

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
10/23/2018	Elaine	Leete		Oppose	I am very concerned about the height of the new building; 10 feet higher than the site of the Mt. Carmel Church is not in keeping with the neighborhood. The existing 3 family homes were built in the last century and this proposed monstrosity will detract from the overall ambiance of Frankfort Street.
10/24/2018	Frances	Eason		Neutral	There are not enough parking spots to support at a minimum of one car per unit. I think the design should be changed to add additional parking.
11/7/2018	Catherine	Kaczowka	156 Porter	Oppose	Hello! I have concerns about the height of the building, the specs are different from the original plans. Thanks,
11/17/2018	Mark	Bonin	IAG	Neutral	The current plan provides for bicycle storage for 100 or 150 bags per an ordinance. Because we are separated by tunnels, bicycles are not as much a part of daily life in this neighborhood. Therefore, the garage should be reconfigured to allow for more parking and cut the amount of space for bicycle storage by 2/3 . When I brought this up at the initial meeting, I was told it was an ordinance and could not be changed. In light of the fact that there are endless variances granted for all the projects happening in East Boston, I refuse to believe that that is true. This is a simple and logical solution to providing more underground parking.
11/22/2018	Paul	Difeo	Gove street	Oppose	The project is to big for the street. Dose not fit in architecturally to the rest of the neighborhood. Not enough parking.a danger to the MaCkay school during construction and after. We don't have enough police firemen and ambulances to support all of the buildings going up. I think you should use exiting buildings for residential use the rest of the property would make a great parking lot
11/25/2018	Allyson	Simons	Mrs.	Oppose	Dear Mr. Brian Golden, I am writing with grave concerns over the proposed development at Frankfort and Gove Streets. As a long-time East Boston resident and parent of a child at the East Boston Early Education Center, I feel as though there are many issues that have not been thought through and that the developer is trying to fast track a development that will undoubtedly have a huge impact on our community. 1) Parking- there is not enough parking included in the plan. Safe access to school for our children is a huge concern and by adding additional cars onto an already congested street, accessibility will be further limited. We've already seen this happen with the multiple other huge development projects that have been built in the neighborhood. 2) Construction- steps toward preserving the learning environment MUST be taken. Picturing pile driving and loud machinery during my child's learning time is NOT something that I want to see happening. It's hard enough for children to concentrate during school and noise/pollution/contaminant abatement steps need to be laid out prior to approval!!! This is NOT OPTIONAL. 3) Mitigation- There needs to be more 3-bedroom options for families!!! East Boston is a family neighborhood and by only passing development of 1-2 bedroom units, you're essentially driving families out of the neighborhood. To the converse, there needs to a better plan to mitigate the impact on the surrounding community. The developer has not offered any mitigation information- we demand more green space and how about they throw in redo-ing the playground at the EEC as mitigation? Our children will have to suffer through the noise, traffic and disruption to their school day- why shouldn't they gain a safe, updated place to play??? All of these developments have a huge impact on the beautiful fabric that is East Boston- driving up housing costs and driving out great families. I hope, for once, that the Boston Planning & Development Agency and you, Mr. Golden, understand that our children are so much more valuable than the undoubtedly huge profits that will be gained by this developer. Please think of them during this process. I thank you for your time and consideration, Allyson Simons
11/25/2018	Jon	Myers		Support	Please add more off-street parking. Every new unit/building in the neighborhood continues to squeeze on-street parking. People are not moving to East Boston without cars.
11/25/2018	Dionyssios	Mintzopoulos		Oppose	I am an East Boston resident and parent of children in the East Boston Early Education Center. These are my key concerns regarding the Frankfort / Gove Street Housing Project: ? The number of parking spots is limited without any good solution to the inevitable demand for parking. Assurances that the number of proposed parking spots is sufficient fly in the face of recent demand and everyday experience in East Boston. There are simply not enough parking spots for the number of units. The proposed number of parking spots is clearly insufficient and that lack of planning will greatly increase congestion around the EEC, especially during morning drop off and afternoon pick up. ? Related to the above, but not same as the above: there is a lack of family-sized units that would bring long-term stability in the area. There need to be 3-bedroom units to accommodate families. ? The height of the building is a concern. The new proposed building should be a max of 4 floors to match the surrounding buildings. ? There should be more green/open space. ? The developer should provide written commitments and child-safety safeguards to the community and to BPS regarding the impact of construction during the school year, including, at a minimum: o No blocking of sidewalks on both sides of Gove St at the same time. o Full fencing around construction site. o No street closures during drop off and pick-up hours. o No delivery of materials during drop off and pick-up hours. o Safe pedestrian access at all times. o Police detail or crossing guards during morning drop-off and afternoon pick up times (normal and extended) on Gove St. o Containment of any contaminants during demolition with a clear plan to do so. ? Last but not least: the EEC school and BPS authorities should be formally included in mitigation plans for the project.
11/26/2018	Carolina	Correa		Neutral	Como residente de East Boston y como miembro de East Boston Early Education community,estas son mis preocupaciones con respecto al Proyecto de vivienda de Frankfort + Gove Street: * Es necesario que hayan unidades de 3 dormitorios para dar cabida a las familias. * El # de unidades sobrepasa el de los estacionamientos por ende deberan parquear fuera del edificio; habra un gran impacto en la disponibilidad de estacionamiento alrededor de la escuela y aumentará la congestión. *Debe haber compromisos por escrito del desarrollador con respecto al impacto de la construcción durante el año escolar, incluyendo, como mínimo: 1. NO bloquear las aceras a ambos lados de Gove St al mismo tiempo. 2. Cercado completo alrededor del sitio de construcción. 3. No hay cierres de calles durante las horas de bajada y recogida. 4. No hay entrega de materiales durante las horas de entrega y recogida. 5. Acceso seguro para peatones en todo momento. 6. La policía detalló o cruzó a los guardias durante la mañana en la calle Gove 7. Contención de cualquier contaminante durante la demolición. 8. La escuela debe ser incluida en los planes de mitigación para el proyecto. 9. Seria de gran ayuda que tanto en la entrada como a la salida de los niños haya policia supervisando que todo este bien y sobretodo el bienestar de nuestros pequeños. * Tener en cuenta que el espacio verde/abierto son prioridad * La seguridad de nuestros niños sera la mayor preocupacion para nosotros los padres y para ustedes debera ser su mayor prioridad.
11/26/2018	Jessica	Curtis		Oppose	My family and I are long-time residents of East Boston, having purchased our home in Wood Island in late 2009. We feel fortunate to call East Boston home and have seen the neighborhood grow and change rapidly in the time we've lived here. This year, my son started school at the East Boston Early Education Center (EEC), which abuts the proposed Frankfort & Gove Street Housing Project. As a K1 student, he will attend the EEC through June 2021. We have significant concerns about impacts to EEC families and children during the construction phase of this project, not to mention the long-term impacts of the project on the fabric of the surrounding community. We respectfully oppose the project for the following reasons: Project Design East Boston, and Boston in general, needs more affordable, family-friendly housing. We have had numerous friends and acquaintances who have either been priced out of East Boston in recent years, or who have been unable to find housing that accommodates their growing families. Additionally, East Boston faces a glut of new housing. It is critical that each new project be considered in light of how it will change and reshape the fabric of the neighborhood. We think it is reasonable to require developers to consider this, as well, as they formulate their plans. Unfortunately, this project misses the mark in several key ways, and is outsized and inappropriate in the following key ways: ? There are not enough parking spots for the number of units. Accordingly, the number of parking spots proposed will greatly impact the availability of parking around the school and will increase congestion. ? The project lacks 3-bedroom units the neighborhood sorely needs to accommodate families, now and as East Boston?s population ages. ? The proposed building is too big for the neighborhood and should be no more than 4 floors to match the surrounding buildings. ? The project lacks adequate green and open space. Construction Phase Should this project move forward, we also have concerns about the impacts of construction on the EEC community, and the broader neighborhood. Currently, the morning commute between Saratoga Street and Wood Island, where we live, and the EEC can take between 10 and 30 minutes to drive, and is extremely susceptible to the congestion that flows from the Route 1A on-ramp and spillover onto the surrounding streets. (While we commute by bike when possible, this is not sustainable year-round with a small child and with our commutes to work.) Additional traffic congestion is neither welcome nor healthful. To offset and minimize disruption, we request written commitments from the developer that will limit the impact of construction during the school year, including, at a minimum: o No blocking of sidewalks on both sides of Gove St at the same time. o Full fencing around construction site. o No street closures during drop off and pick-up hours. o No delivery of materials during drop off and pick-up hours. o Safe pedestrian and bike access at all times. o Police detail or crossing guards during morning drop-off on Gove St. We are also concerned about the risks of exposure to environmental health contaminants caused by demolition and construction. As the EPA has noted (see <a href="https://www.epa.gov/sites/production/files/2016-01/documents/schools_renov_brochure-8_5x11_final.pdf">https://www.epa.gov/sites/production/files/2016-01/documents/schools_renov_brochure-8_5x11_final.pdf</a> ), kids are particularly susceptible to environmental hazards, and East Boston?s kids are already exposed to higher degrees of air pollution due to proximity to Logan Airport. We request that the developer be required to commit to the following, at a minimum: o Containment of any contaminants during demolition and construction. o Minimizing construction noise and pollution during the school day. o Mitigation efforts to help the EEC and Donald McKay schools maintain good indoor air quality during construction. o Sealing off work areas and using appropriate methods to clean and reduce dust. o Staging areas for construction vehicles, materials, and equipment as far from the EEC and Donald McKay classrooms as possible. o Monitoring of compliance with containment of environmental hazards and indoor/outdoor air quality within the EEC and Donald McKay schools. Mitigation Should this project move forward, both the EEC and Donald McKay schools should be included in mitigation plans to address the inevitable disruption this project will cause. We appreciate your kind and prompt attention to the concerns of all residents and neighbors of this initiative and look forward to your decision. Jessica Curtis Bryan Schnittjer

11/26/2018	Maria Eugenia	Corbo		Oppose	Dear Sirs, Even though the project presented in the PNF is an improvement over what was presented at the Gove St neighborhood association back in early spring, I believe it needs to be further modified before it receives approval. -The current project does not have enough parking spots. At a minimum the ratio should be 1-to-1. The developer is citing studies that say you don't need a spot per unit. Having lived in East Boston for over 13 years I can assure you anything less than a 1-to-1 ratio is not enough. At my current residence (156 Porter), where we have more parking spots than units, parking is not enough. Porter residents fill the open parking lot, the underground garage, AND also park on the street. It MAY be the case that some rental developments don't need as many parking spots (at the Nov 5 public meeting, Mr. Drago mentioned The Eddy's parking lot being half empty), and that makes sense: expensive luxury rentals tend to attract a more transient population, and a transient population is less likely to have multiple cars. That is NOT true about home-ownership. -The project does not have any 3+ bedroom units. From a practical perspective, 3 bedroom units would automatically mean fewer cars. It's quite likely a small family will have a single car. It's more likely that a young professional purchasing a 2-bedroom unit will get a roommate to help pay the mortgage and then there'll be 2 cars for that unit. But the main reason to request 3-bedroom units is that we need housing for families in East Boston. At the November 5 public meeting, the developer said their studies showed the smaller units would be easier to sell. There is abundant proof in the neighborhood that 3-bedroom new construction units sell very quickly! Take a look at the prices paid for the market-rate 3-bedroom units at nearby 31 Orleans St. See the prices the market-rate townhouses are selling for on Liverpool St (Coppersmith.) There is a huge market for 3-bedroom units. Families want to stay in the neighborhood or move into the neighborhood. And it is essential that some of the affordable units in this project be 3-bedrooms to accommodate families. Low- and moderate-income families are being priced out of East Boston. It's a huge loss for the community. Ask the local school principals how many students they're losing throughout the year because the families have had to move! It is a real tragedy. -The scale of the project is all wrong. All other residential buildings along Frankfort and Gove are 3 or 4 floors. When trying to justify the additional height they mention the Gumball factory (a building that's not surrounded by 3- and 4-floor residential housing) and the school (not a residential building.) -The project does not have enough green space. In addition to these concerns, the developer should be required to engage with the two abutting school communities (the EEC and the McKay) and provide written guarantees about how construction will be conducted (in terms of safety and noise/pollution/contaminant abatement) and about how schools will benefit from mitigation plans. The EEC has had some contact with the developer (including a meeting with the developer last week), but it was through the persistence of the EEC School Parent Council, not because the developer has done any outreach to the two abutting schools. It is my understanding that contact with the McKay has also been minimal (one meeting was discussed last winter, which was cancelled due to bad weather and was never re-scheduled.) At a minimum, the developer should make the following guarantees in writing to the schools prior to approval: - Full fencing around construction site. -Containment of any contaminants during demolition. -No blocking of sidewalks on both sides of Gove St at the same time. -No demolition or removal of contaminants done while school is in session. -No street closures during drop off and pick-up hours. -No delivery of materials during drop off and pick-up hours. -No loud construction noise (pile driving, etc.) during rest hours at the EEC. -Safe pedestrian access at all times. -Police detail or crossing guards during morning drop-off on Gove St. -No construction related parking on neighborhood streets at any time. Also, the abutting schools should be direct beneficiaries of mitigation plans, as the two schools will bear the brunt of the construction and will be directly impacted by the additional traffic and by the reduced parking availability once this project is completed. I would also like to request a commitment from the developer's landscaper to use organic landscaping practices similar to those used on the Rose Kennedy Greenway. The EEC's population is all 3 to 7 years old. A lot of the landscaping proposed along Gove St will be within the kids' reach. Kids will invariably touch it, so I'd like to make sure it's pesticide-free. Also, I believe an updated independent traffic study is in order. Specifically today, Nov 26, East Boston residents had one of the most hellish morning commutes ever due to the congestion at the local access to the Sumner tunnel. This is becoming the new normal. At the Nov 5 public meeting, the developer mentioned a traffic study that said the impact would be minimal because traffic from the new development would primarily go in the opposite direction (towards the Sumner tunnel.) Unless MassDOT completely redesigns the tunnel entrance (unlikely!), the current mess is the new normal, which means more and more people will be using the Maverick gate and the Ted Williams tunnel to go across the harbor. This means additional traffic on Gove turning on Cottage to then turn on Everett. This is additional traffic along the front of both abutting schools. It may be anecdotal, but in the past few months since the tunnel entrance re-design traffic has increased in that direction. I urge you to have the developer rework the project taking this feedback into consideration. Thanks.
11/27/2018	Amanda	Barker-Santiago		Oppose	I am a member of the East Boston Community and my child attends the EEC which abuts the proposed development. There are not enough parking spots for the number of units: the number of parking spots proposed will greatly impact the availability of parking around the school and will increase congestion. There need to be 3-bedroom units to accommodate families. The proposed building is too big for the neighborhood. The new proposed building should be a max of 4 floors to match the surrounding buildings. The traffic in the area already lessens the quality of life. The neighborhood has not been able to absorb the new traffic caused by the new tunnel Configuration. It already takes upward of an hour to travel from any part of East Boston to or from Jeffries Point. This project will significantly increase that congestion. There are no real alternative routes of ingress or egress to accommodate a project of this size during construction. East Boston is a neighborhood with a community. It is not just dollar signs for developers. The answer to these projects keeps being "yes, yes." It's time for a ""no" or a "not now". If the project is unavoidable, it should be scaled down and started in the summer when the bulk of the construction won't drastically impact the ability to two Public inner city schools worth of children's ability to get an education
11/27/2018	David	Chapman		Oppose	Two concerns- 1.) given the current congestion at the tunnel entrances I don't think we can handle any more development until the problem is resolved. Traffic currently backs up on Porter Street past # 156 and the adjacent side streets during rush hour. The Ted Williams entrance gets totally clogged too. 2.) This property proposal does not include enough off street parking. Most street spots are now used by Logan Airport employees.
11/27/2018	Brian	Gannon		Oppose	Hello, As with most recent development proposals in East Boston this project is too large and does not provide enough green space, parking or consideration for the aesthetic of this neighborhood rich in history. A reasonable development on the site would include multi-family, 3 bedroom units that include yards, green-space, no more than 4 story and street frontage that conforms with the current housing in the area. There also need to be more consideration of the numerous projects that are currently under review in the area. The impact of the sum of these projects on parking, transportation, streetscape, and the community. All units should also be restricted to owner occupied units as well. Investors have been chipping away at the fabric of our neighborhood by inserting giant developments of short term rentals that have disrupted the fabric of our tight knit community. As a parent of students at the EEC adjacent to the property, there should also be some mitigation for the EEC and the McKay. Regards, Brian Gannon 198 Everett Street East Boston 617-767-6046
11/27/2018	David	Becker		Oppose	I feel that the height of the project is not in keeping with the height of the majority of buildings in the area, and should be no higher than 4 stories. The number of parking spots should be equal to the number of units allowed. This process of allowing developers to maximize liveable square footage for maximum profit so that government gains maximum tax dollars at the expense of the residents currently living in the affected area needs to stop!
11/27/2018	Alyssa	Vangeli		Oppose	As a resident of East Boston and as a member of the East Boston Early Education community (my daughter attends KO at the EEC and will be there for the next few years), I have the following concerns regarding the Frankfort and Gove Street Housing Project: There are not enough parking spots for the number of units: the number of parking spots proposed will greatly impact the availability of parking around the school and will increase congestion. At drop-off and pick-up times the streets are already quite congested - significantly decreasing available parking will lead to further congestion. There need to be 3-bedroom units to accommodate families. The proposed building is too big for the neighborhood. The new proposed building should be a maximum of 4 floors to match the surrounding buildings. There also needs to be more green space/open space given the proposed size and footprint of the structures. There should be written commitments from the developer regarding the impact of construction during the school year, including, at a minimum: No blocking of sidewalks on both sides of Gove St at the same time. Full fencing around construction site. No street closures during drop off and pick-up hours. No delivery of materials during drop off and pick-up hours. Safe pedestrian access at all times. Police detail or crossing guards during morning drop-off on Gove St. Containment of any contaminants during demolition - this is VERY important as our young children play outside throughout the day! The school should be included in mitigation plans for the project. Thank you for your attention to these comments.
11/27/2018	Diana	Restrepo		Neutral	What security measures are being implemented to protect the children that go to school next door. How is the work going to affect them in terms of health related issues and being able to enjoy recess?

11/27/2018	Juan	Martinez		Oppose	To whom it may concern: Although the proposed project would bring more to our certain part of the neighborhood, there is more negative than positive on building all the proposed units. Biggest concern is as we all know the rent increases we are currently facing in East Boston due to all the ?luxury condos? developed. The neighborhood is being pushed out and is losing its identity as a neighborhood that keeps Boston running. Just this year we had a rent increase of about 40% because of projects like these. Help the community out by building affordable housing not just for a few but all people. Another huge issue in the area is parking, there just isnt enough street parking right now. I have had to park my vehicle as far as 3-4 blocks from my home adress. Take 156 Porter St, it has underground parking and ground parking but the residents there still park on the street. Yes public transportation is right next door but that does not stop people from owning vehicles. Cant push for other modes of transportation from what we have now because for example, riding a bike straight into the city is not possible without jumping on the MBTA. MBTA has failed the community a myraid of times, to the point where people would rather drive into the city. This brings another point about adding that many units, the traffic that has taken a toll in the neighborhood during the morning rush hour. All the back streets in the neighborhood are starting to get backed up to the point where at one point in time took 5-10 minutes to get into, has taken 15-30 mins just to get into either tunnel. The infrastructure is just not there to support the incoming growth to the community. East Boston is not the only community growing, other next door neighborhoods are being part of the Gentrification within our community. Next to these projects is also the Donald McKay, which is facing a hard time with parking and traffic during drop off and pickup of children. Lets start thinking about the actual community and not with our pockets because our pockets are already squeezed as it is. Empower the community, dont take it away. This is why I oppose this project and any further.
11/27/2018	Catherine	Kaczowka	156 Porter	Oppose	Hello, I previously commented with concerns about the height of the building. I am still concerned that the project is much taller than the original specs, however I am also concerned about the ratio of units to parking spaces. It looks like there is 84 parking spaces for 112 units, which (assuming everyone has 1 car) will leave 28 cars without a space. In my experience living at 156 Porter, the norm is for many occupants to have more than 1 vehicle per unit. This will create a large overflow of cars vying for street parking in the neighborhood, which will cause distress for many of the residents and neighbors. My suggestion is that the height of the building be lowered, leaving the building with a lower occupancy, which will help ease the need for parking. Thanks!
11/27/2018	Brian	Payea		Oppose	I am very disappointed that the developers have not presented the most recent designs to the neighborhood via the Gove St. Citizens Association. Here we are at the end of comment period and they postponed the most recently scheduled meeting. The changes made since the initial meetings are substantial and should be reviewed by the neighborhood, not just the IAB. While I favor some development of this parcel, what I object to is the density of the proposed project, particularly of the massing of the very large building at the corner where the convent now stands. It is just out of scale for the neighborhood, and should be reduced in size. The developer stated that the density was required to generate a profit on this project, which I have a very difficult time believing given the very low purchase price for the parcel. The streets where these buildings will go are lined with brick townhomes filled with families. It is very disappointing that streets like these seem to be held in lower regard by planners than if they were in more expensive areas of the city. The uniqueness and character of East Boston should be cherished and preserved just as much as the South End or Back Bay.
11/27/2018	Tom	Skinner		Oppose	The project is too big and does not have enough parking. A reduction in overall height and more resident parking would reduce traffic congestion and not overwhelm the neighborhood, particularly local school areas.
10/11/2018	madeleine	Steczynski	Zumix	Neutral	This property means the world to Eastie, and oarticularly to residents in the Gove Street area! In fact, they held vigil in the church for years after it closed, to protect it. I?m sad this developer wants to tear down the rectory & convent. They are beautiful old buildings and should be saved and repurposed.
10/17/2018	Don	Adkins	GSCA	Oppose	The height of the tallest section of new construction was presented as six stories. This is too tall for the Gove street neighborhood. Otherwise, the project is admirable
10/18/2018	Catherine	Kaczowka		Oppose	Hello! I love the design however I have concerns about some of the changes in regard to the height of the buildings. It looks like one of the buildings will be about 10 feet taller than the church and I do not believe that any of these variances were presented or voted on by the Gove Street Organization. Please make sure to take in consideration the neighbors opinions and votes before moving forward with this project. Thanks, -Catherine Kaczowka

**Boston Water and  
Sewer Commission**



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

October 29, 2018

Mr. Raul Duverge  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Re: Franklin + Gove Housing, East Boston  
Project Notification Form

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed Franklin + Gove Housing project located at the intersection of Franklin and Gove Street in East Boston.

The proposed project is located on an approximately 1.13 acre site comprised of four parcels. The site currently contains Our Lady of Mount Carmel Catholic Church, a rectory building, a convent building and a vacant lot. The proponent, Franklin Gove, LLC, proposes to renovate the Church building, demolish the other existing structures and construct an approximately 120,430 square foot residential building including approximately 112 units and 84 parking spaces (71 garage and 13 surface). The site is bounded by Frankfort Street to the west, Lubec Street to the east and existing residential and institutional properties to the north and south.

According to the PNF, the proposed water demand is approximately 17,666 gallons per day (gpd). The Commission owns and maintains a 12-inch Northern Low DICL water main installed in 2012 in Frankfort Street, an 8-inch Northern Low DICL water main installed in 2018 in Gove Street and an 8-inch Northern Low DICL water main installed in 2018 in Lubec Street.

According to the PNF, the proposed sewage generation is 16,060 gpd. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer and a 12-inch storm drain in Frankfort Street, a 10-inch sanitary sewer and a 12-inch storm drain in Gove Street and a 10-inch sanitary sewer and a 20-inch storm drain in Lubec Street.

The Commission has the following comments regarding the PNF:



## General

1. Prior to the initial phase of the site plan development, Franklin Gove, 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 Franklin Gove, 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. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent



inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

5. 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/>
6. For any proposed masonry repair and cleaning Franklin Gove, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit Franklin Gove, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. Franklin Gove, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
7. Franklin Gove, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, Franklin Gove, LLC will be required to apply for a RGP to cover these discharges.
8. It is Franklin Gove, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, Franklin Gove, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. Franklin Gove, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of



landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. Franklin Gove, LLC should also provide the methodology used to estimate water demand for the proposed project.

2. Franklin Gove, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Franklin Gove, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If Franklin Gove, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. Franklin Gove, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. Franklin Gove, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, Franklin Gove, LLC should contact the Commission's Meter Department.

#### Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Franklin Gove, 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. 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. Franklin Gove, 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 Commission encourages Franklin Gove, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. Franklin Gove, 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, Franklin Gove, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. Franklin Gove, 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. 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.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, Franklin Gove, LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.

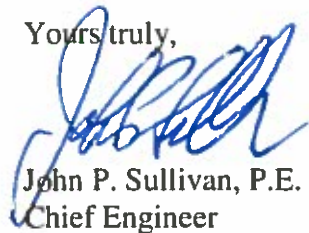




8. The Commission requests that Franklin Gove, LLC install a permanent casting stating “Don’t Dump: Drains to Boston Harbor” next to any catch basin created or modified as part of this project. Franklin Gove, LLC should contact the Commission’s Operations Division for information regarding the purchase of the castings.
9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission’s Sewer Use Regulations. Franklin Gove, LLC is advised to consult with the Commission’s Operations Department with regards to grease traps.
10. 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.
11. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission’s requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

cc: Timothy White, Franklin Gove, LLC  
K. Ronan, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

# Boston Groundwater Trust

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

## Board of Trustees

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## Executive Director

Christian Simonelli

November 26<sup>th</sup>, 2018

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

Subject: Frankfort & Gove Street (Mt. Carmel) Project Notification Form (PNF)  
Comments

Dear Mr. Duverge:

Thank you for the opportunity to comment on the Frankfort & Gove Street (Mt. Carmel) Project Notification Form (PNF) located in East Boston. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

Although the project is not located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code, it is in an area of the City where there are many existing buildings that are supported on wood piles. As stated in an email with the proponents Engineer and confirmed at the scoping session, the project will be designed and constructed to comply with section 32-6 (b) provision that any Proposed Project result in no negative impact on groundwater levels within the lot in question or adjacent lots, subject to the terms of any (i) dewatering permit or (ii) cooperation agreement entered into by the Proponent and the Boston Redevelopment Authority, to the extent that such agreement provides standards for groundwater protection during construction.

As stated in the document the Project will include one-level basement to accommodate 71 parking spaces. As stated in an email from the proponents Engineer, this parking structure will be above the water table and is currently planned to be at -7.5' to -8' below grade to top of parking surface, with space for a slab and structure above the water line. Also stated in the email, any elements lower (footings or elevator pits in the garage) will be waterproofed.

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

Very truly yours,



Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS



# CITY *of* BOSTON

Martin J. Walsh, Mayor

To: Raul Duverge, BPDA  
From: Zach Wassmouth, PWD  
Date: November 6, 2018  
Subject: Frankfort + Gove Housing Project PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the Frankfort + Gove Housing Project PNF.

**Site Plan:**

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

**Construction Within The Public Way:**

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

**Sidewalks:**

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

Specifically, the project should include the installation of upgraded ADA compliant pedestrian ramps on all corners of the intersection at Frankfort Street & Gove Street and at Gove Street & Lubec Street as well as across the driveway/parking lot entrance on the south side of Gove Street between Frankfort Street and Lubec Street.

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

**Driveway Curb Cuts:**

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

**Discontinuances:**

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

**Easements:**

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



**PUBLIC WORKS DEPARTMENT**

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

**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation

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



**Landscaping:**

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

**Street Lighting:**

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

**Roadway:**

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

**Project Coordination:**

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

**Green Infrastructure:**

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

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

If you have any questions, please feel free to contact me at [zachary.wassmouth@boston.gov](mailto:zachary.wassmouth@boston.gov) or at 617-635-4953.

Sincerely,

**Zach 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

**School Parent Council  
East Boston Early Education Center  
135 Gove St.  
East Boston, MA 02128  
eecparents@gmail.com**

Mr. Richard Egan and Mr. Timothy White  
% Frankfort Gove LLC  
220 Boylston St #1214  
Boston, MA 02116

March 26, 2018

Dear Mr. Egan and Mr. White,

The East Boston Early Education Center community has been closely following the residential development you are proposing for the former Our Lady of Mt. Carmel site in East Boston. We, the EEC School Parent Council, as representatives of all families at the EEC, request that our school community be included as an abutter to this project and enter into a dialogue regarding the project's impacts —both short- and long-term— as required by the Boston Planning and Development Agency.

The proposed 115-unit development will forever transform our little block, creating congestion and noise during construction and adding additional vehicles and density to the immediate area. While we recognize the need for new, affordable housing in East Boston and do not oppose this project outright, we do ask that Frankfort Gove LLC address the project's impacts on our school's families and provide appropriate mitigation, where appropriate. As a starter, we request from Frankfort-Gove LLC the following:

- A summary of any communication between Frankfort Gove and Boston Public Schools, given that the EEC / BPS is a direct abutter to this project, and an outline of any outreach from Frankfort-Gove LLC to either the EEC or McKay Elementary School, specifically, regarding the Mt. Carmel construction. The current EEC School Parent Council is not aware of any such discussions, but perhaps initial conversations occurred with members of past parent councils or with the district more broadly.
- A general outline of this project's overall timeline —from demolition of the current structures to when units will be leased and occupied— and more specifically the days and times during the week that work will be taking place. We kindly request Saturday work to accelerate the project completion and minimize the impact on our school.
- A summary of any anticipated road closures around the school during construction. If closures are anticipated, please provide a plan to schedule them in such a way that they do not affect drop-off and pick-up at the EEC (7:15-8:30 a.m. 2:30-2:45 p.m., and 4:30-5 p.m.) Additionally, given how congested and challenging pick-up and drop-off times

already are at the EEC and McKay, we ask the developer to work with us to mitigate the additional challenges this project will create, including posting a police detail onsite during these times.

- A summary of the steps Frankfort Gove LLC will take to minimize construction debris/dust that might drift to the EEC property, how you'll ensure that the construction zone is safe for the children and families that walk by it on a daily basis, and the ways in which you'll work to minimize the impact construction noise may have on student learning and rest times at the nearby schools. At an absolute minimum, we request that a fence be constructed around the perimeter, that soil be tested for contaminants and the results shared with the school, and that a police detail be onsite whenever the street or sidewalk are fully or partially blocked.
- Working with us to schedule a time for the Frankfort Gove LLC developers to present your Mt. Carmel project to the EEC School Site Council, which is a collaborative body comprised of parents and school staff, and possibly the School Parent Council.

Thank you for thoughtfully considering these requests, and for your commitment to engaging the East Boston community in this process. We look forward to hearing back from you about the ways you'll work with us to minimize the impact of this development on our school family. Please reach back out with any questions you have!

On behalf of all EEC parents,

Eugenia Corbo & Anna Rosenquist  
Co-Chairs, EEC School Parent Council & Parent representatives, School Site Council  
eecparents@gmail.com

Steve Holt  
Secretary, EEC School Parent Council & Parent representative, School Site Council

Mary Mabey, Heather Morabito & Yesenia Cardenas  
Parent members, EEC School Parent Council & Parent representatives, School Site Council

CC:

East Boston EEC School Parent Council  
East Boston EEC School Site Council  
Olga Frechon, East Boston EEC Principal  
Jordan Weymer, McKay School Principal  
Tommy Welch, Associate Superintendent, Boston Public Schools  
Adrian Madaro, Massachusetts State Representative  
Lydia Edwards, Boston City Councilor  
José García-Mota, East Boston neighborhood liaison, City of Boston  
Raul Duverge, Project Manager, Boston Planning and Development Agency



Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**Mount Carmel Housing Project @ Frankfort & Gove Streets in East Boston. (PNF)**1 message

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**Bob D'Amico** <bob.damico@boston.gov>

Wed, Oct 24, 2018 at 7:53 AM

To: Raul Duverge &lt;raul.duverge@boston.gov&gt;, Vineet Gupta &lt;vineet.gupta@boston.gov&gt;, Gina Fiandaca &lt;gina.fiandaca@boston.gov&gt;, "John DeBenedictis (John.DeBenedictis@boston.gov)" &lt;John.DeBenedictis@boston.gov&gt;

Raul,

When I first reviewed the traffic plan to secure vehicular movements at specific intersections, I demanded the traffic consultant expand the number of intersections originally proposed. This was acceptable to the traffic consultant and was accomplished.

Secondly, you mention the [205 Maverick Street](#) Project (55 units) which I totally agree. However, we cannot ignore [202 Maverick Street](#) which trying to expand their development to 37 units!

When you consider there could be 204 units within a one block area, I can understand the anxiety in the Gove Street neighborhood.

Finally, I agree with your recommendations to expand the study area and include Bluebikes, a Zipcar program and most importantly, a subsidy program for MBTA services. Flashing beacons at critical intersections must be considered since the traffic will be experiencing a dramatic increase as these developments come to fruition.

Bob

--

**Bob D'Amico**



Raul Duverge &lt;raul.duverge@boston.gov&gt;

---

**Frankfort & Gove Street Project, East Boston.**

1 message

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**Bob D'Amico** <bob.damico@boston.gov>  
To: Raul Duverge <raul.duverge@boston.gov>

Mon, Oct 29, 2018 at 11:22 AM

The Boston Transportation Department (BTD) has worked with the traffic and parking consultant on the above project and would like to submit the following comments for your review.

BTD expanded the original scope of work proposed by the proponent and increased the number of intersections that was recommended by the consultant due to the number of projects that will be built in the general area of this development.

Upon review of the BPDA Transportation Planning staff, BTD agrees with most of the traffic and parking issues raised in their comments.

The only issue I can see as having a different point of view with the BPDA involves the number of actuated flashing beacons. While it may appear as overkill, I truly believe two (2) beacons will be required due to the substantial increase in the number of units that will be built in such a small area (1 Block). Where there now an absence of even one (1) unit, there will be potentially 200 units.

Therefore, I would like to work with the BPDA in the installation of these units especially when you consider the proximity of the McKay School which literally abuts the project.

Please feel free to contact me with any questions pertaining to the location of said flashers or any other traffic concerns you may have.

Bob D'Amico

--

**Bob D'Amico**



← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018


BPDA

Re: Frankfort + Gove Street Housing Project

Dear Sirs,

As a resident of East Boston and as a member of the East Boston Early Education community, these are my concerns regarding the Frankfort + Gove Street Housing Project:

- There are not enough parking spots for the number of units: the number of parking spots proposed will greatly impact the availability of parking around the school and will increase congestion.
- There need to be 3-bedroom units to accommodate families.
- The proposed building is too big for the neighborhood. The new proposed building should be a max of 4 floors to match the surrounding buildings.
- There needs to be more green space/open space.
- There should be written commitments from the developer regarding the impact of construction during the school year, including, at a minimum:
  - No blocking of sidewalks on both sides of Gove St at the same time.
  - Full fencing around construction site.
  - No street closures during drop off and pick-up hours.
  - No delivery of materials during drop off and pick-up hours.
  - Safe pedestrian access at all times.
  - Police detail or crossing guards during morning drop-off on Gove St.
  - Containment of any contaminants during demolition.
- The school should be included in mitigation plans for the project.

Signature: 

Name: Claudia M. Castillo DiCampo

Address: 113 Sumner St #53, E. Boston, MA 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

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Signature: 

Name: NEAL DICHAMPO

Address: 113 SUMMER ST. EAST BOSTON

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

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Signature: Methela Chuse

Name: 81 Cutaw St #1

Address: East Boston, Ma 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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Signature: Angelo Rabielli

Name: Angelo Rabielli

Address: 287 Summer st. #3 East Boston, MA

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

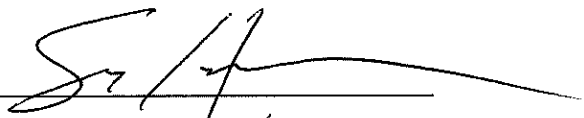
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Signature: \_\_\_\_\_



Name: \_\_\_\_\_

Scott Hertzmann

Address: \_\_\_\_\_

25 Princeton St. E. Boston, MA 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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Signature: 

Name: Elizabeth Yoshimura

Address: 42 EMTA W ST., Boston, MA 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

Re: Frankfort + Gove Street Housing Project

Dear Sirs,

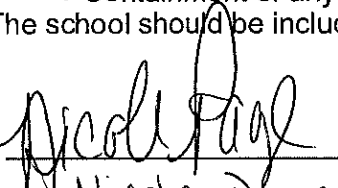
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Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

  
Nicole Page

32 Cottage St. #5 E. Boston, 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

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- The school should be included in mitigation plans for the project.

Signature: Bryan Schnittje

Name: Bryan Schnittje

Address: 742 Saratoga St. East Boston MA



← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

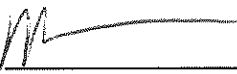
BPDA

Re: Frankfort + Gove Street Housing Project

Dear Sirs,

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Signature: 

Name: MARIE ASAN

Address: 7 SEANEWAVE RD MARY

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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Signature: 

Name: Zayla Garcia Hernandez

Address: 58 Bennington St Apt 1

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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Signature: Alys Carpio

Name: Alys Carpio

Address: 449 Bennington St #2 E Boston MA 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018


BPDA

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Signature: 

Name: Lucy P. Deane

Address: 65 FRANKFORT ST #1 E BOSTON MA 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

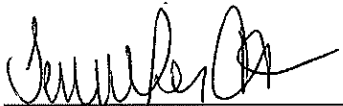
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Signature: 

Name: Jennifer Costa

Address: 1 Prescott St, #106, EB, 02128

← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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Signature: DG.

Name: Diano Gomez

Address: 120 London Str. East Boston MA 02128

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November 26, 2018

BPDA

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Signature: 

Name: Daniel Monterrosa

Address: 102 Paris St. E. Boston.

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Signature: Deborah Cali

Name: Deborah Cali

Address: 266 Bremen St. E. Boston, MA 02128



← Frankfort\_Gove\_Comment\_Letter

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November 26, 2018

BPDA

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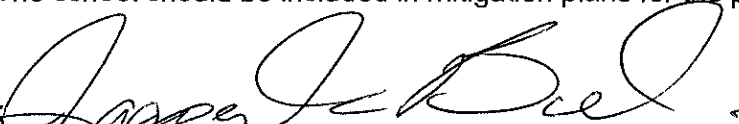
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Signature:

Name:

Address:



Jacqueline Babin

265 Brandwynne Dr East Boston Ma 02128

← Frankfort\_Gove\_Comment\_Letter

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Signature: Miranda Norman

Name: Miranda Norman

Address: 363 Meridian St, E. Boston, ma 02128