This section identifies current condition of the sidewalks and pedestrian ramps at the development site.</i></p>				
Is the development site within a historic district? If yes , identify which district:				
Are there sidewalks and pedestrian ramps existing at the development site? If yes , list the existing sidewalk and pedestrian ramp dimensions, slopes, materials, and physical condition at the development site:				

Article 80 | ACCESSIBILITY CHECKLIST

<p>Are the sidewalks and pedestrian ramps existing-to-remain? If yes, have they been verified as ADA / MAAB compliant (with yellow composite detectable warning surfaces, cast in concrete)? If yes, provide description and photos:</p>	
<p>5. Surrounding Site Conditions – Proposed</p> <p><i>This section identifies the proposed condition of the walkways and pedestrian ramps around the development site. Sidewalk width contributes to the degree of comfort walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Wider sidewalks allow people to walk side by side and pass each other comfortably walking alone, walking in pairs, or using a wheelchair.</i></p>	
<p>Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? If yes, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, or Boulevard.</p>	
<p>What are the total dimensions and slopes of the proposed sidewalks? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone:</p>	
<p>List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?</p>	
<p>Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way? If yes, what are the proposed dimensions of the sidewalk café or furnishings and what will the remaining right-of-way clearance be?</p>	
<p>If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with the Public Improvement Commission (PIC)?</p>	

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<p>Will any portion of the Project be going through the PIC? If yes, identify PIC actions and provide details.</p>	
<p>6. Accessible Parking: <i>See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability – Disabled Parking Regulations.</i></p>	
<p>What is the total number of parking spaces provided at the development site? Will these be in a parking lot or garage?</p>	
<p>What is the total number of accessible spaces provided at the development site? How many of these are “Van Accessible” spaces with an 8 foot access aisle?</p>	
<p>Will any on-street accessible parking spaces be required? If yes, has the proponent contacted the Commission for Persons with Disabilities regarding this need?</p>	
<p>Where is the accessible visitor parking located?</p>	
<p>Has a drop-off area been identified? If yes, will it be accessible?</p>	
<p>7. Circulation and Accessible Routes: <i>The primary objective in designing smooth and continuous paths of travel is to create universal access to entryways and common spaces, which accommodates persons of all abilities and allows for visitability with neighbors.</i></p>	
<p>Describe accessibility at each entryway: Example: Flush Condition, Stairs, Ramp, Lift or Elevator:</p>	
<p>Are the accessible entrances and standard entrance integrated? If yes, describe. If no, what is the reason?</p>	

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<p><i>If project is subject to Large Project Review/Institutional Master Plan, describe the accessible routes way-finding / signage package.</i></p>	
<p>8. Accessible Units (Group 2) and Guestrooms: (If applicable) <i>In order to facilitate access to housing and hospitality, this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing and hotel rooms.</i></p>	
<p>What is the total number of proposed housing units or hotel rooms for the development?</p>	
<p><i>If a residential development, how many units are for sale? How many are for rent? What is the breakdown of market value units vs. IDP (Inclusionary Development Policy) units?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units are being proposed?</i></p>	
<p><i>If a residential development, how many accessible Group 2 units will also be IDP units? If none, describe reason.</i></p>	
<p><i>If a hospitality development, how many accessible units will feature a wheel-in shower? Will accessible equipment be provided as well? If yes, provide amount and location of equipment.</i></p>	
<p>Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs / thresholds at entry, step to balcony, others. If yes, provide reason.</p>	
<p>Are there interior elevators, ramps or lifts located in the development for access around architectural barriers and/or to separate floors? If yes, describe:</p>	

Article 80 | ACCESSIBILITY CHECKLIST

9. Community Impact:

Accessibility and inclusion extend past required compliance with building codes. Providing an overall scheme that allows full and equal participation of persons with disabilities makes the development an asset to the surrounding community.

<p>Is this project providing any funding or improvements to the surrounding neighborhood? Examples: adding extra street trees, building or refurbishing a local park, or supporting other community-based initiatives?</p>	
<p>What inclusion elements does this development provide for persons with disabilities in common social and open spaces? Example: Indoor seating and TVs in common rooms; outdoor seating and barbeque grills in yard. Will all of these spaces and features provide accessibility?</p>	
<p>Are any restrooms planned in common public spaces? If yes, will any be single-stall, ADA compliant and designated as “Family”/ “Companion” restrooms? If no, explain why not.</p>	
<p>Has the proponent reviewed the proposed plan with the City of Boston Disability Commissioner or with their Architectural Access staff? If yes, did they approve? If no, what were their comments?</p>	
<p>Has the proponent presented the proposed plan to the Disability Advisory Board at one of their monthly meetings? Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?</p>	

Article 80 | ACCESSIBILITY CHECKLIST

10. Attachments

Include a list of all documents you are submitting with this Checklist. This may include drawings, diagrams, photos, or any other material that describes the accessible and inclusive elements of this project.

Provide a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry locations, including route distances.

Provide a diagram of the accessible route connections through the site, including distances.

Provide a diagram the accessible route to any roof decks or outdoor courtyard space? (if applicable)

Provide a plan and diagram of the accessible Group 2 units, including locations and route from accessible entry.

Provide any additional drawings, diagrams, photos, or any other material that describes the inclusive and accessible elements of this project.

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This completes the Article 80 Accessibility Checklist required for your project. Prior to and during the review process, Commission staff are able to provide technical assistance and design review, in order to help achieve ideal accessibility and to ensure that all buildings, sidewalks, parks, and open spaces are usable and welcoming to Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities.

For questions or comments about this checklist, or for more information on best practices for improving accessibility and inclusion, visit www.boston.gov/disability, or our office:

The Mayor's Commission for Persons with Disabilities
1 City Hall Square, Room 967,
Boston MA 02201.

Architectural Access staff can be reached at:

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