

Date	First Name	Last Name	Opinion	Comments
3/30/2019	Qian	Wu	Oppose	<p>As a resident of the area, I oppose the construction of building due to the following reasons: - Proposed use: Biotech companies should be in an area that is not residential due to the negative health impact. Experiments may be conducted in the building and we are very concerned about disposal of harmful chemical substances and its associated harmful health impacts. There are several resident building that would be negatively impacted as a result. I understand that there is equipment in the building to filter chemicals, and a system to dispose of them. However, over time, these processes deteriorate, and in the future we have no guarantee the residents in the area will not be impacted. There is also the potential of sound pollution. The developers informed us that the equipment can be running all day long. - Amount of traffic: There will be commercial traffic going in and out of the proposed building on a already narrow two-lane street throughout the day. This will greatly impact both foot traffic and car traffic in the South Boston area. 3rd street is already over crowded on a regular day. It does not have capacity to handle additional shipping. - Height of building: Proposed building is much higher than the surrounding buildings. It blocks sunlight and views to surrounding residents. The upper half is also set to be maintenance equipment. The developers have requested relief for zoning requirements. However when they discussed with the neighborhoods, they did not give any reason they should be allowed other than wanting to make more money. There is a reason these zoning laws are put in place and I have not been given any reason they should be given relief of the zoning requirements.</p>
4/1/2019	Xiulian	Zhong	Oppose	<p>first of all, the height of this almost double of port 45, which will block the light and view for residents there. Secondary, if there is a loading dock along w 3rd st, it will absolutely increase a lot traffic and noise to this small street and please note the resident is living on this small street too! at last, if this is a biotek building, there must be noisy and air pollution increase, please please please stop this constitution because it won'T bring Any good thing to the neighborhood!</p>
4/1/2019	Jianqin	Yu	Oppose	<p>first of all, the height of this almost double of port 45, which will block the light and view for residents there. Secondary, if there is a loading dock along w 3rd st, it will absolutely increase a lot traffic and noise to this small street and please note the resident is living on this small street too! at last, if this is a biotek building, there must be noisy and air pollution increase, please please please stop this constitution because it won'T bring Any good thing to the neighborhood!</p>

4/3/2019	Alejandro	Collada	Oppose	<p>as presented in the PNF due to the following factors: 1. Proposed size/scale of building The building proposed is ~210000sf not including the enclosed loading dock areas and the mechanical head house on the roof of the building which will occupy a significant footprint (according to the renderings provided). Why is this space not included in the 210000sf number? The building is also proposed to be a height of 95' with an additional 28-38' for the head house for a total of up to 133'. Both of these are well beyond what current zoning allows. In their proposal, they state that they want to 'mediate' between the buildings located to the North and South. To the North, 105 W 2nd St (not yet built) but approved for 90' at 2nd st. To the South, 45 W 3rd St is 55'. If they truly want to 'mediate' then the proposal would fall somewhere in between (with the head house included), not above both. The PNF has no info regarding a shadow study to date. Since it would be the largest building in the area, it will definitely have shadow impact on its abutters, including the Artist for Humanity building that has solar panels located on it roof. The proposed size would dominate all buildings in the area, and does not in any way fit the characteristics of the neighborhood. Approving this size will set a new precedent for other buildings that may be built soon in the surrounding area (e.g. above Amrheins, Gas Station, Muls Diner, etc). 2. Proposed use - Life Science No where in the PNF does the proponent articulate or elaborate what 'Life Science' pertains to; only that it has been successful in building similar buildings in Kendall Square, an area that has many such buildings clustered together (but not immediately abutting residential buildings/neighborhoods). The proponent needs to provide details as to the type of work that will be taking place. Life Science buildings are known for the handling and disposal of chemicals and hazardous materials. Also, there may be animal testing taking place that may include mice, rats, dogs, primates, etc... The large head house located on the roof of the building (up to 38') leads one to believe that heavy filtration will be required to whatever work is taking place. This will add both noise and air pollution to the surrounding residents. Again, the proponent has not provided any details regarding the specific tenants and whether there will be any restrictions to the type of work done by those that lease lab space. The lack of clarity on the pollution, health, and other environmental impacts from having a Life Science operation in very close proximity to a large residential complex and are is a major</p>
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4/3/2019	Thomas	Rising	Oppose	<p>the planned building at 99 A Street. I am writing to OPPOSE the construction of this building on several key grounds. 1. Firstly, the proposed height for 99 A Street is 122.5-133.5 feet (including mechanical headhouse) which is MORE THAN TWICE (i.e. up to 2.5 times) the height of the current Port45 building. This is totally unacceptable, as it impacts the quality of life of all 104 residential units (including mine) as it will minimize light to the front-facing units and the 20+ private roof decks. This will set a dangerous new precedent for all imminent buildings about to go under review, e.g. the new constructions planned for 80 W Broadway (above Amrheins Restaurant), 79 W Broadway (Gulf Gas Station), 75 W Broadway (Mul's Diner). It should also be noted that the Port45 plans were originally for a greater 6 stories and 65 feet height, however the BPDA opposed the height and approved only 5 stories and maximum of 55 feet in height. Having pushed back on the variance in height for Port45 (65 feet), how can the BPDA suddenly grant variance for such an excessive height to a neighboring abutter (99 A street) just a few years later? I would urge the BPDA to reduce the total height of 99 A Street to the same height as Port45 was granted, i.e. up to 55 feet. On solution to reduce the height would be to reduce to 5 stories and place the mechanical stacks on the side of the building (not on the roof itself). 2. Secondly, I oppose the placement of the garage / loading dock entry on W 3rd Street, as this will add significant traffic down W 3rd Street and create incredible noise and discomfort for the residents of Port45. In addition, any spillage of chemicals or animal waste / byproducts on W 3rd Street could endanger the health of Port45 residents that enter/leave Port45 through the Port45 Main Entrance / Garage Entrance on W 3rd Street. A potential solution would be to have the 99 A Street loading dock / garage entrance solely on W 2nd Street (at the back of the 99 A Street building), thereby minimizing disturbance and health risks - due to loading dock spills/accidents - to all the 104 residential units in Port45 and other neighboring residents that reside on W 3rd Street (e.g. the new residential building on 100 A Street). 3. Finally, the use of 99 A Street as a new life-sciences building is not in keeping with the regeneration of the West Broadway area, which is becoming a residential community. One suggestion would be to change the use of 99 A Street to a solely Office Use or Residential Use - which would give more opportunity to meet the height restrictions (as no need for a 23.5-33.5 foot mechanical headhouse).</p>
4/3/2019	Paul	Flannery	Oppose	<p>The scale of the building is too large for the site and neighborhood. Also, the proposed use does not fit well with a residential neighborhood. The proposed height and design will block views and light for many residents and especially those of 45 West 3rd Street. This proposed development will negatively impact the quality of life for the residents. Just like the State Street building, the added congestion during the week and little or no pedestrian activity on the weekends does not help with the vibrancy of this neighborhood.</p>

4/3/2019	KRISTINE	WU	Oppose	<p>first of all, the height of this almost double of port 45, which will block the light and view for residents there. Secondary, if there is a loading dock along w 3rd st, it will absolutely increase a lot traffic and noise to this small street and please note the resident is living on this small street too! at last, if this is a biotek building, there must be noisy and air pollution increase, please please please stop this constitution because it won'T bring Any good thing to the neighborhood!</p>
4/4/2019	Cherry	Tong	Oppose	<p>development as presented in the PNF due to the following factors: 1. Proposed size/scale of building According to the PNF, the building proposed is ~210000sf not including the enclosed loading dock areas and the mechanical head house on the roof of the building which will occupy a large footprint according to the renderings provided. I don?t understand why these building attributes are not included in the 210sf number as both significantly add size to the structure. I find the 210sf number misleading. The building is also proposed to be a height of 95' with an additional 28-38' for the head house for a total of up to 133'. Both of these are well beyond what current zoning allows. In their proposal, they state that they want to 'mediate' between the buildings located to the North and South. To the North, 105 W 2nd St (not yet built) was approved for 90' at 2nd St.; to the South, 45 W 3rd St is 55'. If they truly want to 'mediate', then the proposal would fall somewhere in between (with the head house included) but not above both. The PNF has no information regarding a shadow study to date. Since it would be the largest/tallest building in the immediate area, it will definitely have shadow impact on its abutters; which includes the Artist for Humanity building that has solar panels located on its roof. The proposed size would dominate all buildings in the area and does not in any way fit the characteristics of the neighborhood. Approving a building of this size will set a new precedent for future developments that may be built soon in the area (Amrheins, Gas Station, Muls Diner). 2. Proposed use - Life Science Nowhere in the PNF does the proponent articulate or elaborate what 'Life Science' pertains to; only that it has been successful developer in Kendall Square, an area that has many such buildings clustered together (but not immediately abutting residential buildings/neighborhoods). The proponent needs to provide details as to the type of work that will be taking place in its lab space. Life Science buildings are known for the handling and disposal of chemicals and hazardous materials. Also, there may be animal testing taking place that may include mice, rats, dogs, primates, etc... The large head house located on the roof of the building (up to 38') leads one to believe that heavy filtration will be required for whatever work is taking place. This will add both noise and air pollution to the surrounding residents. Again, the proponent has not provided any details regarding the specific tenants and whether there will be any restrictions to the type of work done by those that lease lab space. The lack of clarity on the</p>

4/4/2019	Jack	Laurendeau	Oppose	<p>The building is proposed to be a height of 95' with an additional 28-38' for the head house for a total of up to 133'. Both of these are well beyond what current zoning allows. In their proposal, they state that they want to 'mediate' between the buildings located to the North and South. To the North, 105 W 2nd St (not yet built) was approved for 90' at 2nd St.; to the South, 45 W 3rd St is 55'. If they truly want to 'mediate', then the proposal would fall somewhere in between (with the head house included) but not above both. The PNF has no information regarding a shadow study to date. Since it would be the largest/tallest building in the immediate area, it will definitely have shadow impact on its abutters; which includes the Artist for Humanity building that has solar panels located on its roof. The proposed size would dominate all buildings in the area and does not in any way fit the characteristics of the neighborhood. Approving a building of this size will set a new precedent for future developments that may be built soon in the area (Amrheins, Gas Station, Muls Diner). I strongly oppose the new development as proposed in the PNF. The proponent purchased the site under existing zoning laws, and the neighborhood should hold it to account.</p>
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4/16/2019	Halina	Butler	Oppose	<p>As a South Boston resident and abutter, I am voicing my opposition to the 99 A Street development as presented in the PNF due to the following factors: 1. Proposed Use-Life Science This is a residential neighborhood, not an industrial zone. People moved here because it is a family neighborhood with welcoming restaurants, shops, and parks. It is a community where the voters care about the quality of life. The people who will own and work in this BioScience building do not care about or vote in this community. The developer said there will be animal testing. The large head house on the roof is necessary to provide heavy filtration for the type of work in the building. This includes use of hazardous materials and chemicals. This will add both noise and air pollution to the surrounding residents including an adjacent children's park. The noise, pollution, health, and other impacts from a Life Science operation in very close proximity to a large residential complex is a major concern. 2. Proposed size/scale of building The size and height is well beyond what current zoning allows. Since it would be the largest/tallest building in the immediate area, it will definitely have shadow impact on its abutters; which includes the new Artist for Humanity building, that has solar panels on its roof. The proposed size would dominate all buildings in the area and does not in any way fit in with the character of the neighborhood. 3. Traffic Impact This building would introduce large vehicle traffic to a narrow residential road. The traffic study does not address this. This will create additional congestion to A Street and West 3rd. This BioScience building will definitely destroy the quality of life in our neighborhood. I strongly oppose the new development as proposed i the PNF. The proponent purchased the site under existing zoning laws, and the neighborhood should hold it to account. The proponent should not be entitled to variances of any kind. Halina Butler 45 West 3rd. St. Unit 517</p>
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4/17/2019	Kevin	Jang	Oppose <p>development. I attended the meeting between residents and representatives from the developers on February 19th, and found their presentation concerning. I don't believe this project is beneficial to the area, and is only being proposed due to the financial gain the developers have to make. As the representatives stated in their presentation, a life-science building is the most financially lucrative project they could propose. They offer small "incentives" to benefit the neighborhood which are absolutely negligible compared to the detriments the project brings. Below are a list of my concerns: Proposed use: A life science building brings with it several debilitating impacts to a residential neighborhood. The proposed project has equipment which will generate noise around the clock. I am concerned about their ability to keep noise level at city standards. I am also concerned about their use and disposal of harmful chemical substances, and their health impacts. There are several residence buildings within the area that would be impacted by any chemical residue from the building. I plan on raising a family in this home, and this project makes me feel I may not be able to do so safely. This would be the first life-science building in this area and from what I've heard, it is the developers who are excited, while no life science companies have shown any interest. During our meeting with the developer's representatives, they stated they have not found any interested tenants yet. Traffic: There will be commercial traffic along the proposed building on a already narrow two-lane street throughout the day. This will greatly impact foot traffic and car traffic in the area. 3rd street is already over crowded on a regular day. It does not have capacity to handle additional shipping. During rush hour, I often find the A street and 3rd street intersection to be completely backed up to our garage. The traffic analysis in section 3.6 states that the 2024 projected evening delay increases from 82 seconds average delay to 237 seconds after all their planned mitigating improvements (see table 3-8 item 5). A 4 minute average delay at one intersection seems absurd and would be a huge detriment to the neighborhood. Height of building: The proposed building is much higher than the surrounding buildings. It blocks sunlight and views to surrounding residents. The upper half is also set to be maintenance equipment. When we brought this up to the developers, their only response was "the next building over is planned to be high as well so your view is already being blocked". Neighborhood: The developers presented an artist's</p>
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4/17/2019	Thomas	Catalano	Oppose	<p>I am not opposed to the development of this site but rather to the specific proposal. As a direct abutter I will bear the highest level of development and construction impact. My opposition is based on the proposed bulk of the building and potentially on the proposed use. We do not yet know enough about the use as the applicant has not detailed what "life sciences" tenant would occupy the building. The proposed bulk and height of the building is way out of proportion with the site's context. the current zoning allows a building height of 35' and the applicant is seeking a building height of 133'. This discrepancy points out one of the flaws of the FAR based zoning restriction; it does not take into account the bulk of the building as the applicant can ask for floor to floor heights of any amount and the applicant can also exclude the penthouse from the FAR numbers. My opposition to a life sciences building is almost entirely based on the applicants proposed 38' tall mechanical penthouse, which is exempt from the FAR limits. A conventional office building would not require a penthouse of that size, either in height or in footprint. Furthermore I have carefully looked at other life science buildings that the applicant has constructed in the Kendall Square area and none of them have penthouses of the size that is proposed. If the proposal can be reduced in bulk I can support the project. Another area of concern is the drive through garage access with an entrance on West 3rd Street. West 3rd is a residential street which cannot easily handle the proposed truck traffic, especially since the proposed curb cut is almost directly across from an existing curb cut. West 2nd street is already heavily used by commercial vehicles and is better suited to the service entrance and garage entrance. This location is a transitional area between the residential West Broadway and the commercial Fort Point. As such it is not suited to a large scale structure as proposed. Furthermore the A street area has borne the brunt of poor planning for the number of vehicles traveling to and from the Seaport area. A street is backed up every day from Seaport vehicles commuting to the suburbs. This proposed development will make that worse.</p>
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4/18/2019	elizabeth	hamilton	Oppose	<p>as presented in the PNF due to the following factors: 1. Proposed size/scale of building According to the PNF, the building proposed is ~210,000SF not including the enclosed loading dock areas and the mechanical head house on the roof of the building which will occupy a large footprint according to the renderings provided. I don't understand why these building attributes are not included in the 210SF number as both significantly add size to the structure. I find the 210SF number misleading. The building is also proposed to be a height of 95' with an additional 28-38' for the head house for a total of up to 133'. Both of these are well beyond what current zoning allows. In their proposal, they state that they want to 'mediate' between the buildings located to the North and South. To the North, 105 W 2nd St (not yet built) was approved for 90' at 2nd St.; to the South, 45 W 3rd St is 55'. If they truly want to 'mediate', then the proposal would fall somewhere in between (with the head house included) but not above both. The PNF has no information regarding a shadow study to date. Since it would be the largest/tallest building in the immediate area, it will definitely have shadow impact on its abutters; which includes the Artist for Humanity building that has solar panels located on its roof. The proposed size would dominate all buildings in the area and does not in any way fit the characteristics of the neighborhood. Approving a building of this size will set a new precedent for future developments that may be built soon in the area (Amrheins, Gas Station, Muls Diner). 2. Proposed use - Life Science Nowhere in the PNF does the proponent articulate or elaborate what 'Life Science' pertains to; only that it has been successful developer in Kendall Square, an area that has many such buildings clustered together (but not immediately abutting residential buildings/neighborhoods). The proponent needs to provide details as to the type of work that will be taking place in its lab space. Life Science buildings are known for the handling and disposal of chemicals and hazardous materials. Also, there may be animal testing taking place that may include mice, rats, dogs, primates, etc... The large head house located on the roof of the building (up to 38') leads one to believe that heavy filtration will be required for whatever work is taking place. This will add both noise and air pollution to the surrounding residents. Again, the proponent has not provided any details regarding the specific tenants and whether there will be any restrictions to the type of work done by those that lease lab space. The lack of clarity on the pollution, health, and</p>
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4/18/2019	Peter	Lively	Neutral	<p>I have comments in favor and against the proposed design. First I appreciate the work that clearly went into the report, and they went to considerable effort to address areas of concern. I think the design is aesthetically pleasing, especially compared to some proposals that I've seen. There are a number of concerns however. First, on a personal note, the proposed building would considerably impact my view (but it would be pleasant looking, but still obscuring). On a more practical matter, the entrance on 3rd street is problematic. The street is already undersized for the amount of traffic, and I can't imagine trucks would enjoy turning into the driveway. Also, it would be much better to have the ramp on the 2nd street side, which since it is one way has more width to accommodate turning vehicles. It also has considerably less pedestrian traffic. Even better would be accessing the garage from the bypass road, although I don't know if that is feasible. If that were to be done it would have considerably less impact to area traffic. Another concern is the overhang of the 3rd floor and higher. I realize that square footage is a premium, but as a pedestrian it is obnoxious to have a building lurking overhead. IN inclement weather it can be particularly bad as wind is channeled into the area, and rain and snow whip around. On a related note, I appreciate the stepped setback plan on the haul road side. It is friendlier face to the residential community. Another concern is the use of public transportation. I am in favor of people using public transport, but the 11 and 9 buses are already super crowded during rush hour. It might not be feasible to add more commuters. Another point in favor, is that I appreciate skilled job commercial development. The area has seen excessive residential development, but everyone has to get in and out of South Boston to go to work. Having a place for skilled workers, so they can live and work in South Boston is highly desirable. It would cut down on overall traffic in the city, even if it might adversely affect a few blocks around the project.</p>
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4/19/2019	Qingyan	Yu	Oppose	<p>as presented in the PNF due to the following factors: 1. Proposed size/scale of building According to the PNF, the building proposed is ~210000sf not including the enclosed loading dock areas and the mechanical head house on the roof of the building which will occupy a large footprint according to the renderings provided. I don't understand why these building attributes are not included in the 210sf number as both significantly add size to the structure. I find the 210sf number misleading. The building is also proposed to be a height of 95' with an additional 28-38' for the head house for a total of up to 133'. Both of these are well beyond what current zoning allows. In their proposal, they state that they want to 'mediate' between the buildings located to the North and South. To the North, 105 W 2nd St (not yet built) was approved for 90' at 2nd St.; to the South, 45 W 3rd St is 55'. If they truly want to 'mediate', then the proposal would fall somewhere in between (with the head house included) but not above both. The PNF has no information regarding a shadow study to date. Since it would be the largest/tallest building in the immediate area, it will definitely have shadow impact on its abutters; which includes the Artist for Humanity building that has solar panels located on its roof. The proposed size would dominate all buildings in the area and does not in any way fit the characteristics of the neighborhood. Approving a building of this size will set a new precedent for future developments that may be built soon in the area (Amrheins, Gas Station, Muls Diner). 2. Proposed use - Life Science Nowhere in the PNF does the proponent articulate or elaborate what 'Life Science' pertains to; only that it has been successful developer in Kendall Square, an area that has many such buildings clustered together (but not immediately abutting residential buildings/neighborhoods). The proponent needs to provide details as to the type of work that will be taking place in its lab space. Life Science buildings are known for the handling and disposal of chemicals and hazardous materials. Also, there may be animal testing taking place that may include mice, rats, dogs, primates, etc... The large head house located on the roof of the building (up to 38') leads one to believe that heavy filtration will be required for whatever work is taking place. This will add both noise and air pollution to the surrounding residents. Again, the proponent has not provided any details regarding the specific tenants and whether there will be any restrictions to the type of work done by those that lease lab space. The lack of clarity on the pollution, health, and</p>
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4/22/2019	Paulo	Kennedy	Oppose	<p>Opposed due to following actors: 1. Use-Life Science Labs Area is zoned, residential 2. Proposed size\scale of building Size and height is well beyond what current zoning allows 3. Traffic impact Large vehicle traffic on narrow residential road and additional congestion to A St. and West Third.</p>

4/24/2019	Richard	Campbell	Oppose	I strongly oppose this development. This will create excessive noise and disruption for the residential complex across the street and potential impacts to quality of life. The height is also much higher than other buildings and will obstruct views and impact resale values.
4/25/2019	Andrew	Jeffery	Oppose	I am against the proposed development for a number of reasons. 1. The height of the development is inappropriate for the scale of the street on W 3rd St and also will overshadow 45 W 3rd St. 2. Traffic is already gridlocked on A st during the morning and evening rush hours and this will make it worse. 3. Noise from the mechanical and HVAC on the top of the units will impact residents at 100 A St as well as 45 W 3rd St. 4. 3 rd St is too narrow for truck traffic and access to the proposed development. Sincerely, Andrew Jeffery

4/26/2019	Matthew	Kirk	Oppose	<p>noise, machinery and on-site storage of lab chemicals into a dense residential neighborhood. They exhibit some concern for the residential areas east of Haul Road but mostly ignore the abutters living in high density housing on two other sides of the building. Location, Safety, Quality of Life: Land use documents presented in the proposal (downloaded April 20, 2019) contain errors. Figure 1-2 shows this project as an industrial building placed in a commercial neighborhood by identifying the residential abutters as commercial or industrial. The same error is made with a number of other residential buildings. This building is far better suited to an all-industrial/commercial neighborhood.</p> <p>1) Storage of chemicals and use of equipment needed for laboratory use on site poses risk to the neighbors. Even if initially suitable needs are permitted, businesses change. Corporate building owner does not live here and will have financial pressure to accommodate inappropriate uses. 2) Biotech buildings emit a lot of continuous fan noise ? all day, all night. An informal survey of biotech facilities in Kendall Square, by me on April 6th, 2019 at approximately 9:30 pm, indicates that the area biotech buildings emit a lot of fan noise and that the noise travels. Additionally the Amgen building on Galileo Galilee Drive has a large ice-covered device outside that, when surveyed was also emitting a loud squeal. Traffic: Section 2.3 notes that vehicles will be routed ?away from the St. Vincent Neighborhood? but does not mention that traffic is routed into the other residential neighborhood surrounding the building. The traffic study is flawed in that it relies primarily on a single sample date (October 19, 2018) and limited hours that do not adequately cover peak PM travel time (4-6 PM) as input to a model which the study acknowledges is unable to fully model the results, but which nevertheless contains some alarming outcomes. 1) Port45 only has street access on 3rd Street. Traffic study table 3-8 line 5 describes substantial traffic increase due to 99A. AM traffic average delay exiting 3rd to A increases from 82 seconds to 237. PM ?build? traffic could not be estimated. The text says ?The poor operation is due to lack of critical gaps with a duration long enough to allow the minor, stop-controlled street to enter or cross the major free-flowing street?. The subsequent comments about field observations do not, for the most part, match my observations from using that intersection every day. Although drivers sometimes make room pedestrians rarely do. 2) The PM studies for the light at the intersection of A and 2nd Street heading</p>
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4/28/2019	Philip	Granof	Oppose	<p>My wife and I have long looked to South Boston as the place to settle after our children went to college. In July of 2018, we completed the move and became part of this richly historied family neighborhood. Three months later we learned of the monstrous plans for 99A. Our opposition to this development has several is based on several aspects. 1. The height of the development is inappropriate for the scale of the street on W 3rd St and also will overshadow 45 W 3rd St. 2. Traffic is already gridlocked on A St. during the morning and evening rush hours and this will make it worse. 3. Noise from the mechanical and HVAC on the top of the units will impact residents at 100 A St as well as 45 W 3rd St. 4. Chemicals from the building are going to vent straight up and spread all over the city. 5. 3rd St is too narrow for truck traffic and access to the proposed development. 6. Trains on the red line are already at capacity during morning and evening commutes. We cannot stop progress nor development, but we ask desperately for you to reconsider the use of the building. Sincerely, Phil and Nancy Granof</p>
4/30/2019	Simon	Pongratz	Support	<p>Hello Aisling, I attended the public meeting last night at Coppersmith regarding this development project. I am generally in favor of moving forward with this project, but have a real concern regarding parking. The proposed 76 spaces within the building fall well short of the expected employee parking load, and nearby parking garages and street parking would also be overburdened. I strongly recommend that they build a second floor below ground to double the parking spaces to over 150 to ease the inevitable parking strain that would ensue otherwise. Thank You, Simon</p>
5/1/2019	Thomas	Angelone	Oppose	<p>This building simply does not fit in the neighborhood. The parking spots of 75 is borderline criminal. They estimate 500 employees in this space which is down from almost 900 when they first proposed it. That is roughly 15% or less available parking. The only reason they wont go down with three other parking levels is due to cost and profits. A simple multi family in South Boston requires 1.5 - 2.0 parking spots per unit! Why is this able to get a pass? Remember, the red line is convenient for going back and forth to partners in Cambridge but employees don't all live on the red line. The parking garage at State Street is full. The BPDA should do the right thing here.</p>

5/5/2019	Michelle	Midura	Oppose	<p>As a South Boston resident, I am voicing my opposition to the 99 A Street development as presented due to the following factors: 1. Proposed size/scale of building: The proposed size would dominate all buildings in the area and does not in any way fit the characteristics of the neighborhood. Approving a building of this size will set a new precedent for future developments that may be built soon in the area (Amrheins, Gas Station, Muls Diner). 2. Traffic impact to W 3rd Street The proponent is proposing the loading dock entrance from W 3rd St. This would introduce large vehicle traffic to a narrow residential road. Today, there is parallel parking on both sides of the street that make it extremely difficult to navigate when there is any traffic moving in an opposite direction. The traffic study included in the PNF does not address this. How many delivery/pick ups can be expected for such a large space on a daily basis? And at what times? Will there be any restrictions? This will create additional congestion to a residential road. Again, I strongly oppose the new development as proposed in the PNF. The proponent purchased the site under existing zoning laws, and the neighborhood should hold it to account. The proponent is not guaranteed that they can develop as proposed and should not be entitled to variances of any kind.</p>
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5/5/2019	Chantal	Sarmanoukian	Oppose	<p>My husband and I relocated to MA from NJ and after 3 years of renting and much thought to the neighborhood we wanted to call home, we chose South Boston. We moved at the end of July 2018 and a few months after the move we found out that the Coppersmith restaurant was sold and the building that is contemplated to replace it is proposed to be 210,000 square feet, 95 feet tall and life sciences in its design. All three aspects are alarming to us. This is NOT what we signed up for when moving to a residential neighborhood. The size - 210,000 square feet of a building is enormous considering the surrounding geography. It will overshadow not only our building, but many nearby buildings and areas. The height - not only is this project proposed to be 95 feet tall, but it will also have an approximate 30 foot penthouse to house the HVAC and ventilation needed for the potential life sciences tenants. The HVAC equipment will emit a constant hum and overall noise that may cause headaches or migraines for those sensitive to sound. The proposed use - having worked in pharma and biotech for 25 years, we absolutely DO NOT want to live directly across from such a building. Not only will chemicals be housed, used and delivered, but so will potentially mice or other experimental creatures. None of these are appealing nor wanted. There is very strong potential for the chemicals to permeate not only the air, but the soil and wastewater. Chemicals are hazardous thus the need to work under ventilated hoods. Imagine what those fumes would do if they escaped. We currently have a roof top patio and barbecue area and that will be compromised from a health perspective. Additionally, there is a children's park nearby that will be affected by the fumes and by products of having a life sciences building next door. Such concerns bring me back to Erin Brockovich and we certainly DO NOT want our health, quality of life or future lifespan to be affected negatively because of such a building. Lastly, traffic is already voluminous and getting far worse daily even before construction is anticipated. We are not asking that progress and growth be stymied, but that serious consideration are taken to reduce the size, height and intended use. Sincerely, Chantal Sarmanoukian Josh Weinbaum</p>
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5/5/2019	DAN	WU	Oppose	<p>The current 99 A Street project plan poses several negativities to the neighborhood due to the following reasons: 1. Size According to the PNF, the 6-story building itself is already designed as 90ft tall. With its headhouse included, the total height of the building would reach 133ft, which is almost like an 8-story building. With such massive size and the narrow street width of both A street and W 3RD ST, this building would definitely not fit in the neighborhood. Also the PNF is very one-sided when it says the proposed building will mediate the size and height in the area. It's figure 2-5 does not list any contrast among building from A street, B street, and C street. Almost all buildings shown on it's figure are commercials but merely can residential be seen on it. 2. Traffic impact to W 3rd Street and A Street The proponent is proposing the loading dock entrance from W 3rd St. This would introduce large vehicle traffic to a narrow residential road. Currently W 3RD Street is having street parking on both sides and this is a benefit for residents living in this area but without garage parking spaces. If this street parking benefit is removed later in order to make it possible for big loading vehicles be able to access W 3RD Street, new problems will be caused. Also during loading trucks' load process, loud noise will be caused and considering the narrow width of W 3RD Street, residents living in Port 45 will be directly disturbed. In addition, currently A street is already a very busy street even in late evening with moderate traffic (both large vehicles and small vehicles driving through in the evening). Having more traffic volume coming directly into the neighborhood in the evening, which is the time delivery services take place most often, will be a huge disturb to the neighborhood. 3. Mechanical sound The mechanical sound of machinery for the lab most likely will need to run 24/7 in order to maintain lab condition. The venting sound would cause a direct impact to the residents living across street from both A street and W 3RD Street, and perhaps B Street as well. PNF does not address enough about this issue and it needs to specify actions to be taken to lower its noise level down to a "residential" neighborhood. Adhering its noise level to commercial level would not be enough considering the narrow width of the nearby streets. Again, I strongly oppose the new development as proposed in the PNF. The proponent purchased the site under existing zoning laws, and the neighborhood should hold it to account. The proponent is not guaranteed that they can develop as proposed and should not be entitled to variances of any kind.</p>
5/6/2019	Thomas	Catalano	Oppose	<p>The developers recent proosed design revisions are working in the right direction. However, the current proposal for a taxi land on A street is incredibly inappropriate. That is the narrowest portion of the site and A Street is already a very busy mix of pedestrians and vehicles with a bike lane as well. The idea of ride share vehicles attempting to cross a sidewalk and bike lane to access the drop off is inherently dangerous. The developer should consider moving the drop off to the north side of the site which currently has the lowest level of traffic, no bike lane and few pedestrians.</p>

5/6/2019	Ariana	Flessas	Oppose	<p>I am a Boston native who much thought to the neighborhood we wanted to call home, we chose South Boston. We moved at the end of July 2018 and a few months after the move we found out that the Coppersmith restaurant was sold and the building that is contemplated to replace it is proposed to be 210,000 square feet, 95 feet tall and life sciences in its design. All three aspects are alarming to us. This is NOT what we signed up for when moving to a residential neighborhood. The size - 210,000 square feet of a building is enormous considering the surrounding geography. It will overshadow not only our building, but many nearby buildings and areas. The height - not only is this project proposed to be 95 feet tall, but it will also have an approximate 30 foot penthouse to house the HVAC and ventilation needed for the potential life sciences tenants. The HVAC equipment will emit a constant hum and overall noise that may cause headaches or migraines for those sensitive to sound. The proposed use - having worked in pharma and biotech for 25 years, we absolutely DO NOT want to live directly across from such a building. Not only will chemicals be housed, used and delivered, but so will potentially mice or other experimental creatures. None of these are appealing nor wanted. There is very strong potential for the chemicals to permeate not only the air, but the soil and wastewater. Chemicals are hazardous thus the need to work under ventilated hoods. Imagine what those fumes would do if they escaped. We currently have a roof top patio and barbecue area and that will be compromised from a health perspective. Additionally, there is a children's park nearby that will be affected by the fumes and by products of having a life sciences building next door. Such concerns bring me back to Erin Brockovich and we certainly DO NOT want our health, quality of life or future lifespan to be affected negatively because of such a building. Lastly, traffic is already voluminous and getting far worse daily even before construction is anticipated. We are not asking that progress and growth be stymied, but that serious consideration are taken to reduce the size, height and intended use. Sincerely, Ariana Flessas</p>
6/3/2019	Paul	Swartz	Neutral	<p>This lab is two blocks from a subway station; it does not need 76 parking spaces encouraging people to drive. It should definitely have first floor retail as well; otherwise it'll be wasted space over the weekend when instead it could be supporting the residents nearby.</p>

6/6/2019	Aiyesha	Dey	Oppose	Dear Sir/Madam, I am writing to strongly advocate against the construction of this proposed property at the Coppersmith location. One needs to consider the quality of lifestyle, safety and conveniences of the neighboring residents - most of who oppose this. This will be a huge disservice to the local residents and children, and I hope you give serious consideration to the existing people in the community. Thank you. Kind regards, Aiyesha
6/7/2019	Christopher	Flaherty	Oppose	This proposal is very excessive in height and density. Any structure that is built on that site should be similar in height, density, parking and set backs. ?Port 45? @ 45 West Third Street (opened in 2018). I?m also concerned about having a Laboratory building and the exhaust systems so close to the the residential neighborhood. Long term exposure to the exhaust and noise is a major and common concern to many neighbors I have spoken with. There is also concern around parking. The numbers just do not lie. With A few thousand workers everyday, even if 3/4 take public transportation that will still leave us with hundreds of cars circling the blocks in the residential neighborhood competing with residents for parking to their homes. It will be extremely unfair to the residents who live in this neighborhood. Parking is already at a tipping point. It would irresponsible if this fact is overlooked. In closing , This request is excessive I would like to see any structure built on that parcel scaled down In size across the board and done in a responsible manner by the developer and the City of Boston. Thank You. Very Respectfully, Christopher Flaherty
6/7/2019	Eleanor	Kasper	Oppose	I am absolutely opposed to this project. It is a residential zone, surrounded by housing, new and historical to the neighborhood. There is nothing right about it. Although the location was at one time a lab for the Gillette Company, where HUMAN testing took place, it is no longer viable as such. I live on West Third Street in a one block distance from this site. This project adds nothing to our neighborhood but stress, parking issues, lengthy construction, increased traffic, and more. Their studies are incomplete, they have not included the soon to be developed A Street Corridor that will also cause more of the same issues. Please, deny this project in its entirety. Granted, it is a great building but it is proposed for the wrong location. There are other sites within the City of Boston that can accommodate a project of this size. Thank you. Ellie Kasper

				<p>greatly negatively impact me, my new condo purchase, and it's potential resale value. The proposed building is way too high ? it will be a major eyesore, block the minimal amount of sunlight I currently get in my condo and remove the city view that is extremely important to me and one of the main things I enjoy about living at Port45. Right now I have a gorgeous view of the financial district and more. If this proposal is passed I will be looking out at nothing but a huge wall right outside my window. It completely overshadows Port45 and is not an appropriate height. Port45 was limited to 5 stories and 99 A St. should not be built any higher than 4 floors. Other concerns: ? This will cause big issues with traffic which is already very difficult to navigate and deal with on and around 3rd St. There is already standstill traffic throughout the day on various corners around 99 A St. and the redline is already packed full during commuting hours. W. 3rd St. is already too narrow to accommodate trucks and loading and any time this occurs there is a roadblock on 3rd St. 3rd St. also currently provides parking spots that are crucial. ? I am terrified that the construction is going to keep me from sleeping when I need to for years, which can't be avoided altogether since building is inevitable but it could be a shorter timeframe with a shorter building and I would like it to be seriously considered that some accommodations could be made, like starting work at 8 am since sometimes I sleep until 8 am for my work schedule which will no longer be possible with 7 am construction outside my window and this will have a huge horrible impact on my life. ? I am wondering if the copper siding will reflect moonlight into my condo since there was a night that Coppersmith forgot to turn off their roof deck lights and it was bright in my bedroom all night. ? I am concerned about constant noise 24 hours/day that will be right outside my window from foot traffic, vehicles driving, and loading. ? Neither their promise to not cause noise nor their shadow studies can be relied upon although the studies do show shadows on Port45 anyway. ? I am NOT willing to live across the street with my 8 lb dog while similarly sized rodents or even other dogs are being held captive and being tested on. Again, their comment that there will be no animal testing cannot be relied upon because it absolutely *is* possible depending on their tenants. ? The life sciences chemicals have the potential to cause harm to all neighbors. I know for now they'll insist they are taking the necessary precautions but you cannot be sure that mistakes won't happen or</p>
6/7/2019	Alison	Rosenblum	Oppose	<p>I appreciate the effort put forth by the Development Team and Architect, however , I think the land use of this size and scale are inappropriate for this neighborhood location. The proposed facility could set a precedent for more large lab use projects that are out of scale and incongruous with the local community.</p>

				<p>To whom this may concern, My name is Jared Laptas and I recently purchased a top floor apartment at Port45. I was beyond excited to move into such an amazing building and be apart of such an amazing community. This excitement quickly turned into frustration when I heard that a developer purchased the buildings across the street and planned to build a 120 foot biotech building. This is mainly a residential area and this building will competently change the complexion and feel of this amazing area. The building is over twice as tall as port45 and will completely eclipse the beautiful city view the residents of port45 and many of the nearby houses have. It will also cast a shadow on the nearby park that many children go to play. The mechanical systems on the roof & loading dock will be extremely loud. Dangerous chemicals will be released into the air around us and the lights from the labs will force myself and all my neighbors to keep our shades down all day/night. A building of this size and use should really be kept in a commercially dominated area. An office building or ideally another apartment building would be a better fit for this area. Please take this into consideration when deciding whether or not to approve the proposed plan. Thank you very much for time. Best, Jared</p>
6/7/2019	Jared	Laptas	Oppose	
3/22/2019	Fei	Chen	Oppose	<p>W 3rd St is already very busy with the existing traffic, if the newly proposed building uses the street to let trucks in and out, that will sognificantly impact the neighborhood residents? quality of life.</p>

3/22/2019	Amy	Schoenbaum	Oppose	<p>As a neighbor of the proposed building I oppose the current proposition. My first objection is to the height. It is far taller than any other current building in the neighborhood and the height will be magnified by it's location near the top of the slope of A street. I feel that the overall height should be lower -- no more than 70 feet total including the head house. Additionally, I appreciate the offsets that have been proposed and would suggest that they also offset the floor heights on W 3rd to prevent a feeling of claustrophobia on what is already a narrow street. My second objection is to the proposed traffic flow with entrance to both the parking garage and loading zone off of West 3rd. Although it is a 2 way street it is still actually quite a narrow street. I fear that the current proposal will impede entrance/exit from Port 45, my current residence. And wonder if traffic could all be directed on W 2nd which at least for the block from A to B is entirely non-residential (albeit currently one way). Another consideration would be to allow loading dock entrance from the haul road, as commercial vehicles are allowed on the haul road and those would be the vehicles entering/exiting a loading dock. Finally, I am not opposed to biotech and actually think it would be a welcome addition to the neighborhood, but only with the assurance that the labs would be working with the 2 lowest bio hazard levels only.</p>
3/24/2019	Alley	Yu	Oppose	<p>first of all, the height of this almost double of port 45, which will block the light and view for residents there. Secondary, if there is a loading dock along w 3rd st, it will absolutely increase a lot traffic and noise to this small street and please note the resident is living on this small street too! at last, if this is a biotek building, there must be noisy and air pollution increase, please please please stop this constitution because it won'T bring Any good thing to the neighborhood!</p>

3/26/2019	Jascha	Franklin-Hodge	Support	<p>While I support this project, I have a concern about bicycle accommodations along A St. Currently, that block of A street has an unprotected bike lane. There is an opportunity here to adjust the project to improve bicycle safety and address the risk of a blocked lane. The project will extend the sidewalk zone by increasing the setback from the property line. There is an opportunity to create a sidewalk-level bike lane by either reconfiguring the sidewalk space allocation, or by extending the curb line further into the existing street-level bike lane. Ideally, ongoing bike lane snow removal and maintenance would be handled by the proponents once the project is complete. There is precedent for a single-block, sidewalk-level lane outside the Elliot Hotel along Mass Ave in Back Bay. At the 99 A Street location, there do not appear to be any catch basins along the block which would need to be relocated to accommodate a curb extension. Of particular concern with the 99 A Street project is TNC drivers. Although the project design includes ample pick up and drop off space along W 3rd and W 2nd, these types of facilities are frequently ignored by TNC drivers. The buffered bicycle lane in front of the State Street building two blocks down A Street is routinely blocked. In addition, this project's address on A Street increases the likelihood of drivers stopping on A Street at the designated locations. A sidewalk level bike lane would increase safety and protect the bicycle facilities from blocking vehicles. It would also set a precedent as the adjacent blocks are developed, and may help create a more continuous protected bike facility on A Street.</p>
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Contact

Aisling Kerr, *Project Manager*

Aisling.Kerr@Boston.gov | T 617.918.4212

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

You may utilize this comment card to provide comments and feedback on the proposed 99 A Street project at this evening's Public Meeting. Comments may also be sent to Aisling Kerr at the contact information available above, or submitted through the 99 A Street project webpage on the BPDA's website: <http://www.bostonplans.org/projects/development-projects/99-a-street>

The comment period in connection with the Proponent's submission of a PNF has been extended to conclude on **June 7th, 2019**.

Comments

Use this space to provide your comments/feedback. Please be sure to return your completed comment card on your way out!

- This is a good use for this lot to create jobs vs housing + continue the balance in this emerging neighborhood. These jobs will feed the retail/restraint scene.
- Good to hear proposed setbacks. Stepping building back in height on W3rd. The overall height of this project is fine with these setbacks.
- No Uber dropoff on A St. Breaking traffic into bike lane makes no sense at all. Site Uber dropoff on W3rd where we are creating new parking on street.

Bill Gleason
141 Dot Ave.



Contact

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If the foundation is being pile driven, there should be a fund setup to repair Port 45 for cracks and other resulting issues.

Justin Burley
45 W. 3rd Street 504

**Boston Water and
Sewer Commission**



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

May 6, 2019

Ms. Aisling Kerr
Project Manager
Economic Development Division
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201-1007

Re: 99 A Street, South Boston
Project Notification Form

Dear Ms. Hines:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed 99 A Street development located in the South Boston neighborhood of Boston. This letter provides comments on the PNF.

The proposed project is located on approximately 1.10 acres of land bounded by A Street, west Second Street, the South Boston Bypass Road and west Third Street. In addition, a segment of Bolton Street passes into the site.

The site is currently occupied by low-rise buildings and a surface parking lot. The current buildings will be demolished and a new six-floor, 95-foot high building will be constructed. In addition, the building will have a below-grade parking garage with 76 parking spaces. At full build-out, the project will comprise up to 210,000 square feet (sf) of floor area, including 2,500 sf of ground level retail, food and / or service area. The remainder of the building will be used for office and / or research and development uses.

For water service, the site is served by a 12-inch ductile iron cement-lined main installed in 2014 on West Second Street, an 8-inch ductile iron cement-lined main installed in 2014 on West Third Street and a six-inch pit cast iron pipe installed in 1874 on Bolton Street. There is also a 16-inch southern low service ductile iron cement-lined main and a 12-inch southern high service ductile iron cement-lined main both installed in 1984 on A Street.

For sanitary sewer service, there is a 24 x 28-inch sanitary sewer on West Second Street. There is also a 24 x 27-inch sanitary sewer on West Third Street. For storm drainage service, the project is served by a 12-inch storm drain on West Third Street and a 12-inch storm drain on A Street. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, together the Proponent,



should also be aware that MassDOT has an eight-inch, a 36-inch and an 18-inch storm drains on the South Boston Bypass Road.

The PNF states that the proposed project will require approximately 21,100 gallons per day (gpd) of water and generate approximately 19,200 gpd of wastewater.

The Commission has the following comments:

General

1. Prior to the initial phase of the site plan development, AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. 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.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC's, expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. As stated in the PNF, the Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, are 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. 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.

5. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should provide a capacity analyses for the water and sewer systems in the area of the project.
6. 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/>
7. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should be aware that the US Environmental Protection Agency issued a draft 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, the AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, will be required to apply for a RGP to cover these discharges.
8. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC are advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. The Commission will require AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. The proponent previously reported that CCTV inspections of existing sewer lines within the project site had been completed. Copies of the CCTV inspection videos must be provided to the Commission during site plan review. As a condition of



the site plan approval, the Commission will require AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, to re-inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.

10. Activities within the proposed (Facility) may have Standard Industrial (SIC) Codes that the Environmental Protection Agency (EPA) has designated as requiring a Multi-Sector General Stormwater Permit for Industrial Facilities (MSGP). The project proponent or owner of the facility is responsible for determining whether a MSGP is required. If a MSGP is required the project proponent or owner is responsible for submitting to EPA a Notice of Intent (NOI) for coverage under the MSGP, and for submitting to the Commission a copy of the NOI and Pollution Prevention Plan prepared pursuant to the NOI. If the MSGP designated SIC Codes apply to the project and the project obtains “No-Exposure” Certification from EPA for the activities, a copy of the No-Exposure Certification must be provided to the Commission.

Water

1. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should provide separate estimates of peak and continuous maximum water demand for 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. Development, Inc., should also provide the methodology used to estimate water demand for the proposed project.
2. As stated in the PNF, AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC will explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. As stated in the PNF, AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC will consider outdoor landscaping which requires minimal use of water to maintain. If AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC plan 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. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, are 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. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should contact the Commission’s Meter Department for information on and to obtain a Hydrant Permit.



3. 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, AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should contact the Commission's Meter Installation Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application, and as stated in the ENF/PNF AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. As stated in the PNF, developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.



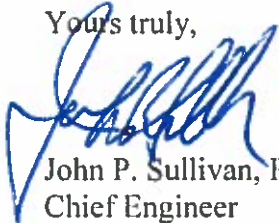
3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
4. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. As stated in the PNF, all projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
5. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that all 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.
6. The Commission requests that AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, should contact the Commission's Operations Division for information regarding the purchase of the castings.
7. If a cafeteria or food service facility is built as part of this project, grease traps will be utilized in accordance with the Commission's Sewer Use Regulations. AL South Boston Owner 1, LLC and AL South Boston Owner 2, LLC, is advised to consult with the Commission's Operations Department with regards to grease traps.



8. 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.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.
Chief Engineer

JPS/cj

- c: J. Maguire, AL South Boston Owner 1, LLC
P. Briggs, Epsilon Associates, Inc.
K. Pedersen, BRA
M. Zlody, BED



CITY of BOSTON

Martin J. Walsh, Mayor

To: Aisling Kerr, BPDA
From: Zachary Wassmouth, PWD
Date: May 3, 2019
Subject: 99 A Street PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the 99 A Street PNF.

Site Plan:

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

Construction Within The Public Right-of-Way (ROW):

All proposed design and construction within the Public ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

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

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC. Also, please see above comment with regards to any proposed breaks and/or modifications to the median.

Discontinuances:

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

Easements:

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

Landscaping:

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



PUBLIC WORKS DEPARTMENT

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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



CITY *of* BOSTON

Martin J. Walsh, Mayor

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. Please note that as mentioned above in the site specific comments, the City is developing plans lighting improvements along Blossom Street and the developer should stay coordinated with any City proposed designs. The developer should coordinate with the PWD Street Lighting Division for an assessment of any additional street lighting upgrades that are to be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

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

Project Coordination:

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

Green Infrastructure:

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

Please note that these are the general standard and somewhat specific PWD requirements. More detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

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

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

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

Dear Aisling,

As a resident of South Boston, I am supportive of the proposed life science building at 99 A Street. I current live on the corner D and West First, this project presents an opportunity to continue the improvement along A Street, on a site that has long been underutilized and a detractor from the neighborhood. South Boston has been inundated with residential development, adding to the residents' parking challenges. But this commercial use will not further burden the residential parking.

South Boston is also in great need of more affordable housing. A project like this must contribute a significant amount to the affordable housing fund; I urge the City to invest the contribution back in to the neighborhood and identify areas to support more workforce housing.

While there may still be concerns among my neighbors, I encourage the City to continue to work with all of us in an effort to approve this development.

Thank you,
Chris Joyce



Aisling Kerr <aisling.kerr@boston.gov>

99 A Street Proposed Building

Brian Brady <[REDACTED]>
To: aisling.kerr@boston.gov

Wed, Jun 12, 2019 at 12:32 PM

Dear Aisling,

I am writing in support of the proposed life science building at [99 A Street](#). I have been a resident of South Boston for over ten years and have seen many changes to this area of the city. The neighborhood around A Street has improved greatly over the years but the vacant building and lot here detract from the area and the new proposed life science building would continue that improvement. I believe that the life science building would add great value to the city in terms of both the creation of jobs for South Boston residents and the additional tax revenue to the city.

While I understand that some of the direct abutters and nearby residents may be concerned by the building, I believe that this is the best use of the lot for this neighborhood. Adding additional residential buildings would create the need for more residential spots which are already in limited supply. I believe most workers would use public transportation as the area is very accessible to the T and also convenient for bikers and walking for South Boston residents so the resident spots won't be burdened. The modified plans have also taken into account many of the concerns previously raised by residents and the building would greatly improve the look and feel of the neighborhood.

In summary, I think the tax revenue from the project can be used to help improve affordable housing and transportation, the creation of jobs will help to support the South Boston businesses and restaurants in the area, and the development will improve the aesthetics of the neighborhood. I support this project and hope the City will work with everyone to get this project moving forward.

Thank you,

Brian Brady



Aisling Kerr <aisling.kerr@boston.gov>

99 A STREET PROJECT

Elizabeth S <[REDACTED]>
To: aisling.kerr@boston.gov

Wed, Jun 12, 2019 at 11:54 AM

Dear Aisling.

As a resident of South Boston, I am supportive of the proposed life science building at [99 A Street](#). Although the property is currently home to the very successful Coppersmith Restaurant, the remaining site has been a neighborhood eyesore as a vacant building and parking lot. It is not a positive representation of the neighborhood and all of the successfully redevelopment that has been happening recently in the city, especially South Boston

This site is ripe for development, and as all Boston residents have witnessed, Boston is actively and successfully redeveloping all fallow sites, especially in South Boston.

The neighborhood has expressed a fatigue with new residential proposals, due to the density with limited parking, creating very challenging street parking for area residents. This project, however, will not create more competition for residents' spots as non-residents are not able to park on the street and likely most of the employees will utilize the Red Line or bicycle to work. So, the diversity of the use is a welcome change to all of the residential construction.

I understand that my neighbors may have concern about the life science use in the building, but I think as individuals learn more about Alexandria Real Estate, their tenants and life science work in general, they will reach the same conclusion, practices are extremely safe and most life science companies are dealing with life saving drug discoveries. Additionally, Alexandria has shown a desire to be a long-term partner with the community and one only needs to look across the river to Cambridge to understand Alexandria's commitment to being a good neighbor. South Boston should embrace a company like Alexandria with its excellent reputation and vast resources, especially as we struggle with our own challenges like opioid addiction, affordable housing and crime.

Finally, commercial development presents opportunities for South Boston residents. Life Sciences provide job options at all levels, including skilled and unskilled positions. Alexandria has committed to partnering with MassBio on their youth STEM programs, offering training for youths, internships and partnerships with area schools. Additionally, this project will provide new tax revenue to the City and will certainly add value to the neighborhood versus the existing use.

While there may still be concerns among my neighbors, I encourage the City to continue to work with all of us in an effort to approve this development.

Best,
Elizabeth

--

Elizabeth Vaughan Skayne



Aisling Kerr <aisling.kerr@boston.gov>

99 A Street

Gary Murad <[REDACTED]>
To: Aisling Kerr <aisling.kerr@boston.gov>

Thu, Jun 6, 2019 at 3:58 AM

Hi Aisling.

Please accept my comments relative to this project. I do think the proponent's team is being responsive to the concerns of abutters and wider community which is greatly appreciated. It seems the concerns most have in common are whether this site is the right place for the use they are proposing and height and density of the proposed building.

Personally, as a direct abutter, I have less concerns about the proposed commercial use of the site, but more so about the height and density of the building which would completely dominate the surrounding area. While I do understand the economics and requirements the team needs to make it "work", it is my sincere hope that they keep pushing the envelope and significantly reduce the height and density of the proposed structure, not only in response to residents' specific concerns about this proposal but also concerns about precedent it would set for other future development proposals in the immediate vicinity.

Thank you.

Sincerely,
Gary Murad
147 B Street, #3
IAG Member



99A Street comments

Kino Clark <[REDACTED]>
To: aisling.kerr@boston.gov

Fri, Jun 7, 2019 at 5:17 PM

Hello Aisling,

I have attempted to submit comments on the Bostonplans website for the project at [99 A Street](#) to no success for over 1/2 hour now. There is a red outline around the comments field but I still have 31 characters left. I've tried using Explorer and Google Chrome. Not sure what the problem is. Will keep trying but wanted to send comments via email so you would have them.

Thank you
Kino And Isabel Clark
45 W 3rd Street,#510
South Boston

Opinion
Opposed

Comments

In July 2018, my wife and I relocated from North Andover to 45 W 3rd Street (Port 45) which abuts the proposed project at 99 A Street. We traded our 3-hour daily commute into Boston for a vibrant urban setting that was experiencing growth and revitalization. While we expected the property at 99 A Street to be redeveloped, and are supportive of such efforts, we expected the design would be in keeping with the character of the neighborhood. We are therefore opposed to the project as proposed for the following reasons:

Design

The building will be approximately 210,000sf with an overall height of 133ft (95ft with 38ft head house) and an overall Floor Area Ratio of approx. 4.43. The design of this building is not in keeping the existing scale and character of the neighborhood and exceeds FAR (1.5) and height (35ft) zoning restrictions. Even with the proposed reduction in the height of the head house and removal of one floor, the proposed building would still be significantly larger than its residential neighbors in the immediate vicinity and would not as suggested "mediate" between buildings in the neighboring industrial and multifamily/local services sub-districts (see Figure 2-6). The overall height including head house needs to be considered rather than the number of floors to be built given the disparity in heights (15ft as proposed vs. 11ft for surrounding residences). Approving a building of this size will set a new precedent for future developments in the area further eroding the South Boston character and charm.

Traffic/Transportation

A benefit to the neighborhood cited in the PNF is the creation of "hundreds of permanent jobs." The provision of 76 parking spaces seems woefully inadequate to accommodate that size workforce and would likely create a strain on surrounding parking alternatives.

Consideration should be given to relocating the vehicle and loading dock entrance to W 2nd Street from W 3rd Street which is a narrow residential road that is difficult to navigate with cars parallel parked on either side of the street. W 2nd street could then be redesignated to provide for traffic flow in both directions between A and B Streets. This is particularly important given the projected almost 4.5x increase in delay (50 seconds to 237 seconds) and queue (43 feet to 126 feet) during morning rush hour in just 5 years. The impact to afternoon rush hour cannot even be projected which is concerning. From personal experience, it can be quite difficult to enter the traffic on A Street from W 3rd Street and I would question the comments about field observations to the contrary. Pedestrian traffic is also a factor on vehicular traffic and would be compounded with the addition of "hundreds" of workers crossing A and W 3rd Streets.

Environment

Shadow

The PNF provided no information regarding a shadow study. As this building will be by far the largest/tallest building in the immediate area, it is expected to have a shadow impact on its abutters which includes the Artist for Humanity building that has solar panels located on its roof.

Daylight

The PNF did not provide a daylight analysis, however, as noted in the Shadow discussion above, given the sign of the building, one would expect a significant decrease in daylight to the abutters, notably Port 45.

Noise

The PNF mentions in section 4.1.9 that mechanical equipment has not yet been finalized, but will meet the City of Boston Noise Standards. It is important to note that the building will be situated in a predominantly residential neighborhood and not an industrial or office park where building noise is more prominent and acceptable. Life sciences buildings are typically noisy buildings even from a distance and consideration to mitigate noise duration (constancy and/or frequency of noise) and noise volume in a residential setting is imperative, particularly at night.

Light Emissions

The PNF is silent on light emissions at night and should be addressed and minimized given the residential setting.

Hazardous Waste

We have concerns regarding the proposed life sciences use for the building due to the proponent's admitted flexible use design and the PNF's silence on on-site storage of chemicals, experimental animals, gasses or other potential hazardous waste and its disposal. The PNF only mentions the generation of office type waste. There is no mention of the products used/waste generated by the laboratory portion of the building and how they will be disposed of. Dispersal of chemicals through venting in the roof will be a safety/health concern for both the adjacent children's park and for those with roof decks at Port 45.

Use

Figure 1-2 of the PNF does not accurately depict land use the proposed site and the surrounding neighborhood. The project is identified as a mixed commercial/industrial building located within a commercial neighborhood (which it is not) with residential abutters identified as commercial or industrial. The building site is located within the Multifamily Residential/Local Services zone. The proposed office and research and development uses are prohibited by the zoning laws and not consistent with buildings in the immediate vicinity and neighborhood. This building is far better suited to an all industrial/commercial neighborhood.

It is unclear from the PNF what type of laboratory work will be performed in the building. However, life sciences companies are known for their generation, handling and disposal of chemicals and hazardous materials not to mention potential animal testing. Absent any restrictions on intended use of the building, the lack of clarity on the pollution, health, and other environmental impacts that come with having a life sciences building situated in the middle of a residential neighborhood is concerning.

We thank you for the opportunity to voice our concerns with regard to the proposal.

Regards,
Kino and Isabel Clark
45 W 3rd Street, #510



99 A Street

Megan Long <[REDACTED]>
To: aisling.kerr@boston.gov

Mon, Jun 10, 2019 at 12:59 PM

As a resident of South Boston, I am supportive of the proposed life science building at [99 A Street](#). Although the property is currently home to the very successful Coppersmith Restaurant, the remaining site has been a neighborhood eyesore as a vacant building and parking lot. This site is ripe for development, and as all Boston residents have witnessed, Boston is actively and successfully redeveloping all fallow sites, especially in South Boston.

The neighborhood has expressed a fatigue with new residential proposals, due to the density with limited parking, creating very challenging street parking for area residents. This project, however, will not create more competition for residents' spots as non-residents are not able to park on the street and likely most of the employees will utilize the Red Line or bicycle to work. So, the diversity of the use is a welcome change to all of the residential construction.

I understand that my neighbors may have concern about the life science use in the building, but I think as individuals learn more about Alexandria Real Estate, their tenants and life science work in general, they will reach the same conclusion, practices are extremely safe and most life science companies are dealing with life saving drug discoveries. Additionally, Alexandria has shown a desire to be a long-term partner with the community and one only needs to look across the river to Cambridge to understand Alexandria's commitment to being a good neighbor. South Boston should embrace a company like Alexandria with its excellent reputation and vast resources, especially as we struggle with our own challenges like opioid addiction, affordable housing and crime.

Finally, commercial development presents opportunities for South Boston residents. Life Sciences provide job options at all levels, including skilled and unskilled positions. Alexandria has committed to partnering with MassBio on their youth STEM programs, offering training for youths, internships and partnerships with area schools. Additionally, this project will provide new tax revenue to the City and will certainly add value to the neighborhood versus the existing use.

While there may still be concerns among my neighbors, I encourage the City to continue to work with all of us in an effort to approve this development.



Aisling Kerr <aisling.kerr@boston.gov>

99A Street

Neil Gulden <[REDACTED]>

Mon, May 6, 2019 at 8:45 AM

To: Aisling.kerr@boston.gov, mark.mcgonagle@boston.gov, haley.dillon@boston.gov

Hi Everyone,

My name is Neil Gulden and I attended the abutters meeting last Monday. I live very close to Coppersmiths at the corner of B street and Athens street. I am someone who is typically on board with development as I think it better the neighborhood and adds value. My neighbors and I have endured a ton of big building developments the last few years and I've supported all of them. Directly in front of my house is [170 W Broadway/Backyard Betty's building](#), [160 W Broadway](#), [150 W Broadway](#), 150 Athens Street, 105 W Third, Port 45 across from Coppersmith's and the list goes on. These were all large developments that I supported. I want to mention this so it is understood that I typically support development of large buildings. However, this life sciences building not only does not fit the neighborhood, but would be a monstrosity of a building that significantly exceeds the zoning regulations for this area. It will negatively affect everyone who lives nearby and set a precedent for upcoming proposals to request 100'+. Please remember that Southie is a neighborhood of Boston.

As a business person, I can understand and appreciate how a building like this will generate jobs and taxes for the city. I am all about these things, but not when they significantly affect the lives of the people who live here. Our lives will be negatively affected for two years during the construction and our lives will be negatively affected forever thereafter once the building is occupied. One gentleman at the meeting stated and asked the developers simply, "I have not heard one reason why we should support you. Can you please tell us." This was their opportunity to sell us and the person who answered completely missed it. I think this building would be great, but it's just being proposed in the wrong location. Everyone would prefer another Port 45 type building with some type of commercial space in the bottom like a CVS or a restaurant of some sort. No abutter in the room last week wants this life science building to happen. If they were able to somehow comply to the zoning regulations or just significantly bring down the height and density, abutters would likely have some flexibility, but the density and 130 feet, absolutely not. I think we can all agree that it's just insanity to walk out of our houses and see a building that is ninety feet taller than the others around it.

I plan to attend every meeting about this project and ask that I get notified when these meetings take place.

Sincerely,

Neil Gulden

Sent from my iPhone



99A Development

Philip Granof <[REDACTED]>
To: aisling.kerr@boston.gov

Thu, May 2, 2019 at 5:05 PM

Hi Aisling,

First off, thank you for your leadership in the meeting at Coppersmith.

I don't speak for all of the owners of PORT45, but I thought I would share with you some of the results of an anonymous survey I conducted among residents. About 40 people responded, which is a majority of the owners.

- 68% of residents want to work *with* developers to mitigate concerns, however,
- 24% utterly oppose the developments and demand more than mere mitigation
- 51% believe the development will reduce their property value
- 74% believe their quality of life will go down as a result of the development.

Personally, my wife and I oppose the development for several reasons:

1. The height of the development is inappropriate for the scale of the street on W 3rd St and also will overshadow 45 W 3rd St.
2. Traffic is already gridlocked on A St. during the morning and evening rush hours and this will make it worse.
3. Noise from the mechanical and HVAC on the top of the units will impact residents at 100 A St as well as 45 W 3rd St.
4. Chemicals from the building are going to vent straight up and spread all over the city.
5. 3rd St is too narrow for truck traffic and access to the proposed development.
6. Trains on the red line are already at capacity during morning and evening commutes.

I hope you can add this to your decision making. Development is healthy for the community but as I said at the meeting, I believe this is the **right** building in the **wrong** location.

Thanks for listening,
Phil Granof

Mobile: [REDACTED]

Skype: [REDACTED]

LinkedIn: [REDACTED]

Twitter: [REDACTED]



Port 45 Comments

Philip Granof <[REDACTED]>
To: aisling.kerr@boston.gov

Tue, Jun 4, 2019 at 8:07 PM

Hello Aisling,

Good to see you last night. As mentioned, below are comments from residents of Port 45. They are all the comments from different owners. As you will see there is a mix of opinions, but generally negative. In my opinion, I believe the building should be about 50% of its size with considerable contributions to the green space in the neighborhood. All entering and exiting traffic should be put on 2nd. Anyway, here are the residents' comments:

1. I would feel much better about the proposed building if the use was residential. I think we should articulate a positive vision for the site so we don't look like we oppose its redevelopment. More pedestrians at night and on the weekds is needed and a research use won't enliven this area.
2. I oppose the height of the building as my number one concern. It not only will impact the views from the roof decks and front-facing condos, it will set a new precedent for other buildings being built soon in the surrounding area (e.g. above Amrheins, Gas Station, Muls Diner, etc). I then oppose the use as a life-sciences building (due to perception of pollution on existing/new users of Port45, and the need to higher ceilings and stacks which lead to building height 2.5x the height of Port45). Finally, I oppose the increase in traffic on W 3rd Street, due to trucks entering the building on W 3rd street - would seek the entryway for trucks to soel to/from the entrance on W 2nd Street.
3. The height of this project will kill our property value. In addition to COMPLETELY obstructing our views from the only real amenity we have (common room and roof deck with City Skyline views), it will also cast a shadow which will negatively impact our ability to tan or even sit in the sun and will have a cooling effect on the building in general making it more gloomy inside and out and less of a "happy" "bright" environment to live in. This is all BEFORE we even BEGIN to consider the health risks and traffic and noise effects of a building of this size and nature. As any Toxic Tort Attorney will tell you, you always think you have the best HVAC Filtration system until people start developing cancers and other diseases around you. Why take that chance? WBNA should retain counsel to represent the group as a whole or at least get written comments into City Hall for each and every meeting at every stage of the permitting process. If their goals stray for our goals of completely blocking the life science building and opting for condos or office space instead, then we should consider hiring private counsel. The owner of Coppersmith's Mike Vaughn, is staying on as a major part owner of the new project so he has a vested interest in this project going forward. I'm in real estate, I can tell you this will have a significant detrimental effect on our property values. How are we going to market our units for slae? Located conveniently next to Broadway T Stop, Starbucks, Scoail Wines, and a massive chemical lab which may or may not have animal testing, cancer-causing chemical and emissions clowing onto our grillign space ont he roof deck of our building, etc? They bought land under existing zoning laws, if the science building doesn't wokr for them under those rules, they can sell the land or develop a new project there. There is no guarantee and they are not entitled to variances of any kind at all. However, given this guy's owning of a Professional Lobbying company in Boston as well as a couple bars in Boston, I'm told he has the ear of City Hall already and we may be in for an uphill battle so we should be firm in our resolve to oppose this vehemently each and every step of the way and see what accommodations they or the City will make for us up to and including putting a different project in that space or AT A MINIMUM scaling the project WAY back to existing zoning laws and maybe grant some menial variances like sidewalk size or trees, etc. but not for height or overall space. And think of all those noisy trucks coming and going on W Third St! Have you tried pulling out of our garage lately? You take your life in your hands with parked cars obstructing the view and moving cars speeding. And i'm sure this new project will be seeking special parking zones which will eliminate the little parking we currently enjoy outside our building.
4. I believe that the demand in housing will increase further by having a life-science building as opposed to more residential buildings because individuals working there will want to live near to their new place of work. Having another huge residential building here, when we already have our building, the residential buildings on the corner of Broadway attached to the hotel, the 2 triangle-lot buildings across from us on A-street, the building that will replace the gas-station, etc will saturate this area even further. We need industry/commercial buildings to increase the demand for all of this housing that is coming up in our immediate area. We should focus on things that would improve the quality of our life, such as having the trucks enter and exit on 2nd street and also keeping the height of the building low enough so that we maintain our view of the seaport. We purchased in an ""up-and-coming"" neighborhood, so it is great that things are ""coming up"" (similar to the seaport). We already own in this area so potential developments that may drive the price of our homes up is welcome, though we should try to work to maintain the view and keep noise level down. "

5. I'm not happy about the height but suspect that no matter what happens to that space a taller building that will obstruct our current view will be there. I think that if we can work with the developer to minimize traffic and ensure labs that are doing the safest levels of research/testing that a biotech neighbor might actually be a best case scenario.
6. We believe communities that balance commercial and residential are more resilient and lead to higher property value in the long term. There is already a substantive earmarking of future development for residential in the area (including the gas station lot across Broadway), and we'd be more concerned about oversaturation of condo buildings than commercial. Residential building renovations and expansion will undoubtedly happen deeper in South Boston and down the Broadway corridor, but we lack the confidence or vision the same can be said about commercial property. There will be limited opportunities to welcome commercial property diversification in the area if too much is consumed by residential condo buildings. Overall, we support commercial development. We don't particularly favor or disfavor life sciences / biotech, but we support conversations to restrict the type of life sciences to ensure a safe and healthy living environment.
7. I would rather the property be developed to support a residential community with either condominiums or public use spaces.
8. Along with the type of project the height and size is also an issue
9. The biotech and the scale of the building at the top; neither fits the character of the neighborhood.

Best regards,
Phil Granof

Mobile: [REDACTED]

Skype: [REDACTED]

LinkedIn: [REDACTED]

Twitter: [REDACTED]