

BOSTON REDEVELOPMENT AUTHORITY

**SCOPING DETERMINATION
LEWIS WHARF**

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

PROPOSED PROJECT: LEWIS WHARF HOTEL

PROJECT SITE: ATLANTIC AVENUE AT COMMERCIAL STREET IN
THE NORTH END NEIGHBORHOOD OF BOSTON,
BETWEEN SARGENTS WHARF TO THE NORTH AND
COMMERCIAL WHARF TO THE SOUTH

PROPONENT: JW CAPITAL PARTNERS, LLC

DATE: OCTOBER 30, 2015

The Boston Redevelopment Authority ("BRA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF") which JW Capital Partners, LLC (the "Proponent"), filed for the Lewis Wharf Hotel project on September 15, 2015. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on September 15, 2015, which initiated a public comment period with a closing date of October 15, 2015.

On June 4, 2015, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston for the proposal of a new construction, five-story hotel to be located on an approximately 9- acre site comprising Lewis Wharf piers and pavement areas. The hotel will consist of two separate buildings connected by an enclosed, single story pavilion. In total, it is anticipated to comprise approximately 190,000 square feet of gross floor area, and will contain approximately 277 rooms. The project will replace the approximately 223-space surface parking lot on the north side of the site with a three-level, approximately 379- space, below grade parking garage.

Pursuant to Section 80B-5.3 of the Code, a Scoping Session was held on October 5, 2015 with the City's public agencies, where the proposal was reviewed and discussed. The PNF was sent to the City's public agencies pursuant to Section 80A-2 of the Code.

On June 4, 2015, in accordance with the BRA's policy on mitigation as outlined in Mayor Thomas M. Menino's Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, Lewis Wharf Investors LLC submitted a Letter of Intent to develop the property located at Lewis Wharf.

On June 10, 2015, letters soliciting nominations to the Impact Advisory Group (IAG) for the proposed project were delivered to City Councilor Sal LaMattina, State Senator Anthony Petrucelli, and State Representative Aaron Michlewitz. Additional letters seeking recommendations were delivered to the Office of Neighborhood Services and the At-Large City Councilors.

The letters sought nominations or recommendations to the IAG by June 17, 2015. The Office of Neighborhood Services responded with two nominations, Councilor LaMattina provided two nominations, Rep Michlewitz provided two nominations, Councilor Michelle Wu provided two nominations, Councilor Ayanna Pressley provided two nominations, Councilor Michael Flaherty provided two nominations and Sen Petrucelli provided two nominations and Councilor Stephen Murphy provided one nomination.

All IAG members were notified of and invited to the scoping session held on October 5, 2015.

Before a PNF filing was received by the BRA, there were two IAG meetings that were also well attended by the greater public on August 12, 2015 at the Nazzaro Community Center and September 10, 2015 at the North Bennett School.

After the PNF was filed an IAG meeting was held at the Nazzaro Center on September 30, 2015 and the Public Meeting was held on October 7, 2015 at the Nazzaro Center. These meetings were advertised in the *North End Post-Gazette*, *NorthEndWaterfront.com* as well as through the BRA website and Twitter handle. Both meetings were very well attended.

Written comments in response to the PNF received by the BRA from agencies of the City of Boston and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the PNF received by the BRA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the PNF received by the BRA from the Impact Advisory Group ("IAG") are included in **Appendix C** and must be answered in their entirety. The DPIR should include complete responses to all comments included in **Appendices A, B and C** within the framework of the criteria outlined in the Scoping Determination.

Comments received by the BRA from agencies and departments of the City of Boston are included in **Appendix A** and must be answered in their entirety.

Specifically, they are from:

- Robert D'Amico, Boston Transportation Department
- Chris Busch, Boston Redevelopment Authority
- Richard McGuinness, Boston Redevelopment Authority
- Carrie Marsh, Boston Parks and Recreation Department
- Sal LaMattina, Boston City Council, District 1
- Aaron Michlewitz, State Representative
- Anthony Petrucelli, State Senator
- Stephen Murphy, Boston City Council At Large

- Ayanna Pressley, Boston City Council At Large
- Michelle Wu, Boston City Council At Large
- Katie Pederson, Boston Environment Department
- Christian Simonelli, Boston Groundwater Trust
- John Sullivan, Boston Water and Sewer

Public comments received by the BRA during the comment period are included in **Appendix B** and must be answered in their entirety.

The following public comments are included in **Appendix B**, among many others:

- Greg Galer, Boston Preservation Alliance
- Peter Shelley, Conservation Law Foundation
- Wade Edwards, Boston Sailing Center
- Arthur Kreiger, Pilot House Properties, LLC
- Jill Valdes Horwood, The Boston Harbor Association
- Jamy Buchanan Madeja, Esq, Trustees of Lewis Wharf Condominium Trust
- C. Michael Malm, 63 Atlantic Ave
- Ford Cavallari, North End/Waterfront Residents' Association
- *Save Our North End Waterfront*
- Jill Medvedow, Institute of Contemporary Art/Boston
- John McDonnell III, 63 Atlantic Ave
- Douglas Sheff, Sheff Law

Impact Advisory Group member comments received by the BRA during the comment period are included in **Appendix C** and must be answered in their entirety.

Specifically, they are from:

- Catherine McDonnell, Impact Advisory Group Member
- Bud Ris, Impact Advisory Group Member
- Anne Delvin Tagliaferro, Impact Advisory Group Member
- Ernest Haddad, Impact Advisory Group Member
- Chris Miller, Impact Advisory Group Member
- Paul Stanislas, Impact Advisory Group Member
- Jennifer Crampton, Impact Advisory Group Member
- David Crocini, Impact Advisory Group Member
- John Pregmon, Impact Advisory Group Member
- Jason Aluia, Impact Advisory Group Member
- Steven Siciliano, Impact Advisory Group Member
- Anne Roach, Impact Advisory Group Member
- Ify Mora, Impact Advisory Group Member
- Mary Anne D'Amato, Impact Advisory Group Member
- Ann Lagasse, Impact Advisory Group Member

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

I. PROJECT DESCRIPTION

The proposal consists of a new construction, five-story hotel to be located on an approximately 9-acre site comprising Lewis Wharf piers and pavement areas. The hotel will consist of two separate buildings connected by an enclosed, single story pavilion. In total, it is anticipated to comprise approximately 190,000 square feet of gross floor area, and will contain approximately 277 rooms. The proposed project will replace the approximately 223-space surface parking lot on the north side of the site with a three-level, approximately 379-space, below grade parking garage. The proposed hotel will include a restaurant of approximately 5,000 square feet, a ballroom of approximately 7,000 square feet and a bar/lounge of approximately 3,800 square feet (the "Proposed Project").

The proposal will also include 2.87-acres of public open space, including a 1.25-acre waterfront park extending from Atlantic Avenue to the water's edge; a completely site-circumferential public Harborwalk; a new and expanded Boston Sailing Center; and an extended public marina.

The project site is located on Atlantic Avenue at Commercial Street in the North End neighborhood of Boston, between Sargents Wharf to the north and Commercial Wharf to the South. The approximately 9.03-acre, irregularly-shaped site includes a combination of filled lands, open waters, pile supported piers and wharves, and pile fields marking the location of former sections of piers and wharves (the "Project Site").

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BRA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After submitting the DPIR, the Proponent shall publish notice of such submittal as required by Section 80A-2. Pursuant to Section 80B-4(c) (i) (3), the BRA shall issue a written Preliminary Adequacy Determination ("PAD") within ninety (90) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BRA no later than fifteen (15) days prior to the date by which the BRA must issue its PAD. The PAD shall indicate the additional steps, if any, necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BRA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived

pursuant to Section 80B-5.4(c) (iv). Section 80B-6 requires the Director of the BRA to issue a Certification of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW/SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should be submitted to the BRA via the following website: <https://attachments.bostonredevelopmentauthority.org/>. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this Scoping Determination should be included in the booklet for reference.

A. General Information

1. Applicant/Proponent Information
 - a. Development Team
 - (1) Names
 - (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
 - (b) Attorney
 - (c) Project consultants and architects
 - (2) Business address, telephone number, FAX number and e-mail, where available for each
 - (3) Designated contact for each
 - b. Legal Information
 - (1) Legal judgments or actions pending concerning the Proposed Project
 - (2) History of tax arrears on property owned in Boston by Applicant
 - (3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in the Proposed Project, all restrictive covenants and contractual restrictions affecting the Proponent's right or ability to accomplish the Proposed Project, and the nature

of the agreements for securing parcels not owned by the Applicant.

- (4) Nature and extent of any and all public easements into, through, or surrounding the site.

2. Project Site

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

3. Project Description and Alternatives

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

4. Public Benefits

- a. Anticipated employment levels including the following:
 - (1) Estimated number of construction jobs
 - (2) Estimated number of permanent jobs
- b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
- c. Other public benefits, if any, to be provided.

5. Community Process

- a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
- b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

B. REGULATORY CONTROLS AND PERMITS

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

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

C. TRANSPORTATION COMPONENT

The analysis included in the DPIR must utilize as its framework the scope as outlined in the comments of the Boston Transportation Department ("BTD"), dated October 22, 2015 and included in Appendix A.

Parking

The project will replace a 223 space surface parking lot on the north side of the site with a three level 379 space below grade parking garage, which in-turn will free up the surface for development of the waterfront park. BTD will expect the sixty-five (65) monthly passes currently held by local residents and local businesses to be maintained or even increased.

Transit Oriented Development

The project will also result in the completion of a key Harborwalk connection between the North End and the Downtown waterfront. This will improve the walking and biking environment for North End residents either to their destination or to the many bus stops located within a half-mile of the site. An additional benefit of the project is its close proximity to the MBTA Aquarium Blue Line Station. This provides excellent access/egress to Logan Airport.

Transportation Demand Management

BTD will look closely at the TDM measures included in the TAPA to ensure the impacts related to the development are minimized to a practical level.

The most critical components of the TDM should include in detail the following accommodations:

- **Shared Car Service:** BTD will work with the proponent to include this important component that works very well in the reduction of traffic volume and air quality issues. We will work with the proponent to determine the location in the parking garage and the number of vehicles involved with this service.
- **Bicycle Accommodations:** BTD will expect the proponent to provide bicycle storage in secure and sheltered areas for visitors and employees as well. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances. For employees who bike to work, shower facilities will be available on site. All bike locations will conform to BTD standards.

- **Electric Vehicle Charging Stations:** An important inclusion to the TAPA will be the number and location of this service. As the number of electronic vehicles increase in our city, we must be prepared to accommodate this growing demand and reduce any anxiety about using them. Therefore, we would like to request the proponent to discuss this important issue with the selected hotel operator to ensure they provide the level of information to the general public in-order to make this service a success.
- **Accessible Parking Spaces:** Accessible parking will be an essential component of the parking design for this project. Since the hotel will have 277 rooms, BTD will expect a minimum of seven (7) accessible parking spaces to be provided within the environs of the garage and the accessible route should coincide with the route for the general public. This obviously includes locations close to elevators. The location of the spaces do not have to be located in one general area. However, wherever there is an entry/exit point to the facility, accessible spaces will be required.

Intersection Data Collection

Although the intersections selected for monitoring and data collection are appropriate for this project, BTD would request the addition of Cross Street and Atlantic Avenue as well to ensure there are no impacts left out of the study area that could affect traffic impacts.

Service and Loading

BTB supports all service and loading occurring underground on the first level of the parking garage. Delivery vehicles will access the site via the Atlantic Avenue driveway and proceed to the underground loading area.

Finally, BTB would like to request that the consultant coordinate with **Connect Historic Boston** on the re-design and re-construction of Atlantic Avenue. By working together, we can produce a more attractive and efficient design that community residents will be proud of.

D. ENVIRONMENTAL PROTECTION COMPONENT

The DPIR must address the comments of the Boston Environment Department, dated October 23, 2015, included in Appendix A and must include the most up to date Article 37/Interagency Green Building Committee documents.

Wind

The Proponent has stated the Proposed Project design does not include buildings that are greater than approximately 55 feet in height. Thus the Proponent shall not be required to conduct a quantitative (wind tunnel) analysis but, shall be required to conduct a qualitative analysis of the pedestrian level winds (PLW) for both existing (no-build) as well as the build conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project buildings, and existing and proposed open spaces in the vicinity of the Proposed Project.

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

Shadow

The Proponent shall be required to conduct and submit a shadow analysis for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis must include net shadow as well as existing shadow and must clearly show the anticipated incremental impact of the Proposed Project buildings. For purposes of clarity, new shadow should be shown in a dark, contrasting tone discernable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be produced by the Proposed Project. The build condition(s) shall include all buildings under construction and any proposed buildings expected to be completed prior to the completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown as well.

The Proponent shall be required to pay particular consideration to existing and proposed open spaces and major pedestrian areas, including, but not limited to, the sidewalks adjacent to and in the vicinity of the Proposed Project and all existing plazas, park areas, pedestrian areas, and other open spaces in the vicinity of the Proposed Project. If deemed necessary, appropriate mitigation measures to limit or avoid adverse shadow impacts shall be identified.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design is not anticipated to include reflective glass or other reflective materials. However, should the Proposed Project design change and incorporate substantial glass-facades (reflective glass), a solar glare analysis shall be required. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

At this time the Proponent shall not be required to conduct a future analysis of the carbon monoxide levels, as none of the intersections studied is anticipated to have a level of service (LOS) that is projected to deteriorate to D and cause a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS. However should the traffic operations increase and create the aforementioned conditions, thus potentially

creating adverse air quality impacts, the Proponent shall be required to demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

Noise

The Proponent shall be required to conduct a noise analysis of the existing noise levels at the Proposed Project site as well as future noise levels, after the Proposed Project is completed. A description of the Proposed Project's mechanical system(s) and their location(s) shall also be included.

The Proponent shall be required to demonstrate compliance with the most stringent sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and HUD's Residential Site Acceptability Standards and if deemed necessary includes measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)

The DPIR must address the comments of the Boston Parks and Recreation Department, dated October 23, 2015 and included in Appendix A

The PNF states that the project will create a five story hotel with 277 rooms and 2.87 acres of open space, including a 1.25 acre waterfront park extending from the street to the water on both sides of the Granite Building and 1,800 linear feet of new Harborwalk. The PNF states that the open space requirement of 50% will be met (Article 42A North End Waterfront Subdistrict).

In general, detail of the open space should be provided in order to understand whom it is intended to serve, how it will be utilized, how it will be accessed, and whether it will be protected in perpetuity as a public amenity. The following points also require clarification:

- Please define which open spaces will also be used for auto spaces- such as the auto court to serve the hotel.
- There is a 1.25 acre park that extends from the street to the water's edge. Please explain how this park will be accessed and visible from Atlantic Avenue as a public amenity? It is unclear if it will need to be accessed under a narrow arcade or through a sailing pavilion.
- The hotel includes a terrace that will presumably be for hotel guests. Is this terrace counted in the public open space?

- The PNF states that there are .6 acres of open space (lawn and pool) that is utilized by the tenants of the Granite Building condominiums, but available to the public on a limited basis. Please explain the public's access to use this space.

Finally, the Parks Department would further like to explore opportunities for this project to connect to and support Christopher Columbus Park, which is just south of the project site.

E. URBAN DESIGN/PLANNING COMPONENT

The DPIR must address the comments of the BRA's Urban Design Department, dated October 23, 2015 included in Appendix A. In addition to this, the standard list of urban design materials should be included in the DPIR for the Proposed Project, included in Appendix E.

- Proponent should ensure that marina and dock configuration will not conflict with other area marinas and provide adequate docking space and dimension between docks to accommodate water taxis.
- Docks and piles should be designed to withstand storm surge, wave action and accommodate future sea level rise.
- The marina should include transient public slips as well as a touch and go dock.
- Adequate slips and mooring area must be provided for the Boston Sailing Center and landside and waterside space made available to the sailing center to ensure the water dependent use's long-term viability at the Lewis Wharf Location.
- The hotel complex and Harborwalk will be constructed within a FEMA Velocity Zone, as represented in the revised Preliminary FEAM FIRMs (7/9/15). Harborwalk should be constructed of materials that can withstand saltwater inundation and designed to limit and mitigate damage from wave action. The design and materials of the ground floor areas and building utilities should anticipate future saltwater inundation.
- The lobby/bar area connecting the north and south pier buildings should be designed with transparent materials to allow for visual connections to the water, as well as entry ways to provide east-west public to access to the terrace and water court area.
- Project should accommodate a Harbor Viewing Room for the public to enjoy views of the harbor and waterfront year-round, as well as a Historic Pier Interpretive Program, consistent with the city's North End Historic Piers Network Plan (1999). The space could also function as a waiting area for water taxis.
- Wayfinding and Harborwalk signage should be integrated and connected with adjacent properties and Commercial Street, and follow successful examples at Atlantic Wharf and Battery Wharf, which have updated designs, orient the public to on and off-site locations, and integrate historic-interpretive elements.

F. INFRASTRUCTURE SYSTEMS COMPONENT

The DPIR must address the comments of the Boston Groundwater Trust, dated October 7, 2015 and included in Appendix A.

As stated in the PNF, the project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. Also stated in the PNF and confirmed at the scoping session, the project will be designed and constructed so as to comply with the requirements of Article 32. In the North End area, GCOD does not require recharge but it does require the proponent to furnish a stamped certification by a professional engineer registered in Massachusetts showing how the project will not have any negative effect on groundwater levels on site or adjacent lots. The PNF states that the proposed hotel structures will be located over flowed waters and existing wharf and piles filed areas. In addition, the PNF states that the subsurface garage will be located entirely within the filled portion of the site and that the exterior foundation wall will consist of a concrete diaphragm wall (slurry wall) to provide both temporary and permanent soil retention and groundwater control. I look forward to the engineers' certification letter that groundwater levels will not be lowered, that all floors, walls and elevator pits will be waterproofed, and that no permanent active dewatering systems or perimeter drains below groundwater levels will be constructed. The PNF also states that some local dewatering may be required during construction, primarily for the removal of surface water runoff collected during precipitation events. I appreciate the proponent's commitment to attempt recharging of that surface water into the ground immediately outside the excavation footprint.

This letter should be provided to the Trust and the Board of Appeals before zoning is approved for the project. The project site is in area with many adjacent wood piling supported buildings, and maintenance of adequate groundwater levels is necessary to preserve the integrity of their foundations.

The DPIR must address the comments of the Boston Water and Sewer Commission, dated October 1, 2015 and included in Appendix A.

The Commission owns and maintains the 8-inch and 12-inch Low Service water mains, the 12-inch and 16-inch High Service water mains and a 24-inch High Pressure Fire Main in Commercial Street and a 16-inch Low service water main in Atlantic Avenue. For sewer and storm drain service, there is a 30-inch (the East Side Interceptor) and a 96-inch combined sewer in Commercial Street and a 15-inch sanitary sewer and an 18-inch storm drain in Atlantic Avenue.

The full text of BWSC Comments can be viewed in **Appendix A**.

G. DEVELOPMENT IMPACT PROJECT COMPONENT

Based on the square footage and uses outlined in the Project Notification Form, the Proposed Project will be subject to and be required to enter into a Development Impact Project ("DIP or Linkage") agreement, assuming the proposed project requires zoning relief. A full analysis of square footage and uses should be submitted in the DPIR.

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one more newspapers of general circulation in the City of Boston a Public Notice of the submission of the DPIR to the BRA as required by Section 80A-2. This Public Notice shall be published within five (5) days after the receipt of the DPIR by the BRA. Therefore, public comments shall be transmitted to the BRA within seventy five (75) days of the publication of this Public Notice. Sample forms of the Public Notice are attached as **Appendix D**.

Following publication of the Public Notice, the Proponent shall submit to the BRA a copy of the published Public Notice together with the date of publication.

APPENDIX A
COMMENTS FROM CITY PUBLIC AGENCIES



BOSTON
TRANSPORTATION
DEPARTMENT

October 22, 2015

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

Christopher Tracy
Boston Redevelopment Authority
9th floor Boston City Hall
Boston, Massachusetts 02201

Re: Lewis Wharf Project Notification Form (PNF)

Dear Mr. Tracey,

The Boston Transportation Department (BTD) has reviewed the above document and is pleased to submit the following comments for your review.

Lewis Wharf involves new construction in excess of 50,000 square feet of gross floor area. Therefore, is subject to Large Project Review under Section 80B-2.3(a) of the Boston Zoning Code. BTD will require a Transportation Access Plan Agreement (TAPA) to include a Construction Management Plan (CMP) as a result of these conditions.

Parking

The project will replace a 223 space surface parking lot on the north side of the site with a three level 379 space below grade parking garage, which in-turn will free up the surface for development of the waterfront park. BTD will expect the sixty-five (65) monthly passes currently held by local residents and local businesses to be maintained or even increased.

Transit Oriented Development

The project will also result in the completion of a key Harborwalk connection between the North End and the Downtown waterfront.

MARTIN J. WALSH, Mayor



Page 2, Lewis Wharf Project Notification Form.

This will improve the walking and biking environment for North End residents either to their destination or to the many bus stops located within a half-mile of the site. An additional benefit of the project is its close proximity to the MBTA Aquarium Blue Line Station. This provides excellent access/egress to Logan Airport.

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The most critical components of the TDM should include in detail the following accommodations:

- **Shared Car Services:** BTD will work with the proponent to include this important component that works very well in the reduction of traffic volume and air quality issues. We will work with the proponent to determine the location in the parking garage and the number of vehicles involved with this service.
- **Bicycle Accommodations:** BTD will expect the proponent to provide bicycle storage in secure and sheltered areas for visitors and employees as well. Subject to necessary approvals, public use bicycle racks for visitors will be placed near building entrances. For employees who bike to work, shower facilities will be available on site. All bike locations will conform to BTD standards.
- **Electric Vehicle Charging Stations:** An important inclusion to the TAPA will be the number and location of this service. As the number of electric vehicles increase in our city, we must be prepared to accommodate this growing demand and reduce any anxiety about using them. Therefore, we would like to request the proponent to discuss this important issue with the selected hotel operator to ensure they provide the level of information to the general public in-order to make this service a success.
- **Accessible Parking Spaces:** Accessible parking will be an essential component of the parking design for this project.

Page 3, Lewis Wharf Project Notification Form.

Since the hotel will have 277 rooms, BTD will expect a minimum of seven (7) accessible parking spaces to be provided within the environs of the garage and the accessible route should coincide with the route for the general public. This obviously includes locations close to elevators. The location of the spaces do not have to be located in one general area. However, wherever there is an entry/exit point to the facility, accessible spaces will be required.

Intersection Data Collection

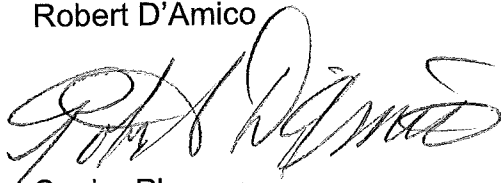
Although the intersections selected for monitoring and data collection are appropriate for this project, BTD would request the addition of Cross Street and Atlantic Avenue as well to ensure there are no impacts left out of the study area that could affect traffic impacts.

Service and Loading

BTD supports all service and loading occurring underground on the first level of the parking garage. Delivery vehicles will access the site via the Atlantic Avenue driveway and proceed to the underground loading area.

Finally, BTD would like to request that the consultant coordinate with **Connect Historic Boston** on the re-design and re-construction of Atlantic Avenue. By working together, we can produce a more attractive and efficient design that community residents will be proud of. We look forward to work with the public and other city agencies on this important project. If you have any questions, please call me at 617-635-3076.

Robert D'Amico



Senior Planner



Christopher Tracy <christopher.tracy@boston.gov>

Re: Lewis Wharf, North End - Scoping Determination - Comment Letter Request

1 message

Chris Busch <chris.busch@boston.gov>
To: Christopher Tracy <christopher.tracy@boston.gov>
Cc: Richard McGuinness <richard.mcguinness@boston.gov>

Fri, Oct 23, 2015 at 12:34 PM

Lewis Wharf PNF Comments 10.23.15

- Proponent should ensure that marina and dock configuration will not conflict with other area marinas and provide adequate docking space and dimension between docks to accommodate water taxis.
- Docks and piles should be designed to withstand storm surge, wave action and accommodate future sea level rise.
- The marina should include transient public slips as well as a touch and go dock.
- Adequate slips and mooring area must be provided for the Boston Sailing Center and landside and waterside space made available to the sailing center to ensure the water dependent use's long-term viability at the Lewis Wharf Location.
- The hotel complex and Harborwalk will be constructed within a FEMA Velocity Zone, as represented in the revised Preliminary FEAM FIRMs (7/9/15). Harborwalk should be constructed of materials that can withstand saltwater inundation and designed to limit and mitigate damage from wave action. The design and materials of the ground floor areas and building utilities should anticipate future saltwater inundation.
- The lobby/bar area connecting the north and south pier buildings should be designed with transparent materials to allow for visual connections to the water, as well as entry ways to provide east-west public to access to the terrace and water court area.
- Project should accommodate a Harbor Viewing Room for the public to enjoy views of the harbor and waterfront year-round, as well as a Historic Pier Interpretive Program, consistent with the city's North End Historic Piers Network Plan (1999). The space could also function as a waiting area for water taxis.
- Wayfinding and Harborwalk signage should be integrated and connected with adjacent properties and Commercial Street, and follow successful examples at Atlantic Wharf and Battery Wharf, which have updated designs, orient the public to on and off-site locations, and integrate historic-interpretive elements.

On Wed, Oct 21, 2015 at 11:28 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Hello All,

Just a friendly reminder to please get comments that you'd like to see included in the Scoping Determination to me by Friday. Please let me know if you have any questions at all or need more information.

Best,
-Chris

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

From: **Christopher Tracy** <christopher.tracy@boston.gov>
Date: Thu, Oct 15, 2015 at 11:54 AM
Subject: Lewis Wharf, North End - Scoping Determination - Comment Letter Request
To: Christopher Tracy <christopher.tracy@boston.gov>

Hello All,

The BRA is issuing a Scoping Determination for this proposal and asking the proponent to respond with a DPIR (Draft Project Impact Report). We therefore ask that you or your agency please submit a written comment to me, to be added to the Scoping Determination, by **Friday, October 23**. Your feedback will be critical to the makeup of the Scoping Determination so I please ask that you submit a comment and adhere to our timeline. If you or your agency have already submitted a comment that you'd like to see added please make a note of that.

The PNF can be accessed via the link below. Thanks and please let me know if you have any questions at all.

<http://www.bostonredevelopmentauthority.org/projects/development-projects/lewis-wharf>

Best,
-Chris

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

From: **Christopher Tracy** <christopher.tracy@boston.gov>
Date: Wed, Sep 16, 2015 at 4:08 PM
Subject: Lewis Wharf, North End - Article 80 Large Project Review - PNF
To: Christopher Tracy <christopher.tracy@boston.gov>

Good Afternoon,

Attached for your review is the Lewis Wharf, North End Project Notification Form ("PNF") received by the Boston Redevelopment Authority ("BRA") on September 15, 2015.

The PNF describes Lewis Wharf Investors, LLC's proposal of a new construction, five-story hotel to be located on an approximately 9- acre site comprising Lewis Wharf piers and pavement areas. The hotel will consist of two separate buildings connected by an enclosed, single story pavilion. In total, it is anticipated to comprise approximately 190,000 square feet of gross floor area, and will contain approximately 277 rooms. The Project will replace the approximately 223-space surface parking lot on the north side of the site with a three-level, approximately 379- space, below grade parking garage (the "Proposed project").

You or a representative of your agency are invited to a Scoping Session scheduled for **Monday, October 5th 2015 from 3:00 p.m. to 4:00 p.m. in the Boston Redevelopment Authority Board Room, 9th floor, Boston City Hall.**

The BRA solicits comments from public agencies and the public. Written comments on the attached PNF must be received by the BRA no later than **Thursday October 15, 2015**. Please use

contact information below for comments or clarification. If you would like a hard copy of the PNF, please let me know.

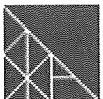
The PNF for Lewis Wharf can be found using the link below:

<http://www.bostonredevelopmentauthority.org/projects/development-projects/lewis-wharf>

Best,
-- Chris
Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Sq
Boston MA 02201
617-918-4259

--
Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Sq
Boston MA 02201
617-918-4259

--
Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Sq
Boston MA 02201
617-918-4259



Chris H. Busch, AICP
Senior Waterfront Planner
617-918-4451

BOSTON

Martin J. Walsh, Mayor
October 23, 2015

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

RE: Lewis Wharf, North End - Scoping Determination for a Draft Project Impact Report

Dear Ms. Polhemus:

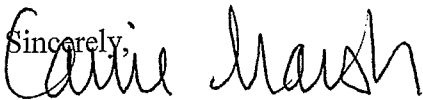
The Boston Parks and Recreation Department (BPRD) has reviewed the Article 80 Project Notification Form for Lewis Wharf in the North End. The following comments are provided for the Scoping Determination for a Draft Project Impact Report.

The PNF states that the project will create a five story hotel with 277 rooms and 2.87 acres of open space, including a 1.25 acre waterfront park extending from the street to the water on both sides of the Granite Building and 1,800 linear feet of new Harborwalk. The PNF states that the open space requirement of 50% will be met (Article 42A North End Waterfront Subdistrict).

In general, detail of the open space should be provided in order to understand whom it is intended to serve, how it will be utilized, how it will be accessed, and whether it will be protected in perpetuity as a public amenity. The following points also require clarification:

- Please define which open spaces will also be used for auto spaces – such as the auto court to serve the hotel.
- There is a 1.25 acre park that extends from the street to the water's edge. Please explain how this park will be accessed and visible from Atlantic Avenue as a public amenity? It is unclear if it will need to be accessed under a narrow arcade or through a sailing pavilion.
- The hotel includes a terrace that will presumably be for hotel guests. Is this terrace counted in the public open space?
- The PNF states that there are .6 acres of open space (lawn and pool) that is utilized by the tenants of the Granite Building condominiums, but available to the public on a limited basis. Please explain the public's access to use this space.

Finally, the Parks Department would further like to explore opportunities for this project to connect to and support Christopher Columbus Park, which is just south of the project site.

Sincerely,


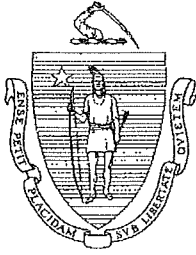
Carrie Marsh, Executive Secretary, Boston Parks and Recreation Commission

cc: Christopher Cook, Commissioner, Boston Parks and Recreation Department
Chris Tracy, Project Manager, Boston Redevelopment Authority



Boston Parks and Recreation Department

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



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

October 7, 2015

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Re: Lewis Wharf

Dear Mr. Tracy:

We are writing to express our strong objection to the proposed five-story, 190,000 square foot, 300 room hotel on Lewis Wharf being developed by JW Capital Partners, LLC. We stand united in opposition to the scale of the project as well as the subsequent negative effect it would have on the quality of life of not only direct abutters, but on the entire neighborhood as a whole.

The North End has become one of the most desirable places to live and to visit in the City of Boston, not because of what it may become, but because of what it is now. Our neighborhood projects its welcoming environment, which blends historic structures and traditional aesthetics with convenience. As we look to continuously evolve and develop, it is critical that we look to both preserve and respect the charm which has been maintained for well over a century, in order to ensure our historic neighborhoods beauty isn't compromised.

From the onset, we were not against the development of this site; this location has long been decrepit and has continuously fallen into blight over the past decade from the current property owners' neglect. This site deserves an upgrade, one that compliments its location as well as its surrounding neighborhood and this proposal falls short of accomplishing that.

Throughout this process the proponent has continuously asserted that this project is 'as of right' and will not require any variances or mitigation, a statement which has formally remained to be determined. At this time it is imperative that we acknowledge the three crucial levels of process which this project must adhere to: the Article 80, Chapter 91 and the Boston Redevelopment Authority's large project review. The Article 80 process requires a vote of approval by the BRA Board of Directors, Chapter 91 authorization is required by the Massachusetts Department of Environmental Protection, the fact that these approvals and authorizations are needed clouds the argument that this project is 'as of right'.

It has been made abundantly clear to each of us that the proponent has not received satisfactory support from not only its direct abutters but the neighborhood, subsequently leaving us united in opposition of the proposed hotel.

In sum, we believe that Lewis Wharf is long past due for development, but we believe that it is imperative that the development compliments the neighborhood and is appropriate size and scale. This project does not fit that criteria and we believe it will adversely affect the residents it abuts and the neighborhood a whole.

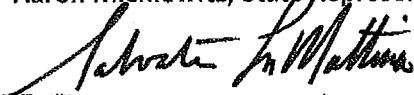
Sincerely,



Anthony W. Petruccelli, Massachusetts State Senator, First Suffolk & Middlesex District



Aaron Michlewitz, State Representative, Third Suffolk District



Salvatore LaMattina, Boston City Councilor

Cc: Mayor Martin J. Walsh, City of Boston
Mr. Brian Golden, Director of the Boston Redevelopment Authority
Mr. Matt Beaton, Secretary of the Executive Office of Energy and Environmental Affairs
Mr. Martin Suuberg, Commissioner of Massachusetts Department of Environmental Protection
Ms. Maria Lanza, Mayors Office of Neighborhood Services



Boston City Council
Stephen J. Murphy
City Councillor At-Large

Christopher Tracy
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

October 14, 2015

Re: Opposition to Proposed Lewis Wharf Hotel Project

Dear Chris,

I am writing this letter to inform you, and all the members of the Board, that I am adamantly opposed to the construction of a hotel on Lewis Wharf.

The North End is not only one of the most unique neighborhoods in Boston, but in America. It is small and dense and home to many long-time Bostonians. These residents love Boston and hope to live their entire lives in the North End. They have the same dream for their child and their children's children. Over developing their neighborhood would work towards dashing those dreams.

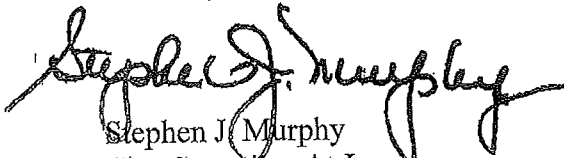
Building a hotel on Lewis Wharf does not bring any public benefit to the residents of the North End. In fact it would bring just the opposite! As we all know, the North End is already heavily congested. Driving on the streets is extremely difficult and parking there is virtually impossible. A hotel on this site would indeed have quite a negative impact on the residents of the North End. That impact wouldn't end once the construction crews were gone. In fact the worst would just be beginning; the addition of hundreds of people in the neighborhood, arriving at all hours of the day and night; the increase in traffic with, taxis, ubers, delivery trucks and cars would be overwhelming to the already over-crowded streets.

This project would have an irreversible, negative impact on the very proud residents of the North End. This is a quality of life issue for the neighborhood.

Development of the city's neighborhoods is a good thing. However, development cannot be a run-away train, it needs to have constraints. To allow construction of a hotel on Lewis Wharf would be "the straw that breaks the camel's back" for the good, hard-working citizens of our North end.

It is for these reasons, and too many more to list, that I strongly and adamantly oppose the construction of a hotel on Lewis Wharf.

Sincerely,



Stephen J. Murphy
City Councilor At-Large



**AYANNA PRESSLEY
BOSTON CITY COUNCILOR
AT-LARGE**

October 13, 2015

Mr. Christopher Tracy
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Tracy:

I am writing to express my opposition to JW Capital Partners' current proposal for a five-story 300 room hotel on Lewis Wharf in the North End.

Over the past several months, hundreds of residents have contacted my office to highlight a variety of issues pertaining to this project. Like many of the residents in the neighborhood, I am very concerned that this development, in its size and scope, will have a deleterious impact on the quality of life for residents living in the North End.

Community input and collaboration must be a hallmark of any development project in the city. The experiences and perspectives of residents of the neighborhood, particularly abutting neighbors and stakeholders, offer developers a unique insight into the factors that will most impact the success of their project(s) and consideration for these perspectives ensures the integrity and fit of developments in any host community.

I echo the sentiments of my colleagues in government, Senator Petrucci, Representative Michelwitz, and District Councilor LaMattina, in that Lewis Wharf is long overdue for the *right* development for the neighborhood. I am hopeful that the developers can work with the neighborhood to develop a more agreeable proposal.

Sincerely,

Ayanna Pressley
At-Large Boston City Councilor



MICHELLE WU
BOSTON CITY COUNCIL

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Square,
Boston, MA, 02201

Re: Lewis Wharf

October 13, 2015

Dear Mr. Tracy:

I'm writing to express my opposition to the proposed Lewis Wharf hotel project developed by JW Capital Partners, LLC. This proposed 227 room hotel will affect the neighborhood of North End as a whole, jeopardizing the Harbor and negatively impacting the quality of life for the residents.

At five-stories and 190,000 square feet, the proposed project will bring increased traffic to the neighborhood, making a busy area more congested. This project will also extend hundreds of feet into the Boston Harbor, thus effectively walling off the Harbor from the North End, shielding the views from many residents. Moreover, the North End is a residential neighborhood with charms stemming from its historic buildings, and the proposed hotel will clash with the neighborhood's traditional aesthetics.

While the location of the project has been decrepit for the past decade, a large-scale luxury hotel does not complement the character of the neighborhood. Development is welcome, but it has to be appropriate in scale for the surrounding area and benefit the residents. This project lacks the support of the residents and their opposition is clear.

The proposed Lewis Wharf hotel will be detrimental to the North End. This project will endanger the accessibility of the neighborhood and the Harbor, and it is at a scale that is out of context with the surrounding area. Please note my opposition to this project based on the concerns of the constituents.

Sincerely,

Michelle Wu
Boston City Councilor
At-Large

BRA MEMORANDUM

TO: Chris Tracy

FROM: Katie Pedersen

DATE: October 23, 2015

RE: Lewis Wharf
Boston, Massachusetts
Project Notification Form

I have reviewed the Project Notification Form (the “PNF”) dated September 15, 2015 and submit the following comments for the Environmental Protection component. JW Capital Partners, LLC (the “Proponent”) is proposing the construction of a five-story, approximately 277-room landmark hotel, 125,082 square feet (2.87-acres) of public open space, including a 54,480 square-foot (1.25 acre) waterfront park extending from the street to the water on both sides of the Granite Building, 1,800 linear feet of new Harborwalk and an expanded marina (the “Proposed Project”).

Wind

The Proponent has stated the Proposed Project design does not include buildings that are greater than approximately 55 feet in height. Thus the Proponent shall not be required to conduct a quantitative (wind tunnel) analysis but, shall be required to conduct a qualitative analysis of the pedestrian level winds (PLW) for both existing (no-build) as well as the build conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project buildings, and existing and proposed open spaces in the vicinity of the Proposed Project.

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

Shadow

The Proponent shall be required to conduct and submit a shadow analysis for both existing and build conditions for the hours of 9:00 a.m., 12:00 noon, 3:00 p.m. for the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21) and 6:00 p.m. in the summer and the fall.

The shadow impact analysis must include net shadow as well as existing shadow and must clearly show the anticipated incremental impact of the Proposed Project buildings. For purposes of clarity, new shadow should be shown in a dark, contrasting tone discernable from existing shadow. The shadow impact study area shall include, at a minimum, the entire area to be encompassed by the maximum shadow expected to be

produced by the Proposed Project. The build condition(s) shall include all buildings under construction and any proposed buildings expected to be completed prior to the completion of the Proposed Project. Shadow from all existing buildings within the shadow impact study area shall be shown as well.

The Proponent shall be required to pay particular consideration to existing and proposed open spaces and major pedestrian areas, including, but not limited to, the sidewalks adjacent to and in the vicinity of the Proposed Project and all existing plazas, park areas, pedestrian areas, and other open spaces in the vicinity of the Proposed Project. If deemed necessary, appropriate mitigation measures to limit or avoid adverse shadow impacts shall be identified.

Daylight

(Please refer to Urban Design's comments)

Solar Glare

The Proponent has stated that the Proposed Project design is not anticipated to include reflective glass or other reflective materials. However, should the Proposed Project design change and incorporate substantial glass-facades (reflective glass), a solar glare analysis shall be required. The analysis shall measure potential reflective glare from the buildings onto potentially affected streets and public open spaces and sidewalk areas in order to determine the likelihood of visual impairment or discomfort due to reflective spot glare. Mitigation measures to eliminate any adverse reflective glare shall be identified.

Air Quality

At this time the Proponent shall not be required to conduct a future analysis of the carbon monoxide levels, as none of the intersections studied is anticipated to have a level of service (LOS) that is projected to deteriorate to D and cause a 10 percent increase in traffic or where the level of service is E or F and the Proposed Project contributes to a reduction in LOS. However should the traffic operations increase and create the aforementioned conditions, thus potentially creating adverse air quality impacts, the Proponent shall be required to demonstrate conformance with the National Ambient Air Quality Standards (NAAQS).

Noise

The Proponent shall be required to conduct a noise analysis of the existing noise levels at the Proposed Project site as well as future noise levels, after the Proposed Project is completed. A description of the Proposed Project's mechanical system(s) and their location(s) shall also be included.

The Proponent shall be required to demonstrate compliance with the most stringent sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and HUD's Residential Site Acceptability Standards and if deemed necessary includes measures designed to minimize and eliminate adverse noise impacts on nearby sensitive receptors.

Sustainable Design/Green Buildings

(Please see the Interagency Green Building Committee (IGBC) Article 37 Comment Letter)



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

October 28, 2015

Mr. William Andrews
JW Capital Partners, LLC
One Lewis Wharf
Boston, MA 02110

Re: Lewis Wharf, Boston
Article 37 Boston Zoning Code, Green Buildings

Dear Mr. Andrews:

The Boston Interagency Green Building Committee (IGBC) has reviewed, the Project Notification Form (PNF) which includes a LEED checklist, Sustainability Narrative and Climate Change Preparedness and Resiliency Checklist, for compliance with Boston Zoning Article 37, Green Buildings.

The PNF indicates that the project, now in the design stage, will use the LEED v4 for BD+C: Hospitality rating system and shows the intent to achieve LEED Silver with 45 points. The IGBC accepts the LEED Rating System selection but, expresses concern, as in order to be deemed to be in compliance with the chosen rating system, a project must achieve a minimum of 40 points. This is of particular concern, as points are often dropped during the construction phase.

In support of the City of Boston's Greenhouse (GHG) emissions reduction goals, the IGBC requests that:

- The project fully utilize utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts.
- The project include strategies to reduce energy usage to 20% or more below the ASHRAE 90.1-2010 baseline including a feasibility study of viable renewable energy technologies and/or clean energy systems for the project.
- As planning proceeds, please provide through your BRA Project Manager your preliminary and then comprehensive energy modeling data and information on utility assistance and support, including technical assistance and building energy modeling, afforded to the project throughout the design process.

The IGBC notes that the commitment to fulfilling the Boston Public Health Commission's Green Building Credits furthers the City's efforts to both reduce GHG emissions and improve the health of residents.

Lewis, Wharf, cont.

Article 37 Interagency Green Building Committee

For projections of sea level rise, the City of Boston currently relies on the 2013 report of the Massachusetts Office of Coastal Zone Management – *Sea Level Rise: Understanding and Applying Trends and Future Scenarios for Analysis and Planning* – and suggests at least the Intermediate High or High scenarios depending upon building use.

Please note that prior to the Inspectional Services Department's (ISD) issuance of a building permit, all projects must demonstrate compliance with Article 37 and have obtained approval of the requisite submissions from the IGBC. In order to demonstrate compliance, the IGBC requires that you submit a Draft Green Building Report (draft Report). The draft Report shall provide a comprehensive narrative describing in detail proposed strategies and paths that will be used to meet LEED prerequisites and achieve the selected credits.

Please follow up with your BRA Project Manager if you have questions.

Interagency Green Building Committee

Boston Groundwater Trust

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

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Lisa Soli

Executive Director

Christian Simonelli

October 7th, 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: Lewis Wharf Project PNF

Dear Mr. Tracy:

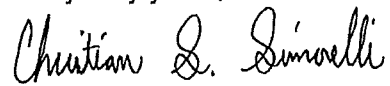
Thank you for the opportunity to comment on the Lewis Wharf Project, project notification form (PNF). The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

As stated in the PNF, the project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. Also stated in the PNF and confirmed at the scoping session, the project will be designed and constructed so as to comply with the requirements of Article 32. In the North End area, the GCOD does not require recharge but it does require the proponent to furnish a stamped certification by a professional engineer registered in Massachusetts showing how the project will not have any negative effect on groundwater levels on site or adjacent lots. The PNF states that the proposed hotel structures will be located over flowed waters and existing wharf and piles field areas. In addition, the PNF states that the subsurface garage will be located entirely within the filled portion of the site and that the exterior foundation wall will consist of a concrete diaphragm wall (slurry wall) to provide both temporary and permanent soil retention and groundwater control. I look forward to the engineers' certification letter that groundwater levels will not be lowered, that all floors, walls, and elevator pits will be waterproofed, and that no permanent active dewatering systems or perimeter drains below groundwater levels will be constructed. The PNF also states that some local dewatering may be required during construction, primarily for the removal of surface water runoff collected during precipitation events. I appreciate the proponent's commitment to attempt recharging of that surface water into the ground immediately outside the excavation footprint.

This letter should be provided to the Trust and the Board of Appeals before zoning is approved for the project. The project site is in area with many adjacent wood piling supported buildings, and maintenance of adequate groundwater levels is necessary to preserve the integrity of their foundations.

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

Very truly yours,

A handwritten signature in cursive script that reads "Christian D. Simonelli". The signature is written in black ink and is positioned above the printed name.

Christian Simonelli
Executive Director

CC: Kathleen Pederson, BRA
Maura Zlody, BED

**Boston Water and
Sewer Commission**



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

October 1, 2015

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Re: Lewis Wharf, North End
Environmental Notification Form and Project Notification Form

Dear Secretary Beaton and Mr. Tracy:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed Lewis Wharf project. The project site is located on Atlantic Avenue at Commercial Street, between Sargent's Wharf to the north and Commercial Wharf to the south in the North End neighborhood of Boston. This letter provides the Commission's comments on the ENF and PNF.

The project site is an approximately 9.03 acre parcel containing a combination of filled lands, open waters, pile supported piers and wharfs, and pile fields. The landward, filled portion of the site is approximately 2.43 acres and is essentially divided into two parcels by the Lewis Wharf Condominiums (the Granite Building).

The waterfront portion of the site includes two pile fields that extend into the harbor from the base of the filled portion of Lewis Wharf. The southern and northern edges of the wharf are occupied by single rows of boat floats and slips, while the Boston Sailing Center occupies a riverboat moored in the waters between the two pile fields. The northern portion of the landward side of the site, including the entire waterfront edge of the filled portion of the pier, is occupied by an approximately 223-space surface parking lot, while the portion of the site



south of the Granite Building includes a service driveway, a pedestrian walkway, green space, and a pool. A section of the Harborwalk is located along the water's edge in this southern section, but passes through the parking lot on the remainder of the site.

The project proponent, JW Capital Partners LLC, proposes to construct a new five-story, 277 room, 190,000 gross square feet hotel in two buildings. The project will include 2.87-acres of public open space, including a 1.25-acre waterfront park extending from Atlantic Avenue to the harbor, a complete site-circumferential public Harborwalk, a new and expanded Boston Sailing Center, including a Sailing Center visitor and information building on Atlantic Avenue, and an expanded 130-slip public marina. The project will eliminate the existing surface parking lot that occupies much of the site, clearing the way for a public green space and waterfront park extending from Atlantic Avenue to a new Harborwalk that will link the existing Harborwalk sections to the north and south of the site.

The project will include a three-story 379 space below grade parking garage.

The Commission owns and maintains the 8-inch and 12-inch Low Service water mains, the 12-inch and 16-inch High Service water mains and a 24-inch High Pressure Fire Main in Commercial Street and a 16-inch Low Service water main in Atlantic Avenue. For sewer and storm drain service, there is a 30-inch (the East Side Interceptor) and a 96-inch combined sewer in Commercial Street and a 15-inch sanitary sewer and a 18-inch storm drain in Atlantic Avenue.

The ENF/PNF states that water demand for the proposed project will be 51,766 gallons per day (gpd) and wastewater generation will be 47,060 gpd.

The Commission has the following comments regarding the proposed project.

General

- I. All new or relocated water mains, sewers and storm drains must be designed and constructed at JW Capital Partners 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. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.



2. 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.
3. 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/>
4. JW Capital Partners 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, JW Capital Partners LLC will be required to apply for a RGP to cover these discharges.
5. The project sites are located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.



6. JW Capital Partners LLC is 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.
7. It is JW Capital Partners 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, JW Capital Partners 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. JW Capital Partners 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. JW Capital Partners LLC should also provide the methodology used to estimate water demand for the proposed project.
2. JW Capital Partners LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, JW Capital Partners LLC should consider outdoor landscaping which requires minimal use of water to maintain. If JW Capital Partners 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. JW Capital Partners 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. JW Capital Partners LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. If water service is to be provided to the proposed docks in the marina JW Capital Partners LLC will be required to install cross connection control devices on the water service. JW Capital Partners LLC will also be required to install approved backflow prevention devices on the water services for fire protection, vehicle wash, mechanical and any irrigation systems. JW Capital Partners LLC is advised to consult with Mr. James Florentino, Manager of Engineering Code Enforcement, with regards to backflow prevention.



5. 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, JW Capital Partners LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application JW Capital Partners 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. JW Capital Partners 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 JW Capital Partners 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. JW Capital Partners 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, JW Capital Partners LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. JW Capital Partners 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. 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, JW Capital Partners LLC will be required to meet MassDEP Stormwater Management Standards.
7. If pump-out stations are to be constructed for the new slips, the wastewater from the pump-out station must be discharged to a sanitary sewer. JW Capital Partners LLC is advised to consult with Mr. Phil Larocque, Site Plan Engineer, with regard to connecting the pump-out station to a sanitary sewer.
8. 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.
9. The Commission requests that JW Capital Partners 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. JW Capital Partners LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
10. 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. JW Capital Partners LLC is advised to consult with the Commission's Operations Department with regards to grease traps.



11. 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/afh

cc: William D. Adams, JW Capital Partners, LLC
M. Zlody, BED via email
P. Larocque, via email

APPENDIX B
COMMENTS FROM THE PUBLIC

BOSTON PRESERVATION ALLIANCE

October 14, 2015

Board of Directors

Leigh Freudenheim
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Peter Roth

Catharine Sullivan

Peter Vanderwarker

Rita Walsh

Andrew Zelermyer

Executive Director

Gregory J. Galer, Ph.D.

Old City Hall

45 School Street

Boston, MA 02108

617.367.2458

bostonpreservation.org

Christopher Tracy
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Via email: Christopher.Tracy@Boston.gov

Dear Mr. Tracy,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 80 Corporate Members, and a reach of 30,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Lewis Wharf proposal has drawn much attention as an opportunity for community enhancement, yet it is also a source of great concern to the North End neighborhood. With a state Senator and Representative as well as a city councilor publicly opposed to the project there is a clear need to more carefully examine how the needs of the city and neighborhood are best met by development at Lewis Wharf. We look forward to an opportunity to work with the project team to try to address these concerns.

While the Alliance supports development on the Lewis Wharf site, we feel that the proposed design is not appropriate. The buildings' scale and massing are too large for a site that historically held wharf-side buildings of dramatically less height. In order to be consistent with the historic character of the North End waterfront, the new buildings should have cohesive design features within this context, such as stepped upper elevations. Breaking down the massing of the new buildings will better maintain viewsheds between the historic neighborhood, the waterfront, and the harbor itself. This new development should foster a connection between the historic North End and the waterfront.

The Alliance appreciates the proposal's inclusion of public green spaces and walkways and the replacement of surface parking, but the fragmented nature of the open spaces diminishes their functionality. Promoted as mitigation for the private use of a significant portion of historic North End waterfront, these new open spaces should be larger parks instead of small, disconnected patches of lawn. While Boston has made commendable strides in waterfront accessibility via the harborwalk, we strongly encourage the project team to

continue to advance this important goal by readdressing your open space concept and by expanding your public spaces on the water by increasing the boardwalk width, possibly including a node of activity or public destination such as a park at the end of the existing piling field at the harbor side of your project.

Additionally, we find the connector building to be a visual impediment to the current and historic relationship to the water for the North End neighborhood. We encourage a more open design by removing or piercing the connector. Consider how successfully the arch at Rowe's Wharf draws one into the harbor rather than visually and physically blocking access. Similarly, breaking up the lengthy mass of the proposed southern building should be a consideration to maintain the connection to the harbor from points on the site other than select hotel rooms.

We hope to have the opportunity to meet with the project team as soon as possible to better understand their proposal and to discuss its implications to the historic character of the neighborhood. We appreciate their interest in investing in Boston by enhancing this site and look forward to direct dialog.

Thank you,



Greg Galer
Executive Director

Cc: Brian Golden, BRA
Tad Read, BRA
David Carlson, BRA
Christopher Tracy, BRA
William Adams, JW Capital Partners, LLC



October 15, 2015

Asst. Secretary for MEPA Deirdre Buckley
Executive Office of Energy & Environmental Affairs, MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02108

Boston Redevelopment Authority
Attn: Chris Tracy
One City Hall Square, 9th Floor
Boston, MA

**RE: MEPA File No. 15418--ENF for Lewis Wharf Hotel Complex
Article 80 PNF 2015-09-14—Lewis Wharf Hotel Complex**

Dear Ms. Buckley and Mr. Tracy:

Conservation Law Foundation (CLF) provides the following comments on the environmental notification form under review for the proposed hotel complex on Lewis Wharf off Atlantic Avenue in Boston and on the Article 80 PNF 2015-09-14, which are both out for public comment. CLF has championed the cleanup of the Boston Harbor and public access to and benefits on the Boston Harbor waterfront since 1983. At this time, we are opposed to the proposed Lewis Wharf hotel complex project referenced above and believe that the project has major hurdles to overcome before it can be approved and licensed under municipal and state law.

1. Legal right to rehabilitate the formerly-licensed pier on the abandoned pile field for the proposed uses and structures

It is ironic but fitting in some ways that the public is now confronting a proposal that would dramatically foreclose its access to Boston Harbor on the very wharf where the modern era of public trust tidelands law was launched by Justice Quericco's decision in Boston Waterfront Dev. Corp. v. Commonwealth in 1979. The irony of this proposal is deepened by the fact that the portions of that wharf where the Supreme Judicial Court identified the public's paramount interest in access to the foreshore—present or former flowed Commonwealth tidelands—have been used in substantial, continuous, and notorious non-compliance with the Public Tidelands Law, Chapter 91, and the public interests that law was intended to protect.

Not only has the site been used for notorious unauthorized activities that have been injurious to the public trust benefits that the property owner was obligated to provide on-site, but the property owner even failed to comply with the requirements of the Administrative Consent Order that was executed between the Department of Environmental Protection (DEP) and Philip



DeNormandie, General Partner of the Lewis Wharf Limited Partnership. Such requirements were intended to protect the public interests in that property and required the on-going maintenance of the piers and structures that the owner has abandoned and that have fallen into ruin.

Now, in return for authorizing a massive, non-water dependent structure and use that largely cuts the general public's access to that waterfront, the public and the Commonwealth are being asked to accept the very public benefits that the property owner has been obligated to provide for decades and has refused to do. However, the public equities associated with this Chapter 91 and BRA approval process have been dramatically compromised from what should be minimally required at this site given the historic "unclean hands" of the property owner. Moreover, there is clearly no development "as of right" as the project proponent continues to insist, as if saying it enough times would make it so.

The eastern portions of this property where the hotel complex would be sited consists of portions of present and formerly flowed tidelands, which may have different considerations that have to be applied to the question of their legal suitability for "redevelopment." Specifically and while CLF's research is on-going, it appears that the legal status and history of the former piers extending out into the harbor beyond the seawalls may be different from the legal status and history of the formerly flowed tidelands to the west of the seawall on the property, the portions of the site that were identified as Area B in the Boston Waterfront decision.¹ The Boston Waterfront Court left open the question of what property interest had been conveyed to Boston Waterfront Development Corp.'s predecessor in those flowed tidelands under the licensed pile-supported piers.

It is now time to finally determine the nature of that interest before discretionary approval under Chapter 91 is given for this project. Given the central importance of this property with respect to the overarching importance of creating and activating public spaces *on the water* in Boston Harbor and the intensive occupation of the waterfront and associated public detriments to the strong public interests in these flowed tidelands, CLF would urge the Commonwealth to hit the pause button on this project. As an early legal article observed, "The State should have the privilege of entering and determining the riparian proprietor's estate."² The Supreme Judicial Court has since pointedly observed with respect to that "privilege:" "The State can no more abdicate its trust over property in which the whole people are interested so as to leave them entirely under the use and control of private parties ... than it can abdicate its police powers in the administration of government and the preservation of the peace."³

¹ See Boston Waterfront, 378 Mass. at 656.

² The Right of Access and the Right to Wharf Out to Navigable Water, 4 Harv. L. Rev. 14, 24 (1890), cited in Boston Waterfront, 378 Mass. at 650.

³ Boston Waterfront, 378 Mass. at 647, quoting from the U.S. Supreme Court's landmark public trust decision in Illinois Cent. R.R. v. Illinois, 146 U.S. 387, 452 (1892).



CLF believes that by virtue of the actions and failures to act with respect to these areas, a significant and compelling argument can be and should be made that the formerly-licensed north and south piers on Lewis Wharf east of the seawall may now be legally abandoned, and the former license interests associated with those flowed tidelands may be constructively surrendered and void as a result of the actions of the license holder. The private interests in those tidelands may have reverted to the Commonwealth. CLF believes that the Commonwealth has an obligation to the public to make a determination with respect to the remaining interests the Lewis Wharf Limited Partnership possesses in these derelict pile fields prior to any decisions about authorizing and licensing new uses and structures on these flowed tidelands.

Different but equally important questions regarding Lewis Wharf Limited Partnership's current property interests extend to the properties west of the seawall. These properties are clearly subject to the condition subsequent that they be used for the maritime commerce purposes for which they were conveyed by the Commonwealth. While Chapter 91 created a statutory scheme that could be accessed by tideland property owners to change the specified public uses of a parcel of land occupying tidelands, Lewis Wharf Limited Partnership's predecessor in interest did not avail itself of the option to apply for a change of use of the property, and neither the predecessor nor Lewis Wharf Properties have ever received licenses authorizing the changed uses on the property, which are not only unlicensed but also in complete violation of DEP regulations in the case of the extensive parking lots that have been operated on the property over Commonwealth tidelands for decades.

Although the Administrative Consent Order entered into in 2008 by DEP with Lewis Wharf Limited Partnership purports to recognize Lewis Wharf Limited Partnership's "right" to rebuild the piers on the abandoned pile fields, DEP was not delegated the authority under Chapter 91 to exercise such powers and make such determinations on behalf of the Commonwealth. *Cf.*, Moot v. DEP, 448 Mass. 340, 352 (2007). An Administrative Consent Order is not a license and confers none of the protections that a license would confer even while it may protect the Lewis Wharf Limited Partnership from enforcement action by DEP.

Moreover, even if DEP did have authority to exercise such power on behalf of the General Court, Lewis Wharf Limited Partnership did not comply with the terms of the Administrative Consent Order. By its own terms, the Administrative Consent Order—to which Lewis Wharf Limited Partnership agreed—indicated that the partnership would "forfeit the right to develop within the footprint of the existing pile fields." *Id.* at V.11.

Until these threshold legal issues are appropriately resolved, the current project proposal should not go forward.



2. The proposed public benefits are not greater than the public detriments associated with the project, and the location of this hotel complex does not serve a proper public purpose.

As this project is predominantly a non-water-dependent proposed use of these present and former tidelands, licensing is discretionary with DEP under the provisions of Section 18 of the Public Tidelands Law, G.L. c. 91, § 18. CLF believes that the public benefits associated with this project do not offset the public detriments as required by Section 18. Essentially, and with the exception of the proposed water-dependent uses, the proponent provides little more than has already been legally required, but not provided, at this property but a new ersatz park set back and essentially disconnected from the waterfront and adjacent to a heavily used vehicle access road to the hotel complex and underground parking garage, the headworks for the underground garage also multi-purposed as the new “sailing center,” and Atlantic Avenue.

CLF recognizes that the proposed hotel complex is defined as a “facility of public accommodation” in DEP regulations and that there are some public benefits associated with that use. But we would argue that the exclusive nature of the proposed hotel makes it out of reach of the general public and therefore must be significantly discounted with respect to the accounting of public benefits associated with this project. There has been virtually no effort to configure a significant public space or activity on the harbor, which is where the public interests are the greatest. The proposal makes little effort to consider other configurations of the structure that would contribute to harbor activation to a greater degree and provide meaningful public benefits that would attract and occupy the general public to this site and its remarkable harbor location. Rather these benefits are largely captured and privatized for the small segment of the population that could afford rooms or functions in this complex. Stated slightly differently, it is clear that the private benefits of this proposal far outweigh the public benefits, and the public detriments of free passage and access to these flowed tidelands are not meaningfully mitigated.

These are not theoretical observations. As anyone who has walked the downtown and North End waterfront knows, there are many examples today of hotel developments on the waterfront that do not embrace or amplify the public realm and its associated burdens that they occupy. There are examples where the public is invited and almost incorporated into the ethos of the development and others where the general public is walled off or excluded in a multitude of subtle but effective ways. This proposed project clearly falls into the latter category. CLF is not aware of a single hotel or development located on open piles in the heart of public waterfront of this scale and dominance that has been approved under Chapter 91. This proposal sets an important, unacceptable precedent for the public benefits that should be associated with any such project in the Commonwealth.



3. Significant concerns related to this project's location in the velocity zone

Substantial issues exist with respect to the implications of massing buildings of this sort in a velocity zone. The hotel complex proponent appears to completely brush these issues aside and seems to think about the issues solely in the context of the potential risks to its own properties in an extreme event, which are now forecast with increased frequency and severity in the decades ahead. It seems likely that this project cannot be permitted without a variance under Article 25-5.8 of the Boston Zoning Code. Critical to any approval, whether of a variance to Article 25-5.8 or MEPA approval, is a full and detailed engineering and hydrological analysis of the potential of this project, as it is currently configured, to aggravate wave damage and flooding effects on neighboring properties and Atlantic Avenue. There should be full disclosure under engineering seal of what the associated risks are with building such a group of structures at this location over the full expected life of this project under various scenarios that are predicted from both current conditions and the various ranges of projections associated with climate change as well as proposed structural and non-structural alternatives to mitigate or avoid those risks. This project site will be underwater and subjected to tidal surge and extreme wave action with predicted 100-year flooding events.

The MWRA, while obviously charged with executing a more critical public health, safety, and welfare responsibility than a coastal developer, has analyzed its system for vulnerabilities to a 100-year flood plus 2.5 feet event, a significant event but still one that is below the realized flood levels associated with Hurricane Sandy in New York. Although Sandy may be a relatively rare 700-year recurrence flooding event, a 500-year event, which is likely to occur at least once every 50 years, would be experienced at this site with statistical likelihood over the stated life of the structures and should be evaluated. Considering potential increases in storm recurrence associated with climate change, some researchers have calculated that today's 500-year storm could occur with a frequency of once every 24-250 years. This project will be significantly at risk to flooding, storm surge, and storm damage and may exacerbate risks at adjoining properties. In this context, CLF believes that the developer's initial response to the City's Article 80 Boston Climate Change Resiliency and Preparedness Checklist Part C flooding/storm checklist is superficial and not responsive to the City's, the neighborhood's, or the public's needs.

While it is one thing for a developer to put its own capital, customers, and employees at risk by constructing in an unsound location, it is completely another thing if there is even a risk that such developments would increase the severity or frequency of storm-related or climate change-related effects on adjacent properties and neighborhoods.

4. Other issues

CLF is aware that a number of significant issues have been raised by members of the public with respect to both the comprehensive scope of the extensive analysis that will be



required under MEPA, Chapter 91 and the City of Boston's various development requirements, including the outdated Harborpark Plan. We will not weigh in on many of those issues at this time beyond reinforcing the importance of a thorough and cautionary approach to this proposed project. The tone of both the materials provided by the developer and the public presentations that CLF has heard is one that seems to be driven by the developer's perspective that this development can move forward as of right and that the details should be of little concern to the public as they are claimed to be consistent with all the required statutory and planning provisions. CLF would argue that this project is not entitled to moving forward as of right and that it is anything but conventional.

This development, given its location, will frame and define the public experience of the Boston Waterfront for the entire segment north of Columbus Park. It does little to advance that experience in its proposed configuration. Given its proposed location in the heart of a storm velocity zone, the project will also define how Boston approaches the coming challenges of sea level rise, tidal surges, and increased storm frequency and severity. The BRA decisions here will frame and define whether the City is in denial about the implications of the new development parameters that such large scale climactic changes compel or whether it will shape new development to mitigate the impacts of climate change and increase the City's resilience to the forces that climate change will unleash.

Sincerely,

Peter Shelley
Senior Counsel
Conservation Law Foundation
62 Summer Street
Boston, MA 02110
617-350-0990
pshelley@clf.org

cc:
Ben Lynch, Waterways Program
Asst. Attorney General Seth Schofield
Andrew Magee, Epsilon Associates

October 15, 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Subject: Lewis Wharf

Dear Mr. Tracy,

This letter is being sent to you to convey my comments on the proposed construction of a hotel on Lewis Wharf. As a tenant at the existing Lewis Wharf property, and as owner of the Boston Sailing Center (BSC), I am committed to negotiating in good faith with the developer to secure a long term home for the BSC as part of any development on the Wharf. I have had discussions with the developer regarding the details of the proposed plan, and have expressed that the project does not provide the infrastructure or environment that will allow the BSC to continue to function properly in providing a safe and enjoyable venue for sailing on Boston Harbor. While I am confident that the developer intends to continue to negotiate with the BSC to seek a balanced solution for both parties to meet our respective needs, I feel compelled to share my comments on the current plan under review with your office. As the only water dependent use on the proposed site, our needs should be more fully reflected in the project. My comments below address how the current plan will create problems for the BSC, but I will not include comments on other "land based" potential issues on which you undoubtedly have many comments in hand.

The scale of the project requires a three year construction period or longer that will prevent our current members access to our facilities and threatens our ability to operate. There is no plan to address this at present. Also, during construction it is likely that the BSC will not have adequate space to accommodate its boats and Riverboat on-site. If a second site for part of our fleet is necessary, we will struggle from operating cost increases and complexities to manage a split operation for three years.

The two spaces on the site that have been allocated to the BSC do not provide access to view the inner harbor. The view from the side of the building is very limited, and the view from the building on Atlantic Avenue provides no harbor view. Our ability to support our members on the water and to keep them safe requires a view of the harbor. We provide aid daily to our members who may become stranded, or are in need of support. Many times this support is triggered by our ability to see them, with a clear view and easy access to the harbor.

The configuration of the marina portion of the plan needs revision to provide seaworthy protection for the slips. There is no wave attenuation provided, and the angles of various slips leaves them exposed. Many of the worst storms involve a southeastern wind direction straight up the harbor. The design of the marina allows damaging seas to drive into various slips and into the main entrance of the basin in the center of the complex.

The plan does not allocate space for a mooring field. We currently have approximately forty moorings which provide a safe way to secure day sailor boats, especially for beginner sailors. These boats are not equipped with engines and should not be brought into a dock by members on a daily basis.

The hotel development is a very expensive undertaking, and there have been comments regarding rent escalations that could take place. We do not see the hotel project as having a positive impact on our bottom line. The only area of likely increases, private charters to hotel guests, is a very small portion of our current business that causes significant operational challenges for short term, one time reservations. We can restructure and make this segment contribute more to the fiscal health of the business, but the other major segments of our business will likely suffer, due to the restricted space, and the somewhat incompatible complex that the BSC will become incorporated into.

Our membership will no longer enjoy a casual, waterfront place to meet with other sailors before and after sailing. The 5 star hotel bar is not an acceptable alternative for most of our members.

Our students learning to sail will have to contend with significantly more complicated environment to sail in and out from the facility. The water traffic under the proposed plan, with water taxis, shuttles, bar and dining boating guests, and larger yachts transiting to and from their slips, all combine to create an extremely busy environment for the sailing center members and students. The current plan does not address this.

The building on Atlantic Avenue clearly it does not provide a base to manage the BSC. The increase in exposure to the foot traffic for the Center is a potential benefit, but it is not clear how much this would affect our business. It would help people find us for the first time after they have registered for a class, or explore joining, but there are not too many that would walk by and suddenly decide to enroll. Most prospects seek us on the web first. Adding a larger store front for selling our sporting gear would be beneficial, but again, this is a very small segment of our business. The distance and lack of view to the docks and waterfront will make the location too difficult to manage our primary business.

In short, there are a few minor positives about the project's impact on BSC, and many serious negatives. I wish to support the developer in future efforts, but this project under review has a potentially fatal impact on the BSC, detracts from the public community that we serve and will prevent BSC from realizing its full potential in activating this important portion of the North End waterfront..

Sincerely,

Wade R Edwards
President, Boston Sailing Center
54 Lewis Wharf,
Boston Ma 01742

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October 15, 2015

By Hand Delivery and Electronic Mail

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: The Lewis Wharf Project – Pilot House Comment on Project Notification Form

Dear Mr. Golden:

This office represents Pilot House Properties, LLC (“Pilot House”), an abutter to Lewis Wharf. Pilot House submits the following comments on the Project Notification Form (the “PNF”) for the proposed Lewis Wharf Project, a mixed-use waterfront luxury hotel (the “Project”) located in the North End waterfront and Boston Harbor, submitted by JW Capital Partners, LLC (the “Proponent”). As described below, the Project has challenging technical and regulatory requirements and insurmountable legal flaws, would be entirely inappropriate for this location, and would irrevocably harm the neighborhood and the adjacent urban harbor environment.

I. Threshold Issues

Before turning to the specific deficiencies of the Project and issues that should be addressed in the Draft Project Impact Report (“DPIR”), several overarching – indeed, insurmountable – problems with the PNF and the Project should be emphasized:

- The Project is prohibited under G.L. c. 91 (“Chapter 91”) because there is no existing pile field.
- The 1990 Gunwyn Project (the “1990 Project”) is irrelevant.
- The Project is prohibited by Chapter 310 of the Acts of 1972.
- The PNF fails to demonstrate compliance with the Boston Zoning Code or even to mention the 1964 Urban Renewal Plan applicable to this parcel.
- The Project fails to comply with flood hazard requirements.
- The owner should not be rewarded for years of noncompliance.
- The PNF is inadequate.

A. *The Project is Prohibited under Chapter 91*

The Project is prohibited under Chapter 91 and DEP's Waterways Regulations, 310 CMR 9.00. Those regulations categorically prohibit a non-water-dependent use such as a hotel over flowed Commonwealth tidelands unless it is constructed on piles "which replace or modify existing, previously authorized wharves, piers, [or] pile fields." 310 CMR 9.32(1)(a)(4). Moreover, the regulations limit the new piles to the area of the old pile field: "a project shall be eligible for a license only if it is restricted to fill or structures ... within the geographic areas specified in 310 CMR 9.32(1)(a) 1 through 7." 310 CMR 9.32(1). The PNF ignores this restriction and wrongly asserts that none of the proposed site uses are prohibited under Section 9.32. PNF at 3-44.

The Project does not satisfy the requirements of Section 9.32 because (1) there is no existing pile field; (2) even if there were, the Project extends far beyond any of the dilapidated piles; and (3) the piles are no longer authorized. The Waterway Regulations do not define "existing," "pile" or "pile fields," but under any accepted definition of these terms, there is no existing pile field at Lewis Wharf. "Piles" are defined by *Webster's Third New International Dictionary* (2002) as a structure that can "carry a vertical load." Based on a visual evaluation of the Lewis Wharf pile fields performed in July 2015 by ESS Group, Inc., an experienced and qualified professional consulting firm, only 15 of the current piles appear to be potentially capable of carrying a vertical load. The rest of the 340 or so pile remnants are unusable and severely deteriorated. *See* Lewis Wharf Pile Field Visual Inspection at 1, attached as Exhibit A. Moreover, as shown in the photographs taken in August, 2015, only a fraction of the piles are even visible at high tide. *Id.* at Fig. 2. This contrasts dramatically with the status of the piles in 1990, when more than 1000 functional piles on Lewis Wharf supported decking and three buildings. *See* DEP Chapter 1991 Written Determination, Existing Plan (June 12, 1991) (the "Written Determination"). The 15 remaining piles that may be able to support a vertical load constitute less than 2% of what existed in 1990. This falls dramatically short of the 50% threshold that DEP and other regulators use in other, similar contexts.¹

The maintenance and repair requirements of the Waterways Regulations further support the conclusion that the former Lewis Wharf piles are not "existing." The regulations clearly require property owners to "maintain and repair all authorized fill and structures in good working order." 310 CMR 9.22(1). The owner of Lewis Wharf, Lewis Wharf Limited Partnership (the "Owner"), has failed to maintain the piles in good working order over the last 25 years and instead has allowed the piles to grossly deteriorate and in many instances disappear entirely. *See, e.g.,*

¹ For example, in *Re: Duxbury (Robert D. and Rose Marie Kelly)*, 1983 WL 135354 (Mass. Dept. Env. Prot. Oct. 7, 1983), DEP considered an application to build a single-family house near Duxbury Barrier Beach. The NOI stated that the project would "rebuild and enlarge" an existing cottage, but DEP noted that the cottage was "extremely deteriorated." The decision referenced a "fifty percent policy." It noted that "'fifty percent rules' have been employed in other contexts to establish the point at which a structure ceases to be 'grandfathered' for a particular purpose. For example, under the State Building Code, the Design Requirements for Floodplains and Coastal High Hazard Areas, 780 CMR 744.0, are applicable to both new construction and to substantial improvements, the latter term being defined as 'repairs, reconstruction or improvements the cost of which exceeds fifty percent of the market value of the structure before repairs or damage.'"

DEP's 2008 Amended and Restated Administrative Consent Order and Notice of Noncompliance, No. ACO-BO-02-6001 (the "2008 ACO"), § IV(6) (calling the piles "remnants"). Due to the Owner's negligence, it is now impossible to repair the vast majority of the piles. Thus, there is no "existing" pile field for purposes of the regulatory exception under Section 9.32.

This conclusion is also consistent with the policies behind the existing pile field exception in the Waterways Regulations. The categorical prohibition on non-water-dependent uses over flowed Commonwealth tidelands except on existing and authorized piles or wharves ensures both that areas of open water are never diverted to non-water-dependent uses and that previously authorized piles over flowed tidelands are maintained in good working order. This is a minimal requirement on uplands owners who have the conditional privilege of occupying Commonwealth tidelands. It would violate basic real estate and public trust principles to allow an upland owner to perpetually preserve his ability to construct and maintain non-water-dependent uses over open water by neglecting the structures on Commonwealth property for decades. Property law is replete with doctrines limiting or extinguishing property ownership where an owner has neglected his land.² These fundamental principles have even greater weight when the property is public property, as the tidelands are.

Even if the pile fields could be considered "existing," the Project exceeds the geographic area occupied by the pile remnants in several ways. First, the entire Terrace on the seaward side of the "Lobby/Bar" (the connector building) would be built over open water, along with the semi-circular platform on the other side of the Harborwalk. PNF, App. E, last page ("Accessible Routes"). That Terrace is for typical outdoor seating for the lounge; it is not water-dependent by any stretch. PNF, Fig. 2-2 (listing Bar, Café Space, and Outdoor Furniture & Gas Firepits there). Second, regardless of whether any pile remnants qualify as "existing" pile fields, there are no piles, remnants or visible stumps at all for 48-60 feet from the end of the south pier. PNF, App. A ("Existing Conditions Survey"). That part of the south hotel building would indisputably be built over open water.

Finally, the Proponent has failed to demonstrate that the pile remnants were previously authorized as required under Section 9.32. Moreover, to the extent the piles were previously licensed under Chapter 91, that authorization has lapsed due to the failure of the Owner to keep the piles in "good working order" as required by both the Waterway Regulations (310 CMR 9.22(1)) and the 2008 ACO, V(13)).

² See, e.g., 2 C.J.S. *Adverse Possession* § 2 (2015) ("[T]he underlying philosophy of a claim for adverse possession is to encourage land use as it favors the productive use of land over its disuse by a party who has had rights that have not been asserted for an extended period of time to the detriment of another...."); *Randon v. Edstrom*, 1 Mass. App. Ct. 796, 798-799 (1974) (A property owner's assertion of a claim of interest in property may be denied on the basis of laches where such claim is delayed, and another party has shouldered the responsibilities and expenses of ownership of the property during that time.).

B. *The 1990 Project is Irrelevant*

The PNF repeatedly asserts that the Project is smaller than the 1990 “Gunwyn project that was previously approved for this site.” *E.g.*, PNF at 1-1 and 1-7. This is both misleading and irrelevant for the following reasons:

1. The 1990 Project was materially different in ways that the Proponent fails to mention. Most significantly, it included the creation of units of low or moderate income housing on the neighboring 2 Atlantic Avenue lot and potentially on Sargent’s Wharf. *See* Written Determination at 2. After the 1990 Project fell through, that space was developed as commercial space and is not part of the current Project. The Proponent may not legitimately cloak itself in the 1990 Project where this significant public benefit is missing. Other differences include the fact that the connector between the hotel buildings in the 1990 Project was merely an enclosed walkway, PNF at 1-1, which would not have walled off the waterfront like the proposed hotel lobby building, and that the water-dependent Boston Sailing Center (the “BSC”) was not partially relegated to Atlantic Avenue, far from the water.
2. The 1990 Project did *not* receive all of its necessary permits. For instance, DEP did not issue a Waterways License and the Army Corps of Engineers did not issue a permit for that project. Moreover, the current Project cannot meet many of the 35 conditions that DEP would have put in the waterways license had it been issued in 1991, including the preservation of the affordable housing noted above and the preservation of public view corridors. *See* Written Determination at 20-29. Finally, it is our understanding that most, if not all, of the local, state and federal approvals that were issued for the 1990 Project have expired.
3. Key regulatory requirements have changed since 1990, further rendering the 1990 Project and any of its approvals irrelevant today. For example, DEP’s 1991 Written Determination evaluated the 1990 Project under the 1978 Waterways Regulations. Written Determination at 18. DEP has substantially revised and expanded these regulations several times since 1978, including adding provisions directly relevant to the Project such as protections for existing water-dependent users of the development site (310 CMR 9.36(4)), specific standards to conserve sites for water-dependent activities (310 CMR 9.51), and extensive public access requirements (310 CMR 9.35(5)). Moreover, in 2007, the Massachusetts legislature added a new provision to Chapter 91 requiring the Secretary of EOEEA to conduct a public benefit review for non-water-dependent projects in tidelands. *See* Chapter 168 of the Acts of 2007, § 8, codified at G.L. c. 91, § 18B; 301 CMR 13.00. Unlike in 1990, the Secretary must now make a “Public Benefit Determination” based on seven mandatory criteria, including “the impact on abutters and the surrounding community.” G.L. c. 91, § 18B(b); 301 CMR 13.04(2). *See* Section II.C below for further discussion of this point.

4. In 1990, there were more than 1000 timber piles in flowed tidelands at Lewis Wharf that supported pier decking and three distinct buildings. *See, e.g.*, Written Determination, Existing Plan. DEP was able to conclude in 1991 that there was an existing and functional pile field in compliance with Section 9.32. Because the Owner has neglected the site over the last 25 years, weather conditions and tidal action have deteriorated these existing structures to the point where they no longer exist and/or are incapable of reuse. As explained in Section I.A., above, today there are no buildings or decking over the water at Lewis Wharf and only about 15 functional piles. That is less than 2% of what existed in 1990. Where there is no longer an existing pile field, DEP Waterways Regulations categorically prohibit non-water-dependent uses over the water at Lewis Wharf. *See* Section I.A for further discussion of this point.
5. What may have been appropriate and beneficial to the public 25 years ago has no relevance to what the City and the North End need today. In 1990, harbor use and redevelopment policies and strategies were still evolving. It is now widely recognized that the waterfront is becoming “walled off” along its perimeter and Boston is losing many long harbor views. Today, unlike in 1990, the City needs more open water environments at the harbor fringe to maintain existing viewsheds and continuity with adjacent harbor uses and activities. Furthermore, the number of hotel rooms in Boston has risen from approximately 12,000 in 1990 to over 20,000 today, with many more under construction. The benefits to the public of another hotel today are far less than they were in 1990. For all these reasons, the public’s interests and needs regarding Boston waterfront development have changed dramatically since 1990.
6. Public opinion of the two projects could not be more different. The 1990 Project received widespread support from North End residents, businesses and associations, including the North End Neighborhood Council. *See* Written Determination at 9-12. By contrast, the current Project has aroused vehement and widespread opposition from the community and local neighborhood residents and business groups. More than 100 residents have attended each of the three BRA Impact Advisory Group meetings and the MEPA meeting regarding the Project and many spoke in opposition to the Project. Over 1000 citizens have signed a petition opposing the Project and organizations such as the Conservation Law Foundation are publicly opposing it. Moreover, State Senator Anthony Petrucelli, State Representative Aaron Michlewitz, and Boston City Councilors Salvatore LaMattina and Stephen Murphy are on record as opposing it, as well.
7. A number of important historical sites near Lewis Wharf were not considered in the 1990 Project. For example, the Massachusetts Historical Commission’s finding of no adverse effect for the 1990 Project did not consider the Old Waterfront District – which includes Lewis Wharf – that was determined eligible for listing in the National Register in 1989. Furthermore, there were 12 historic

properties listed or eligible for listing in the National Register of Historic Places within a quarter-mile of Lewis Wharf in 1990, whereas today there are 16 historic properties in the same area. For example, a petition to designate Commercial Wharf as a historic landmark is currently pending before the Boston Landmarks Commission. The Project would have dramatically greater impacts on historic sites today than the 1990 Project. See Section II.E, below, for further discussion of this point.

8. In 1990, there was limited public concern about or regulatory attention to sea level rise induced by climate change. It is well known that the existing elevations of the old filled wharves surrounding Boston Harbor built over 200 years ago are now too low, and increasingly vulnerable to storm and flooding events. It is irrefutable that the sea level in Boston Harbor will increase substantially within the next 50 years, creating serious flooding and storm surge concerns that were unknown in 1990, particularly with respect to projects built on piers over what is now open water. In fact, as discussed below in Section I.D, FEMA recently upgraded the risk profile of Lewis Wharf to its most serious designation.

For all these reasons, the limited approvals given to the 1990 Project are wholly irrelevant to whether the current Project can or should be approved.

C. *The PNF Fails to Demonstrate Compliance with Zoning or even to Mention the Downtown Waterfront Urban Renewal Plan*

The PNF asserts that the Project would comply with the dimensional regulations – height, FAR, open space and setbacks – of the Boston Zoning Code (the “Zoning Code”). However, it provides no calculations or measurements from which the BRA or the public can confirm that compliance. In fact, as explained below, it appears that the hotel buildings would exceed the 55-foot height limit because of the need to raise the base elevation in this VE flood hazard zone. The Project may also exceed the FAR limit when all the countable floor area is included and acres of water area are deducted from the lot area, as required by the Zoning Code.

More troubling, the PNF does not even discuss (1) the Urban Renewal Plan for the Downtown Waterfront - Faneuil Hall Urban Renewal Project Area that was adopted by the BRA and approved by the City Council in 1964 or (2) the Rehabilitation Agreement executed by the Boston Waterfront Development Corporation (BWDC) and the BRA in 1968 that implemented the URP for Lewis Wharf. Under the URP, the Project would violate the height limit, which was explicitly based on the heights of the 2-story buildings then standing on the piers, and again might well violate the FAR limit when the floor area and lot area are properly calculated.

The Project also faces a number of other zoning or related obstacles: a 1972 statute that limited height on the Lewis Wharf piers to the heights of the buildings there at the time, a limitation on hotels in an urban renewal area under the Housing Act of 1949, and conditional use permits required in the VE flood hazard zone and for other aspects of the Project. All these issues – glossed over or ignored entirely in the PNF – are explained below.

D. *The Project Fails to Comply with Flood Hazard Requirements*

The Project does not meet flood hazard requirements of the Massachusetts Building Code, the Zoning Code or Chapter 91.

The PNF bases its evaluation of flood hazard zones on the 2013 Preliminary Flood Insurance Rate Map (FIRM), which is outdated information. On July 9, 2015, FEMA issued a new Preliminary FIRM in response to the City of Boston's appeal of the 2013 FIRM. Evaluations of the Project with respect to flood hazard zones in the PNF and in future filings should be based on the 2015 Preliminary FIRM or on the new Effective FIRM when issued by FEMA.

The PNF does not describe the type of flood hazard zones in which the Project will sit: Zones AE and VE). It appears that most of the proposed hotel buildings will be located in Zone VE. That Zone is defined as a coastal high hazard area subject to wave action in the Massachusetts Building Code, Zoning Code Article 25 and Chapter 91.

The Proponent describes in only the most general terms how the Project will comply with building requirements in this coastal high hazard area. The PNF shows large parts of the proposed buildings constructed on piles in and over Boston Inner Harbor. Because the building is located in Zone VE, placement of a building seaward of the reach of mean high tide is prohibited under Section G401.2 of the State Building Code, Section 25-5 of the Zoning Code, and 310 CMR 9.37(2). The Proponent must explain how the proposed buildings would comply with those requirements. The PNF states "[t]he base grade of the waterfront park will not be significantly elevated, but will be graded so as to limit wave run-up. The garage entrance will be protected so as to preclude flooding." PNF at 3-23. The Proponent needs to do much more to show that the Project is compliant with federal, state and local regimes.

The PNF states that the hotel's first floor elevation is set at 20.5 feet Boston City Base (BCB) (14.04 FT NAVD88) and that this elevation meets the "proposed ('preliminary') FEMA guideline of 20.46 feet BCB". PNF at 3-29. However, because almost the entirety of the proposed buildings would be located within Zone VE (13 FT NAVD88; 19.46 FT BCB) on the 2015 Preliminary FIRM, the proposed floor elevation does not meet the State Building Code, which requires the bottom of the building's lowest horizontal structural member supporting the lowest floor to be located *at least two feet above the base flood elevation in Zone VE*. The proposed floor elevation also does not meet the elevation requirements for nonresidential construction in Section 25-5 of the Zoning Code.

The Project's solid fill also presents problems. The PNF shows the parts of the proposed buildings that have apparently solid foundations being located on the solid fill portions of Lewis Wharf that are within Zone VE. The State Building Code requires that buildings in Zone VE have foundations consisting of pilings or columns. It prohibits the use of fill for structural support of buildings in that zone.

Based on the incomplete set of drawings provided in the PNF, the garage also appears to be noncompliant. The Proponent should provide a detailed evaluation of how the garage entrance

will be protected from inundation by wave-induced flood waters because the seaward end of the garage ramp appears to be located within Zone VE.

E. *The Owner Should Not Be Rewarded for Its Years of Noncompliance*

The Proponent refers to the Project as a “long-awaited and much-needed rehabilitation and redevelopment of the Lewis Wharf piers and pavement areas.” PNF at 1-4. This narrative omits the Owner’s long history of noncompliance with Chapter 91 and Harborwalk requirements. The site may need redevelopment, but its deplorable condition is entirely self-induced, reflecting the Owner’s persistent disregard of its legal obligations.

The PNF fails to mention that the Owner has been violating various DEP regulatory and permit requirements for over 15 years and has been the subject of multiple DEP enforcement actions. *See, e.g., 2008 ACO.*³ Current conditions at the site continue to violate both Chapter 91 and DEP’s ACOs, including the parking of cars on Commonwealth tidelands, the failure to maintain the piles in good working order as documented in Section I.A above, and the deplorable state of the “Harborwalk” on the site as acknowledged in the PNF. *See* PNF at 1-12 (admitting that the Harborwalk currently includes “painted lines across pavement, much of it squeezed between the water’s edge and the bumpers of parked cars”). Moreover, the rotten piles create navigational and safety hazards for nearby boaters, also in direct violation of Chapter 91 and the 2008 ACO. This was documented most recently in the September 21, 2015 letter from the Massachusetts Bay Harbor Safety Committee to DEP Commissioner Suuberg, which expressed serious concerns about the “abandoned or neglected pile fields breaking off and endangering commercial and recreational vessels and the people on board.” The Owner should not be rewarded for years of noncompliance, and the Secretary should reject the Proponent’s argument that this large, intrusive development is the only way to remedy these “undesirable conditions.” PNF at 1-12.

F. *The PNF is Inadequate*

The PNF fails to satisfy minimal Article 80 submission requirements. Article 80 requires a PNF to provide “sufficient detail” on the proposed Project for the public and the BRA to effectively “determine its potential or likely impacts.” Zoning Code, § 80B-5, p. 14. As described below, the PNF consistently fails to provide sufficient information on a wide range of potential impacts to surrounding waterfront uses and neighborhoods including municipal and utility infrastructure services, transportation access, flood control, storm water management, air and water quality, and navigation. The Proponent should be directed to include a detailed analysis of all of these impacts in the DPIR as well as a comprehensive list of avoidance and mitigation measures.

³ The Proponent claims that it is “not aware of any legal judgments in effect or legal actions pending with respect to the Project.” PNF at 1-15. Its failure to even acknowledge a state enforcement action that governs the site, and deals directly with Chapter 91 issues, is troubling.

II. Specific Deficiencies of the Project and PNF

The following summarizes further specific deficiencies with the Project and the PNF, as well as issues that the Proponent should be required to carefully analyze and address in the DPIR.

A. *The Project Does Not Satisfy Chapter 91 or the Waterways Regulations*

The entire Project would be on Commonwealth tidelands, and more than 75% of it would be built over flowed tidelands. As a non-water-dependent project, it must satisfy the stringent and extensive requirements under Chapter 91 and DEP's Waterways Regulations. The Project is unable to do so and cannot be permitted under Chapter 91 as explained below. Moreover, the PNF discussion of the relevant Chapter 91 requirements and how they apply to the Project is woefully inadequate.

1. The Project Cannot Satisfy Public Benefit Determination Criteria

The PNF fails to even mention the Public Benefit Determination that EOEEA must issue for the Project pursuant to Chapter 91, § 18B and 301 CMR 13.00. The statute and regulations require the Secretary of EOEEA to consider seven criteria in conducting a public benefit review including “the impact on abutters and the surrounding community” and “community activities on the site.” G.L. c. 91, § 18B(b); 301 CMR 13.04(2). In view of the strong and well-founded opposition by all the abutters and the surrounding community, it is improbable that the Secretary will be able to determine that the Project provides adequate public benefits. For further discussion of this point, see Section II.C, below.

2. The Chapter 91 Licensing History is Inadequate

It is not possible to fully evaluate a waterfront development project without a complete understanding of the site's Chapter 91 licensing history. The legislative and licensing history of Lewis Wharf dates back to 1840. Yet, the PNF fails to provide any details on the long and complex licensing history. Instead, it mistakenly relies on the 1991 Written Determination by DEP, which concluded that *at that time* DEP believed that the site consisted of previously authorized *fill*. PNF at 3-41. Among other things, that reliance blatantly ignores over 15 years of Chapter 91 violations by the Owner and repeated enforcement actions by DEP that determined, among other things, that many of the activities and structures on Lewis Wharf were – and remain – unlicensed, including the parking on Commonwealth tidelands, the marina and the BSC. *See* 2008 ACO; DEP Administrative Consent Orders in 2001 and 2003. The Proponent's implication in the PNF that the Lewis Wharf site has been fully authorized under Chapter 91 is simply false.

The Proponent should be directed to include a full Chapter 91 licensing history of the site in the DPIR, including the current license status of all the structures and activities and a full description of the status of the Owner's compliance or non-compliance with DEP's numerous and long-standing enforcement orders.

3. The Project would Displace and Disrupt the Boston Sailing Center

The Chapter 91 regulations prohibit the displacement or disruption of existing water-dependent users of the development site and require the Proponent to make arrangements, which DEP determines are reasonable, for these uses to continue on site. This requires “conditions which equal or surpass those of the original facility.” 310 CMR 9.36(4).

The BSC is a long-standing water-dependent user of the Lewis Wharf site. The PNF asserts that the Project will dedicate space to the BSC (e.g., at 3-47 and 3-49), but fails to describe the proposed arrangements or how the Project will equal or surpass current operating conditions for the BSC.

The Project is not compatible with BSC’s character and does not account for its everyday needs. Employees of the BSC have predicted that it may not survive a three-year construction project, which likely would displace the BSC’s riverboat operations hub, mooring field, and slips to an unknown location. The Project will relegate the BSC to a storefront on Atlantic Avenue, far removed from its present waterfront location. That storefront is essentially the headhouse for the stairway and elevator to the parking garage. PNF, App. E, last page (“Accessible Routes”). The BSC also would have a small (725 sq. ft.) room *inside* the hotel, tucked among office, retail and function spaces, but that room apparently would not have any direct access to the water. Those conditions would be far *inferior* to the current ones, where the BSC is right on the Harbor and has an unobstructed view of the water to supervise new sailors and react quickly to any emergencies. Fundamentally, the character of a luxury hotel is incompatible with BSC’s status as an equal opportunity location for the public to learn to sail.⁴

At a minimum, the DPIR should describe in detail all the current and proposed arrangements with the BSC during both construction and operation of the Project, including specifying how the BSC’s operations and conditions will be improved by the Project compared to the status quo. Also, the DPIR should describe fully how the Project will be designed to avoid conflicts and promote compatibility with other water-dependent facilities on or near the Project site during construction and operation.

4. The Private Advantages of the Project Far Exceed its Public Purposes

Non-water-dependent uses of Commonwealth tidelands must ensure “that private advantages of use are not primary but merely incidental to the achievement of public purposes.” 310 CMR 9.53. Based on the PNF, the Project fails to meet this critical standard.

⁴ If the BSC is unable to make these comments itself, that will be understandable and will not detract from the weight of the comments. Its landlord is the Owner, the very entity that has been flouting the law and DEP at this site for years.

For example, in the approximately 200,000 square foot hotel buildings, only 9,525 square feet – less than 5% – is designed for truly public use: the proposed restaurant, lounge/bar and BSC room. PNF, Table 2.2-1. Although the rest of the buildings (the hotel, ballroom, meeting rooms and function rooms) may be nominally “public” under Waterways Regulations, it provides no real public benefit. A luxury hotel is by definition exclusive and essentially inaccessible to most people because they cannot afford to stay there. Instead, the hotel will primarily benefit the wealthy and the Proponent. Furthermore, as noted in Section II.A.1, above, the Proponent should not include statutorily required public areas, such as the Harborwalk, in its calculation of public benefits.

Even if the BSC Building, public open space, and certain public areas of the parking garage are included in this calculation, the private uses still outweigh any public benefit. Where private uses outweigh public, or where they are even close, the Proponent cannot reasonably argue that they are merely “incidental” to the public purposes.

5. The Project is Not Based on an Approved Municipal Harbor Plan

The PNF asserts both that the Project site is within the geographic boundaries of the 1990 City of Boston Harborpark Plan, Municipal Harbor Plan (“MHP”), approved by EOEEA in May 1991, and that the Project complies with the MHP. But it appears, based on available public records, that the MHP was never fully approved by EOEEA, as required by 301 CMR 23.00. In 1991, the MHP received *conditional* approval, but we found no records showing that a final Plan was ever issued incorporating the Secretary’s revisions. Moreover, even if the MHP was finally approved by EOEEA in 1991, it appears to have expired in 1997.⁵

Without a current MHP, the Project is likely to violate one or more of the default requirements in the Waterways Regulations.

Moreover, the PNF provides minimal information regarding whether the Project actually complies with the MHP’s terms. It states that the Project “has been designed to fully comply with the Harborpark Plan” but provides absolutely no data to support this assertion. PNF at 2-5. Simply declaring that the Project will exceed public and open space guidelines and setback requirements, or comply with the MHP’s height limits, is insufficient to establish the necessary compliance with this Plan. Based on the Owner’s

⁵ The Secretary’s conditional approval in 1991 stated that the MHP would expire in five years, on May 22, 1996. Pursuant to 301 CMR 23.06(2), the BRA submitted written requests for renewal of the plan in January and April 1996. In its letters, the BRA also stated its intent to make changes to the MHP. As a result, the EOEEA Secretary extended the 1991 plan to October 1997. On October 6, 1997, the BRA requested that the EOEEA permit the redrafted MHP to remain in effect for 15 years. The Secretary refused that request on February 18, 1998. A public records request for any documents relating to the MHP revealed no updated document and no further correspondence on this issue. Even assuming that the MHP was redrafted and newly approved in 1998, it would have been effective only for another five years – until 2003.

years of unfulfilled promises and willful disregard of regulatory requirements, specific details regarding these assertions should be required.

Finally, the PNF suggests that, because the 1990 Project plans were acknowledged in the MHP, the only appropriate use for Lewis Wharf is a hotel. This grossly distorts the MHP, which merely described the then-current plans for that area. The MHP specifically listed areas in which it was to override other zoning and permitting requirements. *E.g.*, Coordination of Chapter 91 Regulations with the Harborpark Plan: Specific Substitution Requirements, at 68. Neither Lewis Wharf nor any other proposed project is listed in those areas, and any suggestion that a hotel is the only allowed use for this property based on the MHP is wrong and misleading.

6. The Project may have Significant Navigation Impacts

The PNF asserts without any analysis or justification the Project “will not interfere with navigation.” PNF at 3-45. In fact, the Project raises significant questions concerning navigation that should be addressed in the DPIR, including the following:

- a) Does the Project displace existing moorings for recreational boaters? The existing conditions plan in the PNF shows eight recreational moorings within the property boundaries on April 21, 1988. PNF, App. A (“Existing Conditions Survey”). There is no description in the PNF of Project-related impacts to these moorings. The DPIR should include details on these impacts.
- b) The proposed marina floats extending from the end of the proposed pile-supported piers are located within an active mooring field. The PNF does not address the ownership or impacts to this mooring field. The Proponent must determine the owner and operator of the mooring field, and explain how the Project will not impact navigation and interference with free passage over the water resulting from the replacement of this mooring field with pile-held marina floats.
- c) The DPIR should discuss how different types of marine users (powerboats, sailboats, water taxis, BSC sailors, etc.) will enter and exit Boston Harbor, and safely maneuver within the “Water Court”, and how these users with different skill sets will interact at the site.
- d) The DPIR should discuss in detail what, if any, mitigation measures and design criteria would be considered for use in the marina basins and outer walkways to reduce boat wake and wave heights in this area of the harbor to avoid conflict with other navigational uses in this part of Boston Inner Harbor.

- e) The Project provides no detail about the size of the vessels that will be accommodated by the proposed marina slips. The DPIR must provide a details description of marina design and expected vessel sizes.
- f) The DPIR should document that the proposed marina floats are more than 25 feet from the abutting property boundaries as required by 310 CMR 9.36.
- g) The DPIR should also show that any necessary emergency response vessels can safety navigate in and out of the Project area.

7. The Project's Visual Impacts are Inconsistent with Chapter 91

The Waterways Regulations impose several minimal standards, including preventing incompatibility with public views of the water and other marine-related features along the waterfront, "especially along site [sic] lines emanating in any direction from public ways." 310 CMR 9.51(2). The Proponent should provide a detailed analysis of existing view corridors and post-build corridors. The Proponent has not addressed the Fleet Street View Corridor or views from Atlantic Avenue, the Granite Building, Pilot House or other wharves. No analysis has been performed of the changes at both street level and elevated structures. In addition, the Proponent fails to discuss how these changes to view corridors will affect visual access to the harbor. The Project should preserve and enhance site lines from public ways to the harbor and along the shore toward historic and cultural resources. As the Proponent's architect publicly acknowledged at an IAG meeting, the proposed BSC building on Atlantic Avenue would fill in the "urban wall" along that streetscape, blocking public views from the North End to the water.

8. The Description of the Marina is Inadequate

The Project includes a new 130-slip commercial/recreational marina but provides no explanation how this marina has been designed in accordance with the Waterways Regulations and state and local building codes. Marina operations details should be provided, including the type and size of facilities, utility services, access facilities, and standards of use requirements under the Waterways Regulations. The Proponent must also consider what federal reviews or licenses will be required for construction and operation of a new marina that is a significant new extension of fixed structures into the active Boston Harbor waterways. If any harbor wave or boat wake attenuation structures or mitigation measures are to be considered in the marina design, the details of these structures should be presented and discussed in the DPIR, and reviewed by the City of Boston Harbormaster and the U.S. Coast Guard.

B. *The Project Requires Several Different Forms of Zoning Relief, Which are Not Addressed in the PNF, and the PNF Fails to Demonstrate that the Project Would Comply with Boston Zoning Requirements in Many Respects*

The PNF purports to provide a “preliminary list” of all the federal, state and local permits required for the Project. That list does not include *any* zoning relief from the City of Boston under the Zoning Code. PNF at 1-15 and Table 1.7-1. Although the PNF notes a “possibility” that additional permits will be required, that is no excuse for failing to list the significant ones that are obviously required. The key zoning permits and approvals are set out below, including requirements that the Project appears unable to meet.⁶

1. The Project is Prohibited Under Article 25 of the Zoning Code Unless the Proponent Obtains Discretionary Relief

As discussed above, Lewis Wharf is located in a Flood Hazard District (FHD) under the Code based on its location in a VE zone on Suffolk County Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Act (FEMA). In a VE zone (and any other V zone), “any structure or substantial improvement of an existing structure shall be located landward of the reach of mean high tide.” Zoning Code, § 25-5.8. Thus, nearly the entire Project except the parking garage – everything seaward of the current sea wall – is flatly prohibited unless the Proponent obtains zoning relief.

That relief is discretionary. *If* the Proponent obtains a Conditional Letter of Map Revision (CLOMR) from FEMA, the Board of Appeal *may* grant an exception allowing the Project *if*, after a public hearing, it finds that the Project satisfies the criteria under Section 6A-3. *Id.* at § 25-6A.⁷ The PNF does not even mention this issue, and it certainly provides no basis to conclude that the Proponent will be entitled to a CLOMR from FEMA or, even if it obtains one, a discretionary exception from the Board. Based on the flood hazard risks posed by the Project and changing climate and sea level conditions, we do not believe that such relief will be supportable.

2. The PNF Fails to Provide the Information Necessary to Determine Whether the Project Would Comply with the Dimensional Regulations of the Zoning Code

The PNF blithely asserts that the Project will comply with the dimensional requirements of the Zoning Code, including those regarding FAR, height, open space and waterfront yards. PNF at 1-14. Even if those provisions apply notwithstanding the Urban Renewal

⁶ As discussed in Section II.E.4 of this letter, the PNF also omits or glosses over several other permits that will be required. For example, the Project will need permits from the Army Corps of Engineers under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. These permits are only fleetingly mentioned at page 3-23 and are not listed in Table 1.7-1.

⁷ Alternatively, the Proponent could seek a variance from the Board of Appeal under § 25-6, but its representative stated at the IAG meeting on September 30 that it will seek a CLOMR. In any event, variances are sparingly issued and one would not be warranted here.

Plan for Lewis Wharf – *see* Section II.B.3, below – the PNF falls far short of showing that the Project would comply with the Zoning Code.

a) Height

The PNF acknowledges that Article 42A limits the height of the hotel to 55 feet. That distance is measured from the grade to the “top of the highest point of the roof beams,” excluding structures not used for human occupancy. “For piers, grade shall be measured from the top of the deck of the Pier.” Art. 42A, App. A, Par. 6. Otherwise, “grade” is defined as “the average elevation of the ground between the building and the lot line or a line [20’] from the building, whichever is nearer.” Art. 2A.

The PNF states that the Project buildings will be built with a base elevation above the 100-year flood elevation – 20.46’ Boston City Base (BCB) for the flowed parts of the site and 19.46’ BCB for the filled parts. PNF at 3-29. However, as explained in Section I.D, above, the base elevation must be *two feet above* the 20.46 BCB. The hotel buildings – or at least the parts of those buildings not built on the piers – may well exceed the height limit.

In addition, both hotel buildings are depicted with roofed or canopied roof decks. PNF, Fig. 1-4. If those roof decks have roof beams, the hotel will violate the height limit regardless of its base elevation.

b) Floor Area Ratio

The PNF acknowledges that the Project is limited to an FAR of 2.0 and asserts – again, without any calculations – that it will comply with that limit. That is by no means clear.

The PNF states that the Project will have 187,000 s.f. of floor area for the hotel and 3,122 s.f. for the BSC kiosk on Atlantic Avenue, for a total of 190,122 s.f. However, it also lists another 22,800 s.f. of space in various other Project elements (restaurant, ballroom, etc.) PNF Table 2.2-1. It is unclear whether the square footages of those elements are included in the figure for the hotel.

Moreover, the PNF apparently does not count any of the 379-space parking garage toward FAR. That omission is wrong. Under Articles 42A and 2 (incorporated into Article 42A regarding FAR), the Zoning Code defines “Floor area” to exclude a garage in a basement of a building or at grade. A separate parking garage such as the one proposed for the Project – all 149,600 s.f. of it (PNF, App. D, at 2) – must be included in FAR. Even under the FAR definition in Article 2A, only the floor area of the garage “required to meet the off-street parking requirements of this Code” is excluded. The PNF does not provide that figure. It states that 156 parking spaces are allocated to the hotel, but does not

explain whether that number of spaces is required for the hotel by the Zoning Code. PNF, Table 3.1-2. Thus, under any of these Zoning Code provisions, at least 60%, and perhaps 100%, of the garage square footage counts toward the calculation of FAR. The Proponent must provide that figure and count it toward FAR.

Moreover, Article 42A defines "Lot Area" as "[t]he horizontal area of the Lot exclusive ... (d) of any salt water area below the High-Tide Line." That line is the existing sea wall. All the area seaward of the sea wall must be excluded from "lot area" in the FAR calculation. The PNF states only that the open watersheet of the site (which may or may not be all the water below the sea wall) is approximately 5 acres. PNF at 2-1. The Proponent must provide the accurate figure.

These corrections to both the numerator and the denominator of the Project's FAR will increase that figure dramatically. The Project may well fail to comply with the Zoning Code on this issue.

c) Open Space

The Project must provide open space totaling at least 50% of the lot area, where "Open Space" excludes "any salt-water area below the mean high tide line, other than areas on Piers." "Open Space" is also intended to exclude driveways and loading/unloading areas ("vehicles transporting, loading, or unloading passengers or supplies for the normal operation of building and uses"). § 42A-6.

The PNF states that the Project will provide 104,770 s.f. of pedestrian public Open Space. PNF, Table 2.2-1. Where Open Space excludes all the salt water part of the site except the area on piers, it is far from clear whether the Project will satisfy this requirement. The PNF fails to provide any of the calculations necessary to determine that compliance.

Moreover, the Open Space shown on the diagrams in the PNF is fragmented, bordered by the driveway and bisected by the garage ramp, split by the swimming pool and its deck, fence and other facilities (not the case with the current pool), and otherwise of limited public benefit. This issue is addressed in Section II.C, below.

3. The Project Would Violate the Height Limit, and May Violate the FAR Limit, under the Urban Renewal Plan, as well

In 1964, the BRA adopted, and the City Council approved, an Urban Renewal Plan for the Downtown Waterfront - Faneuil Hall Urban Renewal Project Area, which includes Lewis Wharf. URP, Section 101 & Exhibit A (Map 1, Property Map); Section 102. On August 9, 1973, the URP was amended to add the rest of the buildings on that parcel –

34-36 Atlantic Avenue (Rosebud Building), 50 Lewis Wharf (steel shed) and 54 Lewis Wharf (Towboat Building) – to those buildings to be retained and rehabilitated. The URP has been extended and remains in effect.

In 1968, as contemplated in the URP, Boston Waterfront Development Corporation (BWDC) and the BRA signed a Rehabilitation Agreement for Lewis Wharf. It defined the Property to which it applied as “the portion of Parcel B-2 within the granite sea wall and within the Downtown Faneuil Hall Urban Renewal Project Area, which is owned by and is to be rehabilitated and developed by [BWDC],” being part of the property conveyed to BWDC in 1966. Section 101(d). BWDC agreed to comply with the URP, and the Rehabilitation Agreement binds BWDC’s successor and assigns and runs with the land. Section 301(a) and (b).

The PNF fails to even mention the URP or its impact on the permitting for the Project. Our understanding is that the BRA agrees that the URP applies to the Project. Based on the sparse information provided in the PNF, the Project would violate the URP in at least two ways.

a) Height

The URP establishes the following maximum height on Parcel B-2: “Not to exceed the height which exists, for those buildings to be disposed of for rehabilitation, upon the date the [URP] is approved by the City Council [June 8, 1964]....” Section 503, Table of Land Use and Building Requirements, n. 5. This provision limited the height of the Lewis Wharf Building (the Granite Building) to its height in 1964 and the heights of the other three buildings to their respective heights in 1964 (or 1973, when the URP was amended to incorporate those buildings).

Although the steel shed and Towboat Building were destroyed or removed after 1973, the only reasonable reading of the URP and 1973 amendment is that new buildings in those locations are limited to the height of the buildings that existed there at the time. The URP therefore limits the height of the hotel buildings to the heights of the steel shed and Towboat Building – approximately 24 feet. The 55’ hotel buildings would be more than double the allowable limit.

b) FAR

The URP limits the FAR on Parcel B-2 to 2. Section 503 (Table of Land Use and Building Requirements). It defines FAR as “the ratio of gross floor area of a structure ... to total disposition parcel area, and gross floor area shall ... exclude ... any floor space designed for accessory garage purposes.” Section 502(2)(b).

The PNF’s figure for gross floor area of 191,322 s.f. is too low for two reasons. First, the “total disposition parcel area” under the URP included the Granite

Building and the Rosebud Building, 50 Lewis Wharf (the steel shed), and 54 Lewis Wharf (the Towboat Building). The Granite Building and the Rosebud Building still count toward gross floor area (and their parcels included in lot area) even though the Project site does not include them. That reflects the URP's focus on the entire parcel at that time. Where the Granite Building is six stories, including it would significantly increase the FAR on that parcel.

Second, under the definition of FAR, garage space that is not designed for accessory purposes counts. Again, the Proponent must provide that figure and count it toward the floor area of the parcel.

As for lot area, the total disposition parcel area did not include the water past the 1837 Harbor Line. URP Exhibit A, Map 1. That part of the water sheet, if not more, must be excluded from the lot area in the FAR calculation.

When the floor area is increased and the lot area decreased as described above, it is far from clear that the Project will comply with the FAR limit under the URP.

4. The Use

On December 20, 1990, the BRA amended the URP to allow Transient Housing on Parcel B-2. However, that Amendment acknowledged that the Housing Act of 1949 prohibits an urban renewal plan from allowing hotels or other transient housing in an urban renewal area unless "a competent independent analysis of the local supply of transient housing has determined that there exists in the locality a need for additional units of such housing." The Amendment recited that a 1964 study, supplemented by a 1989 "Hotel Development Study" by the BRA Policy and Research Department, found such a need.

However, the luxury hotel proposed in the Project may violate this prohibition. First, the Housing Act of 1949 should be read to require a reasonably current study. In view of the massive changes in Boston's build-out and economy in the past 25 years, the 1964 and 1989 studies are unquestionably obsolete regarding the need for hotel space in the city. Second, the Housing Act was concerned with the supply of affordable (in its general sense) housing for needy segments of the post-war population. For the Project to be permissible under the Act, there must be a demonstrated need for luxury hotel space, not just hotel space in general.

5. This Project Would Violate Chapter 310 of the Acts of 1972

The Project violates the height limitations in Chapter 310 of the Acts of 1972 pertaining to licensing on the waterfront as of January 1, 1972. The Act prohibited, until January 1, 1977, the Department of Public Works (DEP's predecessor for Chapter 91 licenses) from granting any license to fill or erect a structure along the waterfront without the approval of the BRA and the Mayor and a public hearing to consider a variety of criteria. *Id.* § 1.

It stated that any license would expire in five years except as to structures actually built under that license, and that any license granted until January 1, 1977 would be irrevocable. *Id.*

Chapter 310, § 3(c) of the statute states as follows:

For the purpose of clarifying the relationship of the proposed work to the Downtown Waterfront-Faneuil Hall Urban Renewal Plan [adopted and approved in 1964], the following controls are hereby imposed upon said plan: ... (c) The height of structures constructed on Lewis wharf or Commercial wharf shall be limited to the height of the tallest structure existing on the pier as of January 1, [1972].

In contrast to § 1, § 3 of the Act does not contain an expiration date. By familiar canons of statutory construction, no expiration date should be grafted onto it. Thus, the statute prohibits any hotel on Lewis Wharf taller than the buildings that existed “on the pier” – *i.e.*, not the Granite Building – in 1972.

6. The Project Requires a Conditional Use Permit Because it is Located in the Groundwater Conservation Overlay District

Lewis Wharf is located in the Groundwater Conservation Overlay District under Article 32 of the Zoning Code. It therefore requires a conditional use permit from the Board of Appeal. § 32-5.1. To obtain such a permit, the Proponent must show that the Project will (a) promote infiltration of rainwater into the ground by capturing a specified amount of rainfall and (b) “result in no negative impact on groundwater levels within the lot in question or adjacent lots” (subject to any dewatering permit or cooperation agreement with the BRA regarding groundwater protection during construction). § 32-6. The Proponent must show that the Project will comply with those standards by certification from Massachusetts registered engineer or the equivalent. *Id.*

The PNF notes that the Project will require a conditional use permit in the Groundwater Conservation Overlay District, p. 1-15, but fails to list that permit in its table of permits and approvals. PNF, Table 1.7-1. Moreover, although the PNF asserts that the hotel buildings will have no impact on groundwater because they will be located over flowed waters and that the 149,600 s.f., three-story underground garage will have no impact on groundwater elevations because it will be at the water’s edge, PNF at 3-25, it also acknowledges that groundwater at the site may be 10-13 feet below grade. PNF at 3-24. Without further information regarding plans for compliance with groundwater recharge requirements, there is no basis to assume that the Proponent will be able to make the showing required for a conditional use permit under Article 32.

7. The Project Requires Other Conditional Use Permits under the Zoning Code

Under Article 42A of the Zoning Code, certain parts of the Project will require conditional use permits from the Board of Appeal. First, the part of the parking garage that is not accessory to the hotel – that is, most of the garage – will require such a permit. § 42A-18.7(i). Second, the relocated swimming pool will require such a permit. § 42A-18.7(j). The PNF fails to mention either of these permits.

C. *The BRA Should Reject this Project as Noncompliant with Chapter 91, Section 18 Standards*

Under Chapter 91, Section 18, and the Zoning Code Section 42A-5, the BRA must make a recommendation to DEP as to whether the Project serves a proper public purpose and would not be detrimental to the public's rights in tidelands. It evaluates as many as 11 criteria, with sub-criteria, concerning the Project. These include:

- a) visual access to the water;
- b) rights to fishing, fowling, and navigation;
- c) physical access to and along the water's edge for recreation, commerce, etc. and interest in public recreational opportunities at the water's edge and open space for public use and enjoyment;
- d) interest in the preservation of the historic character of the Project's site;
- e) interest in repair and rehabilitation of dilapidated piers that blight the Harborpark District and limit public access;
- f) interest in safe and convenient navigation in Boston Harbor by water transportation vessels, deep draft vessels, recreational vessels, and federal, state and local safety vessels;
- g) public access to the waterfront and open space, including the public's rights to walk or otherwise; and
- h) provision for water transportation facilities.

The BRA should find that this Project does not serve a proper public purpose and is detrimental to the public's rights in tidelands. The PNF exaggerates its benefits to the public, and the Project will in fact harm public interests. The Project will block visual access to Boston Harbor for pedestrians on Atlantic Avenue, residents of the North End, and neighbors surrounding Lewis Wharf. Luxury hotel visitors, not residents, will enjoy waterfront views of Boston Harbor. *See* Section II.A.7, above, for more on visual access to the water.

The PNF characterizes the Project as one that will greatly benefit the public by creating more open space for the public and by generating housing and linkage payments, new jobs, and increased property taxes. PNF at 1-12, 1-13. These benefits are illusory. For example, the Proponent states that the Project will create 2.87 acres of open space. PNF at 1-1. This is a gross distortion. That figure includes .47 acres of driveways. PNF, Table 2.2-1. It also appears that the Proponent is counting open space required under Chapter 91 as a benefit to the public. *See* PNF at 1-7. The Project is required to provide the Project's so-called "benefits" either to fulfill regulatory requirements or to bring the delinquent Owner's property up to existing standards. The Proponent should not be permitted to tout as a public benefit features that it (or the Owner with which it has contracted) is required to provide. DEP recognized this point on a different issue, pier maintenance, in its 1991 Written Determination: "The Department does not consider removal of the blighted structures to be a benefit to the public's rights in tidelands, however, since the owners have a legal obligation to maintain the Chapter 91 authorized structures in good repair." Written Determination at 15.

Moreover, the Project site already features substantial acres of open space to the north and south of the Granite Building. These small parks have contiguous space and are a hub of activity for pedestrians and families in this residential wharf area. By contrast, the proposed open space is a series of fragmented grass areas broken up by parking garage ramps, driveways, swimming pool (with its attendant decks, fence, etc.), and other buildings. Compared to the two existing park areas, this "new" open space is of distinctly lesser quality. For more on open space problems, see Section II.B.

The Project harms historical preservation interests. The placement of buildings of this size and scale at the end of Lewis Wharf is unprecedented for this site. Smaller, ancillary buildings were located at the end of the piers to facilitate connections with and use of the water. Historically, the wharves have connected the North End to Boston Harbor and architecturally dominated the water's edge. The PNF states that the hotel buildings are "deferential and sympathetic to the adjacent historic building [the Granite Building]." PNF at 3-33, 3-34. In fact, however, the five-story hotel buildings overcrowd the Granite Building and impair the character of the Old Waterfront District in the North End. For more on historical interests, see Section II.E., below.

Two of the seven public benefit criteria are "the impact on abutters and the surrounding community" and "community activities on the site." G.L. c. § 18B(b); 301 CMR § 13.04(2). In view of the strong and well-founded opposition by all the abutters and the surrounding community, it is highly unlikely that the Secretary will be able to determine that the Project provides adequate public benefits.

Finally, the DPIR must fully explain how the Project complies with the requirements of Sections 42A-5(2)(a) for access over flowed tidelands and 42A-5(9) regarding piers.

For these reasons, the BRA should not recommend that this Project fulfills Section 18 requirements.

D. The PNF's Transportation Discussion is Inadequate

The Proponent has not provided a comprehensive transportation impact analysis consistent with BRA and Boston Transportation Department (BTD) and MassDOT procedures. Because the PNF is incomplete, the Project's estimated traffic and parking impacts cannot be assessed fully. This large project in a dense and active Boston neighborhood should be carefully scrutinized. As described below, the PNF provides insufficient information on a number of critical issues: the appropriate study area, data collection and reliability, trip generation data and allocation, site plan issues, parking use, and construction impacts.

1. The Traffic Study Area Should be Expanded and Methods Improved

The Proponent has proposed a limited, insufficient traffic study area that will include four intersections: the site drive, Atlantic Avenue at Richmond Street, Commercial Street at Fleet Street, and Commercial Street at Hanover Street. That scope is inadequate in view of the Project's size, its location, the anticipated arrival and departure patterns and known critical intersections. The traffic impact study area should include at least the following intersections:

- Atlantic Avenue at Richmond Street,
- Commercial Street at Fleet Street,
- Commercial Street at Hanover Street,
- Commercial Street at North Street,
- Commercial Street at North Washington Street,
- Atlantic Avenue at the site drive,
- Atlantic Avenue at Cross Street,
- John F. Fitzgerald Surface Road at Mercantile Street, and
- Cross Street at the I-93 NB off-ramp/North Street.

There are also several signalized pedestrian crossings that affect flow along Atlantic Avenue. They should be included in the traffic/pedestrian count program and taken into consideration when assessing the operations along Atlantic Avenue.

No traffic analysis has been completed along the Atlantic Avenue/Commercial Street corridor for existing conditions. The analysis needs to follow the City of Boston procedures outlined by the BRA and the BTD, as well as the new (2014) MassDOT Guidelines for Conducting Traffic Studies for Private Developments. The analysis must examine the traffic flow and characteristics along Atlantic Avenue and Commercial Street, the pedestrian volumes along the sidewalks in the study area, anticipated pedestrian routes and desire lines in and around the site, conditions of those routes, volumes of pedestrians along those routes, deficiencies of the routes both currently and under future conditions with the Project, and potential pedestrian conflicts with proposed site activity. The analysis must also determine and evaluate the parking usage at mid-day and evening for on-street parking spaces within acceptable walking distance to the site,

the current parking on the site, and parking demand at off-street garages cited in the PNF as available resources for the proposed development. Crash data and evaluation of the relative safety at the study intersections and along the roadway segments of Atlantic Avenue and Commercial Street should also be examined. The analysis also must be done for transit service, including which routes or services are anticipated to be used for the Project, their capacities, and the effects of the added demand from the Project.

The analysis must address the AM and PM peaks, but also should consider peak season weekend (*i.e.*, Saturday) periods when tourist demand is high in the North End and Downtown. Marina and BSC activity could be peaking simultaneous with large special events (*e.g.*, weddings).

The impact analysis also must examine the future traffic conditions (2022) with and without the proposed development. As called for in the analysis procedures, all relevant background development projects near the site that are in the review stage, have been approved or are in construction need to be incorporated into the future No-Build condition analysis. Any City- or state-sponsored transportation improvement project that is planned but has not been completed as of this PNF filing and that affects travel in the study area should be identified, researched and incorporated, as well.

2. The Proponent Should Analyze More Complete and Reliable Data

As noted in the PNF, the parking lot and site drive were observed on Tuesday, October 29, 2013, even though that was at the end of the BSC season and Tuesday traffic is typically a below average for a weekday. Those data probably do not reflect conditions that would exist for much of the year, and certainly in April-October. New traffic data should be collected in peak season and time periods on a Wednesday or Thursday, as well as on a weekend. The count program also needs to include pedestrians and bicyclists along Atlantic Avenue at the site drive, as well as those crossing Atlantic Avenue in key locations that include the designated crossings.

Many aspects of the traffic study will be affected by the characteristics of the development, including its size, the number of people employed, the specific proposed uses, etc. The PNF leaves unclear how the hotel will operate. It states that 150 permanent employees will work at the site. Does this estimate include the restaurant (commonly leased to an independent operator)? More information on the hotel and its anticipated operating model is needed, including how it is staffed, the types of functions that will be promoted, the type of restaurant to be included, etc. Employee and guest estimates should be separated. If needed, surveys and counts should be conducted at nearby hotels with similar characteristics.

In addition to the hotel, traffic generation by the marina and the BSC is unclear. It appears that the marina is a separate business generating its own traffic activity. The characteristics of the BSC, how it operates and how it relates to the marina should be described.

3. The Proponent May Underestimate the Project's Vehicle Trip Generation

The Project is a luxury hotel with additional facilities that are open to the public. The Proponent has used the models compiled by the Institute of Transportation Engineers as a starting point in estimating vehicle trips for each major use. The forecast for each use is then converted to person trips and then allocated to trips by transit, walking or vehicles. However, the Proponent's use of that methodology here raises the following issues, among others:

- The factors for travel adjustments related to mode share, vehicle occupancy rates (VORs) and trip distribution patterns are combined and applied for all hotel trips and the other related uses (with a minor exception). But employee and, especially, guest trip-making characteristics may be quite different for a luxury hotel. The evaluation and forecasting of trips should be done for the luxury hotel subgroup of this land use category. That type of more specific analysis is not unusual.
- Guests in a luxury hotel appear to make their trips predominantly by private vehicle, whether their own vehicle, a limousine or a taxi. The PNF suggests that less than 30% of the peak hour trips for the hotel would be by vehicle, which appears significantly low for this use. Although during the day guests may walk in the general area of the Project and even use public transit to reach other parts of the city, the peak times for arrivals and departures, and the travel mode for special events and business meetings at the site, may well involve primarily vehicles. This is a flaw in the analysis, because a significant change in vehicle usage would affect operations at the driveway, traffic flow along Atlantic Avenue and peak parking demands.
- The trip generation forecasts assume an event with 75 people. Yet the PNF indicates that special events with up to 300 people could be accommodated, four times that figure. This flaw in the assumption will affect both the traffic flow and the parking conditions.
- The trip generation analysis used for the 75-person event assumed certain trip rates, enter/exit splits and VORs. The PNF indicates that those assumptions are not based on ITE, but there is no information supporting them. The trip rate used is less than 2 trips per day for the event attendee (before factoring by mode share and VOR). This suggests that some people who enter the hotel for the event do not leave – an implausible assumption.
- In general, the trip forecasts in the PNF appear to significantly overstate the walk/bicycle and transit use and understate the vehicle generation for the proposed use. Combined with the omission of large business events, the traffic

and, more important, the peak parking needs are significantly understated and the potential impacts and conflicts cannot be fully determined.

- The estimated arrival and departure patterns in the PNF suggest regional and local patterns, but there is no definition or explanation of such trips.
- The estimated number of trips generated by the marina is vague but, according to the PNF, is based on the ITE. The Project is described as expanding the BSC and the marina. Are the trip-making characteristics for those two uses similar? As noted above, the PNF does not provide a good understanding of the BSC operations (members, usage, etc.). In fact, the PNF states that no change in traffic generated by the BSC is expected, whereas the Project description includes an increase in slip capacity.
- In light of the Project's location and the Proponent's reliance on the walk and transit modes, a multi-modal analysis, as prescribed in the latest version of the transportation study guidelines issued by MassDOT and detailed in the Highway Capacity Manual, is required.

4. The Site Plan Raises Significant Questions

The BRA Development Review Guidelines list a number of items and materials that must be submitted for project review. Those materials include site plans at an appropriate scale (1"=20'). The BTD Transportation Access Guidelines also call for engineered site plans to enable review of the Project in relation to the public layout, vehicle access and circulation, access and truck movements to proposed service areas, parking areas and vehicle loading/unloading areas. The PNF does not include such plans. As a result, the adequacy of the access drive design, pedestrian treatment from the street into the site, the hotel drop-off area, access to service areas, parking layout, emergency access and project design impact on abutting properties cannot be determined.

The following significant site plan issues should be addressed:

- a) **Handicap Access.** There is insufficient information to evaluate the adequacy of handicap access, both from the street and within the site. Scaled, detailed plans need to be provided.
- b) **Driveway Access and Circulation.** There is insufficient information to evaluate the adequacy of internal driveway design and vehicular and pedestrian movement within and entering/exiting the site. Scaled, detailed plans need to be provided.
- c) **Marina Access and Parking.** There is not enough information to determine how the marina and BSC are going to be accommodated or to evaluate the adequacy of the plan in relation to these separate uses. There

is no information on the current or projected parking demands for those uses. If certain areas are designated for parking for those uses, that must be shown on the site plan.

- d) **Emergency Vehicle Access and Response Issues.** Based on the diagrams in the PNF, emergency vehicle access to the south hotel building appears to be blocked. The Proponent must show that public safety and emergency response vehicles can reach all Project areas. Scaled plans would enable this evaluation. From the diagrams in the PNF, it appears that vehicle access to the southern portion of the site is blocked, which may prevent emergency apparatus from reaching the south hotel building. The PNF also has not provided information on an evacuation plan in case of a FEMA emergency.
- e) **Service Truck Access.** Engineered scaled plans have not been provided, precluding an evaluation of truck movements on the site. It is unclear from the PNF how trucks servicing the Project will be accommodated, how access and movement will be provided within the garage, and how that truck access will affect access to parking areas. The ability of trucks to enter and exit the garage without impeding other traffic and pedestrian flow around the garage entry/exit has not been demonstrated. In addition, based on the PNF diagrams, service vehicle access to the south hotel building also appears to be blocked. Finally, it is unclear how truck service access to the existing uses abutting the site will be affected by the Project.

5. Current and Future Parking Use Has Not Been Studied

The Proponent must demonstrate that the new parking demand created by the Project can actually be met by the available supply. Because the Project is a hotel in a major residential/tourist/business area, parking usage data should be obtained for daytime as well as evening periods. This is a critical issue. However, the Proponent has not analyzed the usage of the existing parking supply or determined whether sufficient parking will be available for the Project or not. Without a detailed analysis, the Project's impacts cannot be determined.

The PNF inventories existing parking spaces on or near the Project site. However, that analysis is seriously deficient in that it provides no information on how the parking supply is actually utilized over the day and evening. Under the BRA and BTM directives on analysis procedures, parking usage data and analysis are required. Parking supply is a starting point, but its level of use and restrictions are critical. For example, if there are 80 on-street parking spaces but 50 are reserved for resident parking, then only 30 spaces are available for public use. And if those 30 spaces are occupied now, they will not help meet the additional parking demand created by a proposed new use.

It does not appear that there are surplus parking spaces nearby that could meet the Project's demands. Observations during the PNF comment period showed that the curbside parking, the nearby public parking lots, and the lot on Lewis Wharf are at capacity. The PNF's assertion that there are 10 public parking garages or off-street lots nearby, without any description of how that supply is used, does not permit a conclusion that there is sufficient parking available to accommodate the anticipated parking demand.

Nor does the PNF address the usage of the parking lot on the site. The current lot provides 223 licensed spaces according to the PNF, with 163 marked spaces. It is not clear how those spaces are used: how many are open to public use, how many are leased monthly, and how they are used by the Granite Building residents, the marina, the BSC or other tenants in the area. If the Project reduces the net number of parking spaces on Lewis Wharf that are available to the public or Granite Building residents, it will create a deficit, adding to the demands on other parking areas.

Moreover, the PNF states that 156 parking spaces are needed for hotel guests. How was this calculated? How many spaces are needed for hotel employees? For people attending functions or meetings at the hotel but not staying there? For the marina and BSC today and in the future? All this information must be provided and analyzed.

6. Construction Impacts Have Not Been Analyzed

Construction impacts have not been analyzed, as required by the City's project development analysis guidelines. The PNF contains no information on the construction plan for the Project. The construction period could significantly impair the current uses on the site and by abutters. The existing surface parking lot will need to be fully open at all times because it serves the Granite Building and Pilot House businesses, has a number of monthly passes, and serves the general public as well. The PNF states that 300 construction workers will be employed for the Project. How will they be accommodated? The City's guidelines call for a detailed analysis of construction impacts including the anticipated level of activity, schedule of activity, truck routes, parking accommodation of the workers, etc. Because this has not been done, the impacts of the Project on traffic and parking conditions in the vicinity cannot be determined.

In sum, the PNF's transportation analysis does not provide the BRA with nearly sufficient information to assess the Project's impacts.

D. *The PNF Has Not Sufficiently Explained Environmental Impacts and Mitigation*

Article 80B-3 mandates that a Proponent provide "sufficient detail" about potential or likely environmental impacts such that the BRA can determine what studies and/or mitigation measures are necessary to understand those impacts. Art. 80B-3, 80B-5. The PNF falls far short of this standard. It is filled with conclusory statements on environmental impacts and contains virtually

no analysis of environmental issues. Without this information, the BRA will face difficulty adequately scoping the DPIR for the Project.

1. The PNF's Wetlands Analysis is Wholly Inadequate

The Project requires an Order of Conditions from the Boston Conservation Commission, yet the PNF fails to adequately describe what types of interests are at stake under the Wetlands Protection Act, M.G.L. c. 131, § 40, or how the regulatory standards in the state wetland regulations will be met.

The PNF states that the Project “will include work in or proximate to coastal bank (the seawall), land subject to tidal action, land under the ocean, fish run, and land subject to coastal storm flowage.” PNF at 3-50. It states that some repair to the seawalls will be required and describes the removal of piles and installation of new pile-supported piers and pile-held floats. These work activities will likely affect these resource areas. Yet the PNF states that the Project “completely avoids impacts to coastal bank, coastal beach, and land under the ocean and any such nearby resources.” *Id.* at 3-51. The DPIR needs to address this contradiction and fully analyze the Project's impacts on protected wetlands.

2. The Proponent Has Not Seriously Addressed Hazardous Waste Issues

The Proponent notes that it will conduct sampling at the site and comply with the Massachusetts Contingency Plan to address contamination found on site. The Proponent fails to note that contaminated soils were found during the 1990 Project review, or explain how dredging associated with the current Project will minimize hazardous materials impacts.⁸ The Proponent must show how removal of the creosoted wooden piles and any dredging will not cause releases or threats of releases of hazardous substances. If piles are removed, creosote or other materials could be released into the water column.

In particular, the Proponent should conduct testing to determine whether or not contaminated sediments currently exist in the area of the deteriorated piles and the potential for release of those sediments during pile removal. It should also provide an evaluation of contaminated soils, if any, in the area of the proposed excavations in the solid fill portion of Lewis Wharf (for the underground parking garage), and how any contaminated soils will be handled during construction. Copies of site investigation reports should be included in the DPIR.

⁸ We understand that historical uses for portions of the Project site may have included a gas station and automobile service garage, a paint shop and a film processing building.

3. The Proponent Has Not Explained Wind Impacts

The Proponent's statements in the PNF that it does not anticipate significantly altered wind conditions are insufficient for this waterfront property. PNF at 3-22. The site is a windy location with variable wind conditions from the water onto the land along Boston Inner Harbor and wind from the city down to the waterfront at Atlantic Avenue. The Project clearly will affect surrounding wind environment by further walling off the waterfront and channeling wind flow to the harbor. This should be studied from a navigation standpoint (particularly with respect to sailing). Also, as currently designed, the marina is particularly exposed to southeasterly storm winds, which could damage docks and boats not only at Lewis Wharf, but also at nearby wharves.

The BRA should require the Proponent to complete a qualitative analysis of the potential wind impacts of the proposed buildings to Lewis Wharf and surrounding public access and use areas at the pedestrian level, consistent with the BRA's Development Review Guidelines. This should include identification of the areas where wind impacts are expected to exceed the BRA's guideline of an effective gust velocity of 31 mph not to be exceeded more than 1% of the time. The Proponent should pay particular attention to wind impacts on open space and public use areas.

4. Shadows, Daylight and Solar Glare Should be Studied

The BRA should require the DPIR to fully address shadows, daylight, and solar glare impacts because of this Project's proximity to the Granite Building, Commercial Wharf and Pilot House, as well as waterfront activities. The height and position of the hotel buildings to the east of Lewis Wharf are likely to cast shadows on existing uses. Seasonal shadowing may diminish pedestrian user value of the waterfront access and open space areas, particularly in the winter. The Proponent should consider how the walling effects of the new buildings will affect ground-level and water-level uses of the area with diminished sunlight. Consistent with the BRA's Development Review Guidelines, the Proponent should submit a shadow analysis for no-build and build conditions at 9:00 a.m., 12:00 noon, 3:00 p.m. and 6:00 p.m. on the vernal equinox, summer solstice, autumnal equinox and winter solstice to fully understand how this Project will affect neighbors. The shadow analysis should include new net shadow, as well as existing shadow, and must clearly show the incremental impact of the proposed buildings. Daylight and solar glare analyses should also be included.

5. The Project's Air Quality Impacts are Not Adequately Discussed

The PNF states that "potential long-term air quality impacts will be limited to emissions from Project-related mechanical equipment and pollutant emissions from vehicular traffic" but provides no support for this conclusion. PNF at 3-22. The BRA should require the DPIR to address air impacts from increased traffic including a specification of the Levels of Service at surrounding intersections and an analysis of how traffic from the Project will affect those Levels of Service. The Proponent should also be required to

describe the exhaust systems for the 149,600 s.f. parking garage, and evaluate how those exhaust systems will impair pedestrian level air quality. The Proponent must provide for mitigation measures to avoid any violation of air quality standards.

The PNF states that if changes in traffic operations are substantial, the Proponent will model potential air quality impacts to demonstrate compliance with National Ambient Air Quality Standards (NAAQS). The Proponent should model the potential air quality impacts from *all* Project-related sources (including equipment and traffic) regardless of whether the changes in traffic operations are considered substantial. Furthermore, the PNF does not explain how the Proponent plans to determine whether the changes in traffic operations will be substantial. The only way to assess whether the Project's air quality impacts will be significant is to conduct the modeling analysis.

6. The PNF Does Not Provide Sufficient Information concerning Water Quality

The Proponent must provide much more information in the DPIR regarding how its waterfront construction and uses will affect water quality and marine resources in Boston Harbor. The PNF does not address how the installation of large pile-supported piers will affect water flow and quality beneath the pile-supported piers. The Proponent should provide a detailed evaluation of potential impacts during construction from pile removal, pile driving and platform construction. This includes information on the types of piles to be installed and measures to preserve the integrity of those piles over time. It also includes address whether increased turbidity will affect benthic organisms and other marine resources. The Proponent should also review tidal circulation under the pile-supported piers and propose methods to reduce accumulations of debris under the piers and along the existing seawall. Further, the Proponent should explain how contaminated sediments from pile removal, and construction of the underground garage, will not damage water quality. Marina uses should be studied closely to ensure that proposed facilities for pump-out and gas supply do not contaminate Boston Harbor.

7. The Project's Ability to Achieve LEED Certification is Unclear

The Project must meet standards established in Zoning Code Article 37, Green Buildings. The PNF lacks key details on how the Project will meet many of the applicable standards in order to achieve LEED Certification for building design and construction. Without these details, it is impossible to tell whether the Project can feasibly achieve LEED Certification.

As currently written, the proposed approach is essentially a statement of intent to meet the standards for credits for "Location and Transportation", "Water Efficiency", "Energy and Atmosphere", "Materials and Resources", and "Indoor Air Quality", among other areas, and lacks a reasonable approach or plan. Simply stating that the Project will meet certain standards does nothing to demonstrate whether or not such standards will actually be achieved in practice. The Proponent should address each of these issues in detail in the DPIR, including greenhouse gas emissions.

E. *The DPIR Should Further Analyze Historic Resources and Urban Design Impacts*

Under Article 80, the Project must address historic resources and urban design. This PNF fails on both counts. First, Section 80B-3 requires Proponents to include a full analysis of all historic, archaeological and cultural resources that could be adversely affected and set forth measures intended to mitigate, limit or minimize these potential adverse effects.

The historic and archaeological section of the PNF (at 3-33 to 3-36) fails to satisfy these historic and archaeological requirements in several important ways. In general, the PNF appears to rely on inadequate studies and data from 1990. In the past 25 years, historic preservation standards and guidelines have grown much more comprehensive. Public awareness and appreciation for historic buildings and archaeological sites have increased and evolved into a concerted effort by individuals and community groups to preserve this heritage.

The PNF also contains several specific deficiencies relating to Section 80B-3 requirements for historical resources. First, it depicts only a fraction of the historic resources within a quarter-mile of the development boundaries. The radius used in the PNF does not extend a quarter-mile from the site, but only from a central point within the site. PNF, Fig. 3-9. The PNF lists 19 historic landmarks and districts, including some unevaluated individual resources, in the vicinity of the Project. *Id.* at Table 3.4-1. However, there are over 100 historic resources in the vicinity, including 4 districts listed or eligible for listing in the National Register, 7 individual properties listed or eligible for listing in the National Register, 5 National Historic Landmarks, 4 unevaluated architectural areas, and over unevaluated architectural properties and 2 post-contact archaeological sites within a quarter-mile. Moreover, the PNF identifies only 6 out of the 16 *listed* historic properties and districts within a quarter-mile of the Project.

The PNF does not adequately address the North End and Old Waterfront Districts, which were determined eligible for listing in the National Register as part of the Central Artery Historic Resources Survey for the Federal Highway Administration. It also fails to acknowledge other nearby significant historic landmarks, including Saint Stephen's Church, Boston Police Station Number One, and the City of Boston Printing Department Plant, all of which are listed in the National Register and are located within a quarter-mile of the Project area. The PNF also ignores a number of National Historic Landmarks within a quarter-mile: Quincy Market, Old North Church, the Unity Street Gate and Fence, the Clough, Ebenezer House, Chart House, and the Custom House Block. Finally, on the state level, the PNF fails to acknowledge the fact that a petition to designate adjacent Commercial Wharf as a historic landmark is currently pending before the Boston Landmarks Commission.

Second, the PNF contains no analysis of the potential impacts to these historic properties or measures to avoid or mitigate those impacts, as required by Article 80. Beyond providing a chart that appears to rely on an inadequate 1990 study, the PNF does not actually discuss any of these historic resources with the single exception of the Granite Building. The PNF states that the Project is "sited away from" and "deferential to" the Granite Building. PNF at 3-33. However,

the proposed hotel buildings are the opposite of deferential: they are massive, are jammed at the end of the pier, crowd the Granite Building, and are completely out of scale with other buildings located at the *end* of piers. Furthermore, this section claims that the Project's "massing and scale" are "designed to be in character with the surrounding area and streetscape." This statement ignores that the great bulk of the Project is at the *end* of a historic pier, over Commonwealth tidelands, where there is no streetscape. Buildings at the end of historic piers should not be the same size as the historic wharves farther removed from the water. *See also* Section II.B.5, above, discussing the height limit in Chapter 310 of the Acts of 1972, for further support for a limitation on the height of buildings at the end of piers. A true example of an appropriately-sized pier building is the Marine Inn at the end of Commercial Wharf, which is of a size and scale similar to what has historically been located on the piers.

In addition, the PNF does not acknowledge the significant likelihood that the Project will interrupt, to varying degrees, the north-south viewshed from these nearby historic properties and districts, effectively walling off the harbor views that these areas currently provide. The Proponent's contention that the buildings' five-story height will only "partially obstruct" water views is misleading. PNF at 3-34.

In terms of archaeological resources, the PNF does not mention any potential impacts to historic marine resources that may be present within the waters adjacent to Lewis Wharf where the Proponent plans to build. Section 3.4.4 dismisses the possibility that these resources may be present without any real consideration of that possibility. The Proponent should be required to conduct a study of the site to determine if any potentially significant underwater resources are present and what impact the proposed Project may have on them. Studies conducted in 1990 cannot be relied upon for this given that underwater archaeological research techniques have significantly advanced in the last 25 years. The Project should also be reviewed by the Massachusetts Board of Underwater Archaeology.

Section 80B-3 of the Zoning Code also requires an Proponent to submit plans, drawing and specifications to illustrate that a proposed project: (a) is architecturally compatible with surrounding structures; (b) enhances the urban design features of its subdistrict; (c) augments the pedestrian environment; and (d) is consistent with established design guidelines. Although the PNF suggests that the Project will look similar to other structures in the North End neighborhood, it does not explain how effectively walling off a large portion of the waterfront will enhance the neighborhood or augment the pedestrian environment. The addition of a Harborwalk should not be considered in this respect because (1) it is required to be included in any development, and (2) the property owners have failed to comply with this requirement for 25 years.

F. *Further Deficiencies in the PNF*

1. The Alternatives Analysis in the PNF is Wholly Inadequate

The PNF's analysis of alternatives is inadequate. It mentions, and summarily rejects, only one other alternative, a mixed-use residential development. At a minimum the DPIR should include a full analysis of:

- The no-build alternative;
- A reduced build alternative that complies with Chapter 91 regulations including no water-dependent uses over currently flowed tidelands; and
- A reduced build alternative that provides greater open spaces and public access and does not wall off the public from the waterfront.

2. The PNF is Missing a Full Discussion of Mitigation Measures

Particularly given the significant potential impacts of this Project, the PNF contains minimal "mitigation measures." See "An Order Relative to the Provision of Mitigation by Development Projects in Boston" (Mayor Thomas M. Menino, October 2000) (providing for particular focus on mitigation of the impacts of development). Rather, the mitigation section of the PNF merely summarizes the Project and touts its access to pedestrians. However, this access is largely provided by the Harborwalk, which is *required* for any development on Lewis Wharf. The Proponent cannot rely on the presence of the Harborwalk as a mitigation measure any more than it can rely on the "public access" in the Hotel itself, which is also required by statute. The only alternative mitigation measures identified by the PNF are the marina and the BSC, which already exist on-site. The DPIR should provide a detailed discussion of the Proponent's proposed measure to fully mitigate the Project's extensive impacts.

3. Cumulative Environmental Impacts Have Not Been Addressed

The DPIR should include a full discussion of short term, long term, and cumulative environmental impacts that the Project and any other Projects near the site will have on the surrounding neighborhood and region.

4. A Full Permit List and Analysis is Needed

The PNF's table of anticipated permits and approvals fails to list several necessary and important state and federal authorizations including: EOEEA's Public Benefit Determination, Army Corps of Engineers' Section 404 permit and consultation under § 106 of the National Historic Preservation Act. PNF, Table 1.7-1.

5. The DPIR Must Address Construction Impacts and Noise

The PNF contains very little information on construction duration and impacts, especially given the close proximity of so many residents, businesses and historic structures. The following construction impacts, among others, should be fully analyzed in the DPIR. Art. 80B-3(2)(k), (l).

- The DPIR should address measures to control erosion and sedimentation and protect adjacent properties, streets, and Boston Harbor from impacts during ground-disturbing construction activities. It must also address how existing buildings, utilities and site improvements in the vicinity of the proposed underground parking garage will be protected from construction damage.
- The DPIR should address how the Proponent plans to maintain vehicular and pedestrian access around the Lewis Wharf Condominiums during construction, including to and from the BSC.
- The DPIR should address combustion emissions from construction equipment engines, which will be substantial. It should list measures to be used to limit such emissions, including time-of-day operating restrictions, the use of clean fuels, limits on construction equipment engine idling, and the use of add-on emissions controls for construction equipment engines where feasible.
- The DPIR should describe noise monitoring during construction, which should be conducted periodically during construction activities to ensure continued compliance with the relevant regulatory requirements.
- The DPIR should describe the storage, transportation and disposal of material excavated for the underground parking garage.

6. The PNF Does Not Adequately Establish Consistency with MCZM Policies

- a) As described below, the PNF fails to demonstrate compliance with several relevant Coastal Zone Management policies (“MCZM policies”). The Proponent should fully address each and every relevant MCZM policy in the DPIR, including MCZM policies relating to habitats require developments to *protect* wetland areas. Habitat Policy #1. Because the Project will be built directly over flowed tidelands, it will have a significant impact on aquatic habitats. However, the PNF merely states that “[a]ll work in or proximate to these areas will be completed so as to preserve their function and value” (p. 3-50). To “preserve function and value” – even if that vague assertion were meaningful – is *not* the same as

- to “protect.” The DPIR must meaningfully consider the impact that this extensive construction project will have on the tideland habitat.
- b) MCZM also requires that activities in coastal areas not degrade wetland resources. Habitat Policy #2. The PNF dismisses this requirement, simply stating that the Project will not permanently damage any coastal resources. The DPIR should fully evaluate the potential impacts to coastal resources.
 - c) MCZM Protected Areas Policy #3, requiring that proposed developments in or near designated or registered historic districts or sites minimize adverse effects to those areas, is not given adequate attention by the PNF. The Proponent relies on a determination for the 1990 Project for its conclusion that it has met the goals of this policy. However, the 1990 Project is entirely irrelevant to the Project (*see* Section I.B, above), and the PNF’s consideration of historic resources ignores significant changes in this area since 1990 (*see* Section II.E., above).
 - d) The PNF is deficient in addressing MCZM Coastal Hazard Policies. First, the PNF does not explain how the Project will enhance the beneficial functions of storm damage prevention and flood control provided by natural coastal landforms. Coastal Hazard Policy #1. It merely states that the Project will avoid impacts to coastal bank, coastal beach, and land under the ocean while ignoring that construction of two large buildings over the water will necessarily affect those resources.
 - e) MCZM Coastal Hazard Policy #2 requires that construction in water minimize interference with water circulation and sediment transport. In response to this policy, the PNF states that the dilapidated piles in the water will be removed and replaced with newer and smaller piles. This Project will clearly involve significant interference with water circulation and sediment during construction. Whether or not the replacement piles are smaller than the existing ones does not adequately address how the Proponent plans to minimize impacts during their construction.
 - f) MCZM Ports Management Principle #1 directs development to encourage the expansion of water-dependent uses and expansion of visual access. The PNF does the opposite on both counts. The existing BSC will be moved out to Atlantic Avenue, far from the water, with only a small room in the hotel. This treatment of the only current and proposed water-dependent use is in clear violation of this policy. In addition, the hotel placement on the water will impair, rather than expand, visual access.
 - g) MCZM Public Access Management Principle #1 directs developers to improve public access to coastal recreation facilities and *alleviate* auto traffic and parking problems through improvements to public

transportation. As described in more detail above (*see* Section II.D), this hotel will further worsen the traffic in the area. The DPIR should describe the Proponent's plans to improve public transportation and alleviate traffic problems.

G. *The Proponents Have Not Sufficiently Evaluated Infrastructure Issues*

The DPIR should provide a detailed evaluation of how utility connections from Lewis Wharf to the proposed building will be designed and constructed in accordance with the flood-resistant design requirements of the Massachusetts Building Code, other relevant Massachusetts codes, and utility provider requirements. Because the hotel needs to be raised several feet to comply with FEMA, particular attention should be paid to utilities and infrastructure issues.

IV. Conclusion

For all these reasons, the Project cannot be permitted under state and municipal laws as designed. The Proponent should be directed to redesign the Project. Alternatively, the BRA should issue a comprehensive scoping document that assures that the DPIR fully and adequately evaluates all impacts of the Project.

Thank you for your attention to these comments.

Very truly yours,

Arthur P. Kreiger (JAW)

William L. Lahey (JAW)

Arthur P. Kreiger
William L. Lahey

cc: Christopher Tracy, Project Manager, Boston Redevelopment Authority
Secretary Matthew A. Beaton, Executive Office of Energy and Environmental Affairs
Commissioner Martin Suuberg, Department of Environmental Protection
Deirdre Buckley, Director, MEPA
Alex Stryisky, Environmental Analyst, MEPA
Bruce Carlisle, Director, Office of Coastal Zone Management
Brona Simon, Executive Director, Massachusetts Historical Commission

EXHIBIT A



Lewis Wharf Pile Field Visual Inspection

Lewis Wharf, Boston

PREPARED FOR:

Pilot House Properties, LLC
32 Atlantic Avenue – Union Wharf
Boston, Massachusetts 02110

PREPARED BY:

ESS Group, Inc.
100 Fifth Avenue, 5th Floor
Waltham, Massachusetts 02451

ESS Project No. P309-000

October 13, 2015





**Lewis Wharf
Pile Field Visual Inspection**

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Prepared For:

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32 Atlantic Avenue – Union Wharf
Boston, Massachusetts 02110**

Prepared By:

**ESS Group, Inc.
100 Fifth Avenue, 5th Floor
Waltham, Massachusetts 02451**

ESS Project No. P309-000

October 13, 2015



ESS Group, Inc. (ESS) traveled to the Lewis Wharf site on July 10, 2015 to visually inspect and document the general condition of multiple derelict piles that once supported a pier and multiple structures. We arrived on site, by boat at 1040 hours, which was approximately 2 hours before predicted low tide (1255 hours). We also took pictures of the piles at high tide on August 5, 2015.

July 10, 2015 Visual Inspection

During the site visit ESS documented the condition of each of the piles through visual inspection. The results are listed in the table below. The colors listed in the table correspond to Figure 1, attached.

North Field	Number of Piles	Percent of Total
Blue - Minimal deterioration/potentially functional	15	4%
Green - Moderate deterioration/unusable	62	18%
Yellow - Significant deterioration/unusable	38	11%
Red - Severe deterioration/unusable	229	67%
Total Piers	344	100%

ESS also took multiple GPS coordinates with a Trimble GPS unit. These coordinates were taken to verify the location of previously identified pile locations that ESS extracted from a 2013 high resolution orthophotograph.

In summary, ESS found that the orthophotograph extraction was an accurate means of identifying the pile locations. Each of the piles verified by GPS occurred within a few feet of the interpolated location.

Approximately 15 piles appeared to be in reasonable condition and could potentially be suitable for reuse. Therefore, approximately 96% of the remaining piles appear to be unsuitable for future use and approximately 75% of the piles appear to be significantly to severely deteriorated.

Moreover, large gaps in the pile field exist. These were once likely occupied by piles which have fallen, broken, or have been removed. For instance, in 1990 there were over 1,000 piles at Lewis Wharf based on the plans attached to DEP's 1990 Written Determination for the proposed Lewis Wharf Project.

Figure 1 Sheets 1-3 show the results of the field evaluation and photographs of the pile fields at or near low tide.

August 5, 2015 Photographs

ESS traveled to the Lewis Wharf site on August 5, 2015 to photo-document the tidal variation at the Lewis Wharf derelict pier field. The predicted tidal cycle on August 5, 2015 was low tide at -1 feet MLLW at 0943 hours and high tide at 11.2 feet MLLW at 1559 hours. Photographs were obtained from approximately 0945 hours to 1600 hours at the north pile field (Figure 2 Sheet 3) and 1012 hours to 1359 hours on the south pile field (Figure 2 Sheet 2). A GoPro Hero 4, 11 megapixel camera with time lapse function was used to document tidal conditions every ten seconds for the duration of the tidal cycle. The cameras were placed



in a fixed position on the floating Boston Sailing Center Facility (Figure 2 Sheet 1). Figure 2 represents hourly photographs starting at 1100 hours, until high tide.

In summary, ESS determined that the north field had approximately 126 discernable piles in view around low tide. The number of visible piles (any portion of the pile above water) at high tide in the north field on this particular day was 28. In the south field, approximately 160 piles were visible from this vantage point around low tide. During high tide that number was reduced to 45 piles.

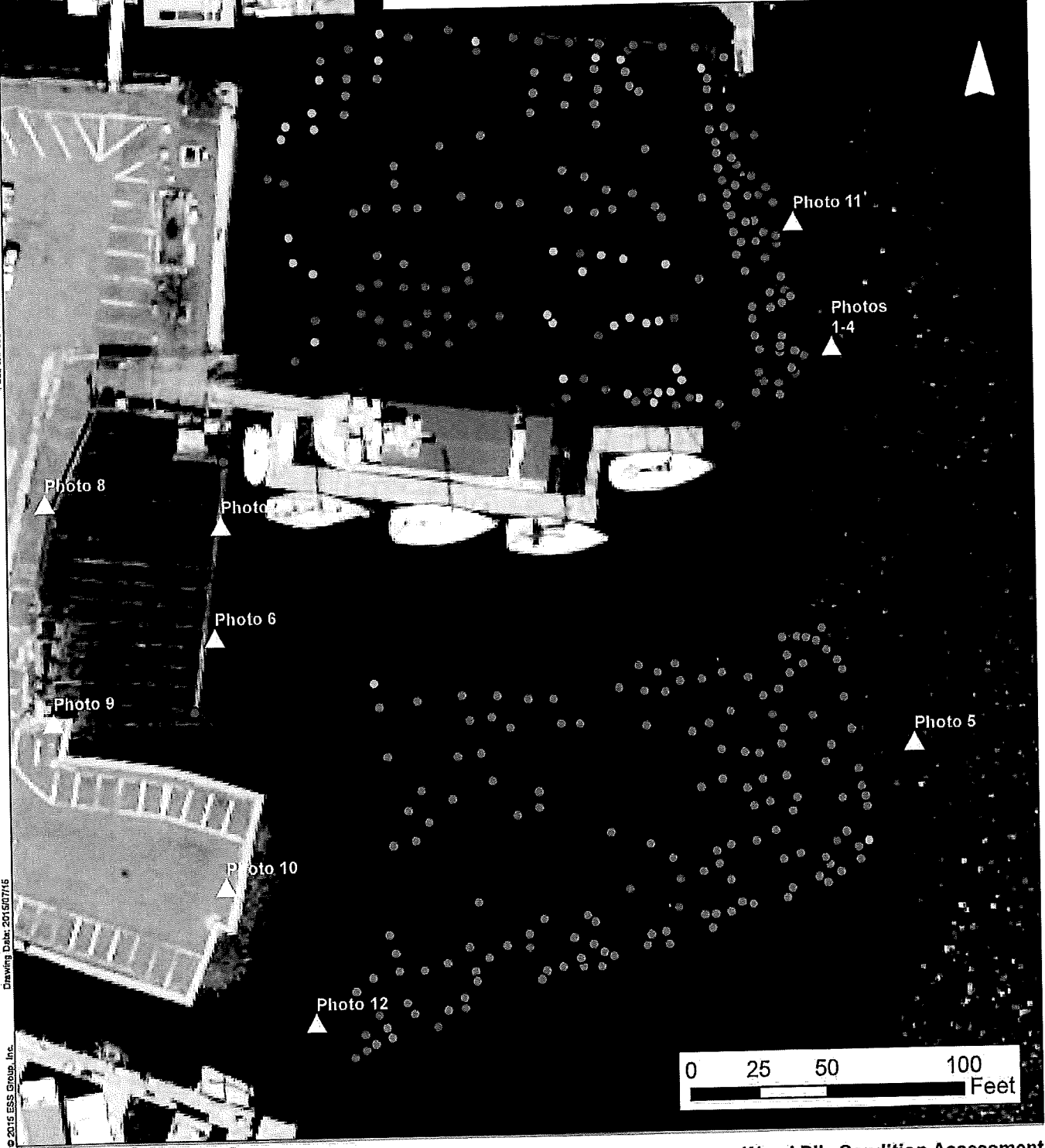
The photographs were taken from an elevated position with some visual obstructions so the visible pile estimates do not represent the total number of piles at low tide. Conversely, at high tide, it is possible that the elevated vantage point may reveal more visible piles than if viewed at water level.

Figures

Path: j:\p000-000 - Pilot House - Wharf Assessment\04 Graphics\GIS\00_MXD\Wood Pile Conditions Assessment.mxd
Drawing Date: 2/15/2016
© 2015 ESS Group, Inc.

Wood Pile Condition *

- Minimal Deterioration/Potentially Functional
- Moderate Deterioration/Unusable
- Significant Deterioration/Unusable
- Severe Deterioration/Unusable



Wood Pile Condition Assessment



Pilot House LLC.
Boston, Massachusetts

* Information based on visual inspection of the wood piles from the water.

Source: 1) MassGIS, Ortho photography, 2013

Figure 1
Sheet 1 of 3



Photo 1 - 2015/07/10 1051 hrs.
Low Tide 1254 hrs.



Photo 2 - 2015/07/10 1051 hrs.
Low Tide 1254 hrs.



Photo 3 - 2015/07/10 1051 hrs.
Low Tide 1254 hrs.



Photo 4 - 2015/07/10 1051 hrs.
Low Tide 1254 hrs.



Photo 5 - 2015/07/10 1123 hrs.
Low Tide 1254 hrs.



Photo 6 - 2015/07/10 1138 hrs.
Low Tide 1254 hrs.



Photo 7 - 2015/07/10 1144 hrs.
Low Tide 1254 hrs.

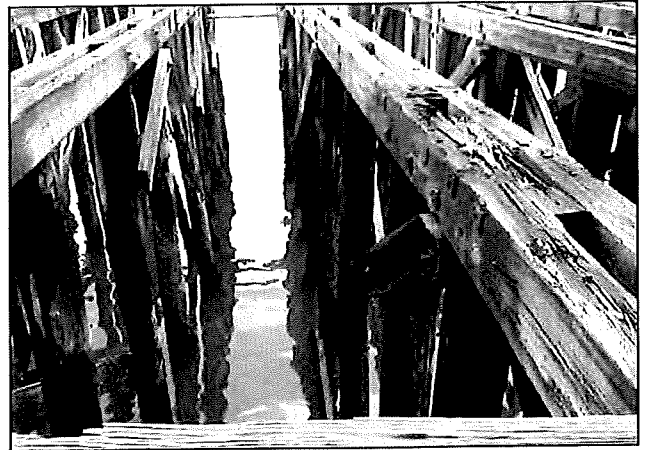


Photo 8 - 2015/07/10 1206 hrs.
Low Tide 1254 hrs.



Photo 9 - 2015/07/10 1206 hrs.
Low Tide 1254 hrs.



Photo 10 - 2015/07/10 1207 hrs.
Low Tide 1254 hrs.



Photo 11 - 2015/07/10 1305 hrs.
Low Tide 1254 hrs.

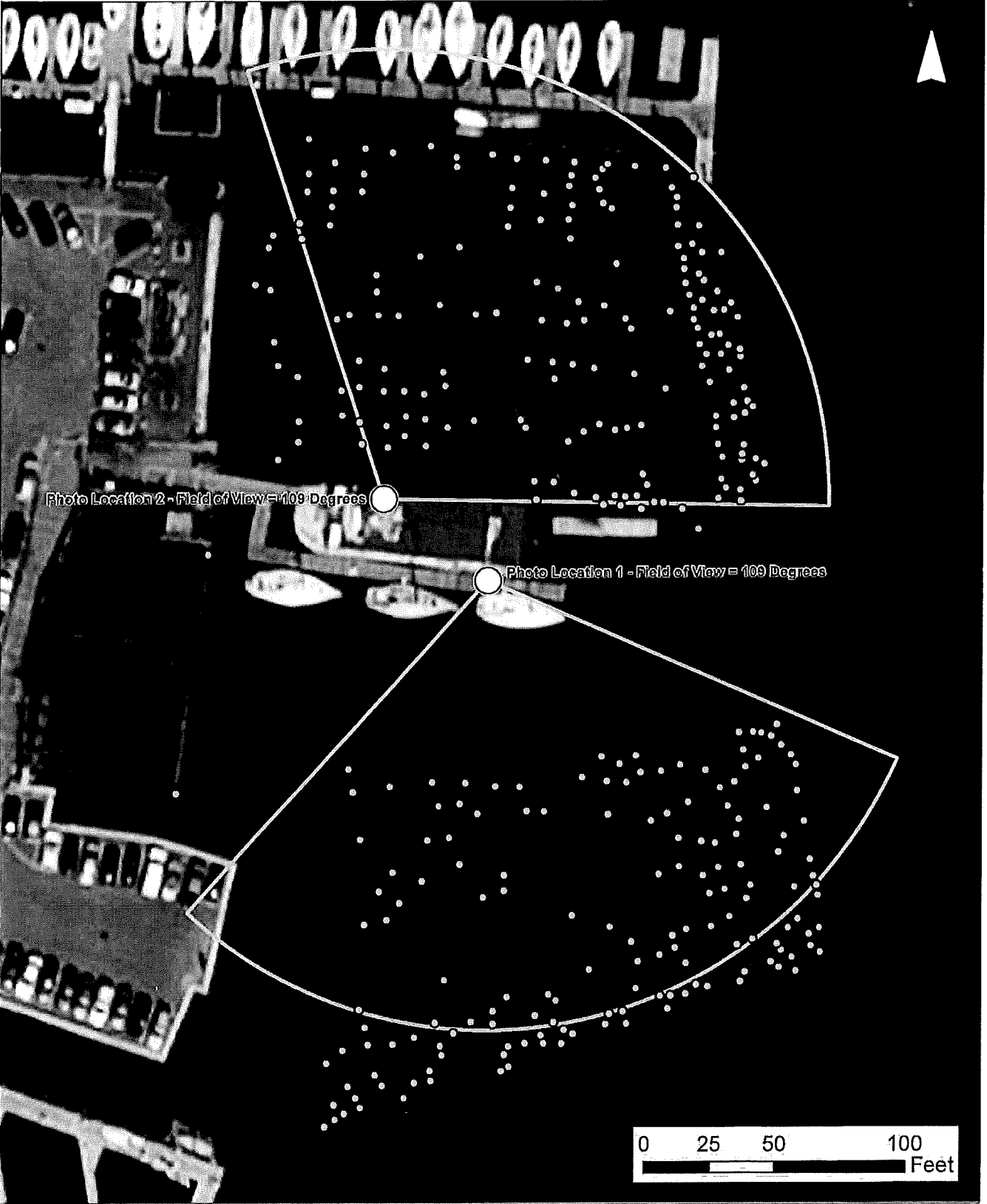


Photo 12 - 2015/07/10 1307 hrs.
Low Tide 1254 hrs.

Path: \\P209-000 - Pilot House - Viharf\Assessment\GIS\GIS00_MXD\August 8 Trial\Documentation.mxd

Drawing Date: 2015/10/12

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Pilot House LLC.
Boston, Massachusetts

Wood Pile Condition Assessment

○ Approximate Location of Wood Pile

Source: 1) MassGIS, Orthophotography, 2013

Figure 2
Sheet 1 of 3



Photo 2 - 2015/08/05 1100 hrs.
Approximately 126 Piles In View
Low Tide 0943 hrs. (-1.0 Feet)



Photo 3 - 2015/08/05 1200 hrs.
Low Tide 0943 hrs. (-1.0 Feet)

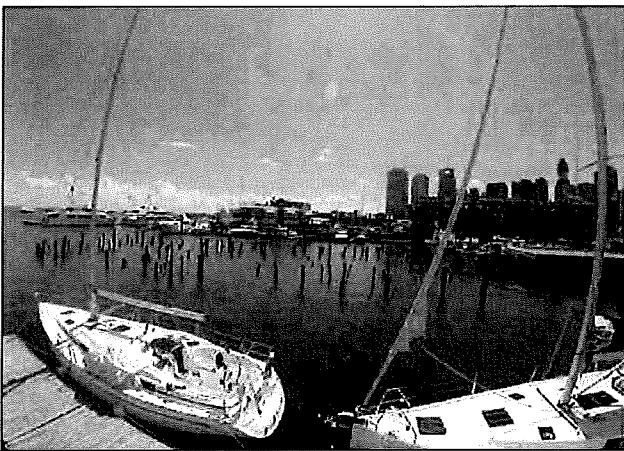


Photo 4 - 2015/08/05 1300 hrs.
High Tide 1559 hrs. (+11.2 Feet)

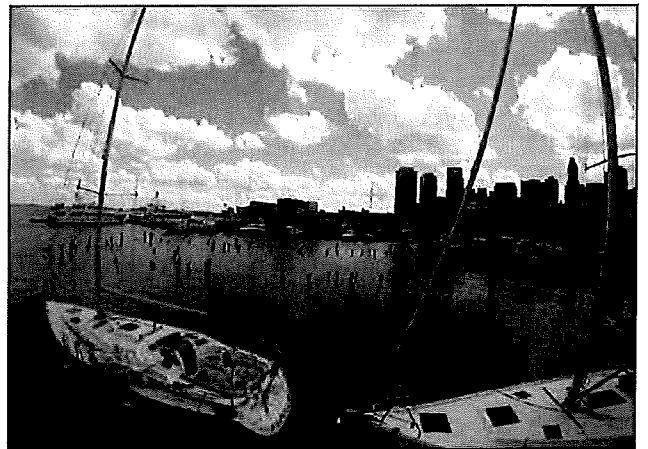


Photo 5 - 2015/08/05 1400 hrs.
High Tide 1559 hrs. (+11.2 Feet)

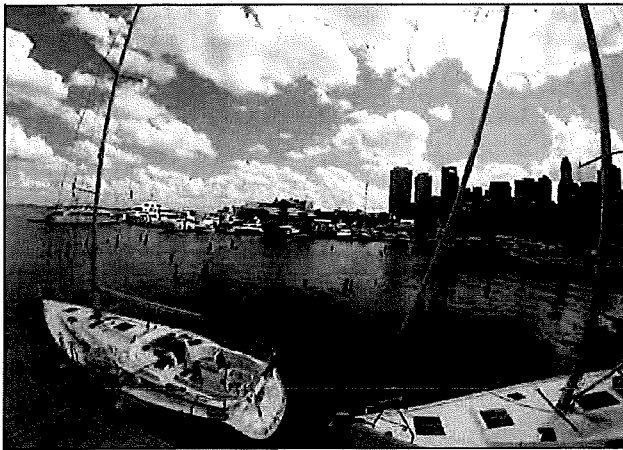


Photo 6 - 2015/08/05 1500 hrs.
High Tide 1559 hrs. (+11.2 Feet)

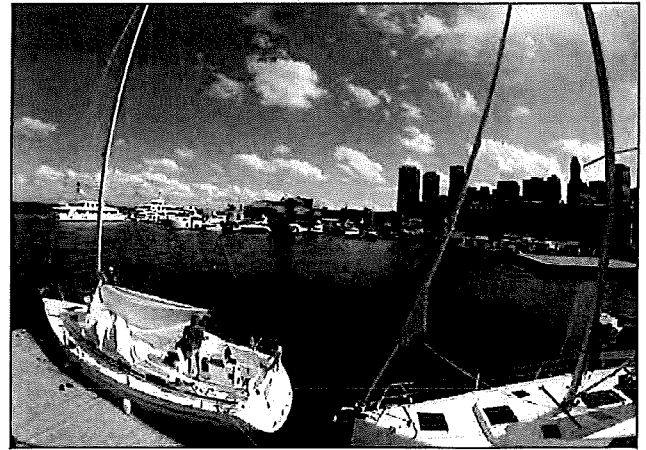


Photo 7 - 2015/08/05 1559 hrs.
Approximately 28 Piles In View
High Tide 1559 hrs. (+11.2 Feet)



Photo 2 - 2015/08/05 1100 hrs.
Approximately 160 Piles In View*
Low Tide 0943 hrs. (-1.0 Feet)



Photo 3 - 2015/08/05 1200 hrs.
Low Tide 0943 hrs. (-1.0 Feet)



Photo 4 - 2015/08/05 1300 hrs.
High Tide 1559 hrs. (+11.2 Feet)



Photo 5 - 2015/08/05 1400 hrs.
High Tide 1559 hrs. (+11.2 Feet)

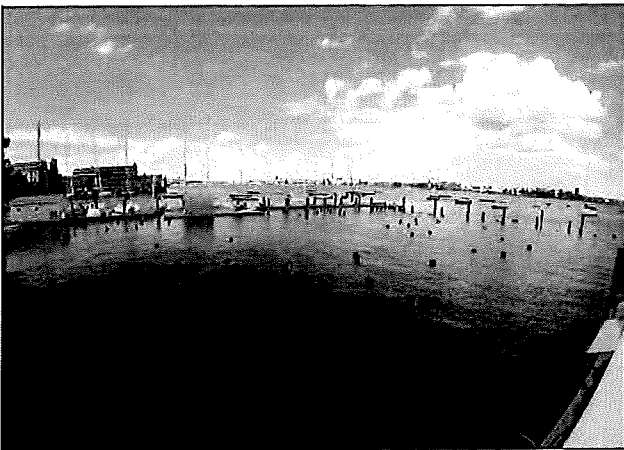


Photo 6 - 2015/08/05 1500 hrs.
High Tide 1559 hrs. (+11.2 Feet)



Photo 7 - 2015/08/05 1559 hrs.
Approximately 45 Piles In View*
High Tide 1559 hrs. (+11.2 Feet)



October 15, 2015

Mr. Brian Golden
Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Attn: Mr. Christopher Tracy, Project Manager

Re: Lewis Wharf Project

Dear Mr. Golden,

On behalf of The Boston Harbor Association, thank you for the opportunity to comment on the Project Notification Form (PNF) for the Lewis Wharf Project, submitted by JW Capital Partners, LLC on September 15, 2015. After reading the PNF, making several site visits, attending public hearings and meeting with project proponents and others, our comments follow.

Project Location and Summary. Lewis Wharf is located across from the intersection between Atlantic Avenue and Commercial Street in Boston's North End neighborhood. Lewis Wharf and adjacent Sargent's Wharf represent two of the three remaining wharves (the third being the Coast Guard Station) in the North End containing significant open space and street views of the harbor.

The Lewis Wharf Project proposal includes a five-story, 277-room luxury hotel, 2.87 acres of public open space, 1,800 feet of HarborWalk, first floor facilities of public accommodation, indoor space for the existing Boston Sailing Center split between the street front and the waterfront, an expanded marina and a new water taxi dock.

Relevance to Chapter 91. The project site currently sits on both filled and flowed tidelands, falling within Chapter 91 licensing jurisdiction of the Massachusetts Department of Environmental Protection. Most of the above-grade portion of the proposed project lies seaward of the historic low water mark and is therefore considered Commonwealth tidelands. The hotel component of the project is not considered a water-dependent use and should therefore be reviewed as a non-water dependent project.

Relevance to new FEMA maps and Article 25. The recently revised Preliminary FEMA maps for Boston (July 9, 2015) set the 100-year flood zone elevation at 14 feet above mid-tide (NAVD88), or 20.46' Boston City Base datum (PNF 3.2.7). It is our understanding that these maps will be formally adopted in March of 2016. As described in the PNF, Lewis Wharf currently lies approximately four feet below this level. We believe that the base floor elevation will need to be elevated to 22.46' BCB (i.e., two feet higher than the new "100-year" flood) to comply with FEMA regulations. In the current proposal, hotel structures are elevated by 4 feet, while the HarborWalk remains at the current Lewis Wharf grade level.

According to City of Boston Zoning Code Article 25, Flood Hazard Districts, the proposed project lies within a "velocity zone" (V zone), an area subject to both flooding and significant wave action. Under a V zone designation, any new structure shall be located landward of the reach of mean high tide. (Flood Hazard Districts Article Section 25.5) The project is proposed to sit on reconfigured pilings seaward of mean high tide and will fall within the velocity zone; it is our understanding that it will therefore require either a variance from Article 25 requirements, or engineering solutions that remove the site from V-zone designation, and thereby eliminate the need for a variance.

The core issue at hand is one of "building in harm's way." The updated FEMA maps on which the V zone regulations rely are required by law to only consider retrospective data rather than projections of future flooding. In light of the speed and uncertainty of increases in climate change-related storms and sea level rise, we believe that the City's granting a variance would set an unwanted precedent especially since the City is actively working to become better prepared for coastal flooding.

Our concern is that even should such a variance be approved, the hotel buildings could be vulnerable to damage from extreme storms. Therefore, any necessary controls should be established if the project proceeds in this location. With projected sea level rise of 1-2 feet by 2050 and 3-6 feet by 2100, the probability of incurring severe damage from storms (as well as flooding during astronomical high tides and possibly at some point twice-daily high tides) will be increased significantly – during the lifespan of the proposed structures. The project proponent has not addressed how these challenges will be resolved.

From a climate change perspective, it would be better practice to build any new buildings away from the water's edge with an open space buffer to decrease storm energy. Proponents should consider designs that ensure that no damage would occur if storm flooding exceeds 20.46' BCB by several feet.

Relevance to the 1991 Harborpark Plan. There is much debate as to the extent to which a 1991 Gunwyn proposal on the same site is relevant to this proposal. Others will resolve that legal debate. Our comments focus on the requirements of the 1991 Harborpark Plan.

After a five-year planning process, the City of Boston released the Harborpark Plan “to ensure that new development on the harbor is managed in a way that protects the waterfront’s unique resources while ensuring that all residents have access to benefits created by waterfront revitalization” (pg. 2). Portions of this plan were formally adopted by the Secretary of Environmental Affairs (now Energy and Environmental Affairs) in 1991. In the absence of a more recent municipal harbor plan for the North End, this remains the most recent planning overlay governing Lewis Wharf.

That said, the socioeconomic and environmental context has significantly changed over the past 27 years. First, in 1991 there was essentially no acknowledgement of the risk of coastal flooding due to climate change and corresponding related extreme weather and sea level rise. More significantly, there were no regulatory or permitting requirements reflecting sea level rise and climate change.

Second, the socio-economic context surrounding Lewis Wharf has changed, with much more residential development, leading to substantially more neighborhood opposition to this project than to the 1991 Gunwyn proposal of a similar size. Finally, since much of Boston’s downtown waterfront has been redeveloped since 1991, Lewis and adjacent Sargent’s Wharves represent two rare opportunities for high quality public open space that visually connect the street and the harbor. For these reasons, we believe that the Lewis Wharf Project needs to go well beyond the 1991 standards. We have provided specific comments below.

Chapter 91-related requirements. Projects falling within the Chapter 91 jurisdiction must preserve any and all rights held by the Commonwealth in trust for the public as well as any public rights of access associated with such rights. These rights include:

- Maintenance and enhancement of key visual sight lines,
- Adequate open space design and programming to encourage public use,
- Preservation of water related public rights,
- Protection of existing and future water-dependent uses, and
- Activation of Commonwealth Tidelands for public use.

Key visual sight lines.

Protection of unobstructed views will promote the public’s use and enjoyment of the waterfront in accordance with the Chapter 91 regulations. Lewis Wharf lies in the

section of the North End waterfront away from significant open space (Christopher Columbus Park and the Rose Kennedy Greenway to the south and Langone Park to the north).

From the primary public way, Atlantic Avenue, the proposed project hotel buildings and connector significantly reduce existing views to the harbor on both sides of Lewis Wharf. The proposed sailing pavilion on Atlantic between Lewis Wharf and Sargent's Wharf further blocks the only remaining view to the harbor. For this project to conform with the spirit and intent of Chapter 91 to keep the waterfront as a public benefit, it will need to be significantly scaled down and reconfigured.

*Open Space and programming to encourage public use
Preservation of water-related public rights*

We favor a robust public access plan that maximizes public use of the water's edge. We commend the proposal for exceeding the 50% required amount of public open space (2.87 acres) but believe that the ultimate design of the open space should provide significantly more public benefits than as presented in the PNF. (see PNF Fig. 2-2, 3-47)

Other recent waterfront projects, such as Pier 4 in the Seaport District and Clippership Wharf in East Boston, provide engaging, interesting access to the water. Project proponents have expressed a willingness to participate in a public charrette process to optimize the site's open space resources and we hope that such a process would have beneficial results.

In an area such as the North End with high visitation but limited opportunities for public waterfront uses, the HarborWalk needs to be integrated with adjacent facilities of public accommodation in order to optimize public access. Opportunities for public access along the HarborWalk should be appropriately integrated with the character and context of the neighborhood. Installation of public art, appropriately-scaled cultural events and other less-intensive measures to activate Lewis Wharf will attract public interest and increase awareness of and access to the HarborWalk. At the same time such public attractions must be planned and located to minimize impacts on abutting residential neighbors.

Separating the HarborWalk from the rest of the hotel grounds with a four-foot wall makes the overall open space less flexible, integrated and accessible to the public. Perhaps instead the difference in grade could be spanned through terracing that would also serve as public seating (See PNF 3-48).

Chapter 91 requires clear, prominent HarborWalk signage that indicates that it is a public walkway and points out any associated FPAs, parks, restrooms and other public amenities. We ask that the project go beyond the standard blue HarborWalk signs and also provide wayfinding and interpretive signs such as are found on Atlantic Wharf, Fan Pier and Battery Wharf that help visitors locate nearby attractions and provide a sense of history and place.

Protection of existing and future water-dependent uses

The Lewis Wharf Project is required to support the continued operation of the Boston Sailing Center as a pre-existing water-dependent use. The continuation of existing water-dependent uses is best accomplished by avoiding dislocation of operators who are presently engaged in such use, especially those of long standing tenancy. Currently the center operates from a Louisiana riverboat moored on the northwest side of the wharf and makes use of a number of marina slips. (PNF 3-45)

Under the proposed project the Boston Sailing Center would receive an approximately 3,100 gross-square-foot pavilion for operation and retail space on Atlantic Avenue and an additional 725 square feet in the north building of the hotel.

We are concerned about the continued viability of the Boston Sailing Center under this new configuration. Project proponents need to work closely with them to find a mutually-agreeable, permanent, waterfront location for their facilities and operations closer to their assigned slips as well as to ensure continued operations of the center during the construction phase of the development.

“Projects subject to Ch 91 regulations shall not significantly interfere with the public rights of navigation which exist in all waterways.” (310 CMR §9.35(2)). The proposed 130-slip marina (77 of which would be new slips) must not interfere with established navigation along and beside the shipping channel by extending substantially beyond the projection of existing structures adjacent to the site (310 CMR §9.35(2)(a)(1)(d-e)) and pre-existing marina boundaries. The eastward limit of the marina floats slips needs to be moved landward so they extend no further seaward than those on adjacent Commercial Wharf to allow for continuity of the existing channel safety navigation zone and to avoid setting an undesirable precedent.

As noted above, Lewis Wharf will be increasingly vulnerable to onshore storm surges, swells and waves that occur during coastal storm events. Proponents need to ensure that the final layout of the proposed marina adequately manages its risk of dock and vessel damage during extreme weather events in addition to the gradual increase in sea level expected over the next several decades.

The marina should include transient public slips as well as a touch-and-go dock to maximize public benefits of the expanded marina. In addition to public restrooms, visiting mariner facilities such as showers and laundry should be considered, possibly in conjunction with the Boston Sailing Center facilities to amplify the water-dependent uses.

It is unclear from the PNF whether recreational fishing opportunities will be considered on the property. There are several locations along the waterfront that currently allow recreational fishing by the public as an added water-based public benefit. We ask that proponents consider including as part of the proposed marina a fish cleaning station and bait machine similar to the station recently created on Pier 4.

We encourage proponents to include a management plan for all on-site facilities offering water-related public benefits and ensure that the quantity and quality of such benefits include but are not limited to site activation, signage, maintenance, hours and rules of operation, organizational arrangements, and other open plans appropriate for the site.

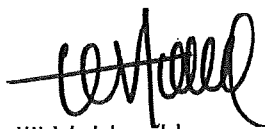
Activation of Commonwealth tidelands for public use

A hotel is, by Chapter 91 definition, a non-water dependent use. As such, it is required to promote public use and enjoyment of the land to a degree that is fully commensurate with the proprietary rights and ensure that private advantages of use *are not primary but merely incidental to the achievement of public purposes* [emphasis added]. Under Chapter 91, the project must attract and maintain substantial public activity on the site on a year-round basis via water-related public benefits appropriate to the site given its nature and location.

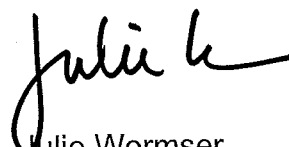
As the Lewis Wharf Project is now configured, we believe significant work will be necessary to meet this requirement. That is, the private advantages of use are not “merely incidental to the achievement of public purposes.” We see this as the most challenging issue for this project, and one that needs considerable rethinking in order for the project to be successful. We look forward to the Proponent addressing these issues fully in the MEPA DEIR and the BRA DPIR for this project.

Again, thank you for the opportunity to comment.

Sincerely,



Jill Valdes Horwood
Waterfront Policy Analyst



Julie Wormser
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October 15, 2015

VIA Email: Brian.Golden@boston.gov; Christopher.Tracy@boston.gov

Brian Golden, Director
Christopher Tracy, Project Manager
Boston Redevelopment Authority
City Hall, 9th Floor
Boston, MA 02201

RE: PNF Comments for Lewis Wharf Hotel Complex – OPPOSED

Dear Director Golden and Mr. Tracy:

Thank you each for your public service, and for taking on such important and demanding roles in challenging times.

As legal counsel for the Trustees of the Lewis Wharf Condominium Trust, I write this comment on the Project Notification Form (PNF) filed for the proposed Lewis Wharf Project in the North End neighborhood. We OPPOSE this proposed project, which is neither “as of right” nor in the public interest. We are joined in this opposition by all three local elected officials (Senator Petrucci, Representative Michlewitz and City Councilor LaMattina) and at-large City Councilors Stephen Murphy and Michelle Wu and Ayanna Pressley. Their standing up for the neighborhoods will be remembered as honoring the interests of the people who elect them.

The proposal and the PNF are abysmal failures at honoring the public interest. From the first computer generated image on the PNF cover, the fundamental problem with this major development is obvious: the proponents see the surrounding historic neighborhood as backdrop for their private profit hotel complex. These are Commonwealth tidelands, by the Moriarty Team’s own admission, and we deserve more respectful treatment for our public trust rights than these unsafe violations of statute and longstanding policy. Nothing of this size or magnitude of private profit has been proposed, much less approved, in recent memory, with the exception of a

few renovated existing structures supported by Municipal Harbor Plans vetted extensively by local and state communities.

Details as to why and how this proposal is deficient are below.

The Project Description

The project description itself is unacceptably deceptive for a public comment document. The proposal is not for “a hotel”, as erroneously presented. It is a development complex of a multi-building hotel, a 300 seat ballroom capable of holding three times that many people for events, several function rooms, several bars, restaurants, congregating/lounging areas including on rooftop, and a marina, as well as a new street structure ostensibly for an existing Sailing Center. The proposal also includes decimating long standing, well-maintained, well-used public open space and proposing what in reality is a dysfunctional circle of grass over a garage, alongside the sole vehicular access way sure to be in constant use. At minimum, the proposal should be consistently referred to and analyzed as a “hotel complex”.

The project description refers to the “rehabilitation” of Lewis Wharf, yet the area is beautiful and highly functional except for the sticks on the water and less than appropriate Harborwalk. The current property owner has obstinately refused to remove them and to complete the required , actions which he has evaded doing for decades in dereliction of his legal obligations to the public. Putting the existing parking underground is always an option in association with a compliant project, if desired. However, this project is not compliant. The North End neighborhood has already endured enough massive project impacts. This one is unsuitable for this area.

Construction: Sadly and unacceptably, the project description omits all construction impacts of at least 2.5 years and fails to address the likelihood that the beloved Boston Sailing Center serving over 500 members of the public, 200 racers, 300 students and over a thousand annual community visitors will have to shut down during construction and may never recover. That’s a huge loss of spending in the neighborhood as well as of a genuine, longstanding (25 years or more) water dependent use.

There is no plan in the PNF regarding the impossible construction traffic with dozens or more trucks and construction vehicles daily, on highly congested residential property. Will debris be trucked or barged? It is insultingly “cut and paste” to have included useless verbiage regarding intent to minimize construction impacts and use alternatives without any specificity.

Article 97: The PNF asserts it will not require “transfer” of any public lands. Indeed it does require takeover of Commonwealth tidelands, for enormous private profit. The 70,000 sq. ft. of new permanent development over currently flowing tidelands includes areas held or once held by the Boston Redevelopment Authority

Given the potential transfer of public lands, should a 2/3 vote of the legislature be required, pursuant to Article 97 of the Massachusetts Constitution, for public property currently dedicated

to recreation or natural resources and now proposed for permanent change in use to a private hotel complex?

Wetlands Resources: The statements about wetlands resource alterations are flatly false. The proponent states that only pile removal and installation will occur, as if permanently decking over open flowing tidelands exposed for decades to the open air will not alter the ocean habitat. There seems to be some “Emperor Has No Clothes” pretense pervading the development team that this proposal involves merely fixing up existing decks and structures. It does not. The only things in the water currently are the remnants of former piles abandoned by the owner for so long they frequently “calf off” and become intense hazards to navigation, as well as disappear at high tide, again threatening hapless boaters. Hardly any have load bearing capacity. This is an open water land grab for private profit, nothing more, nothing less.

Figure A-3 is quite odd. The term “wetlands” is marked yet without including the entire flowing tidelands area, which are all regulated resource areas.

Dredging: It is also asserted that no dredging is necessary, yet prior statements and facts in the water as to actual depths suggest dredging is absolutely necessary to put boats where the proponents are showing them. Truth in public documents is appropriate. Dredging impacts should be disclosed and studied if this project is not summarily dismissed, as it should be.

Transportation: Regarding transportation, the numbers provided are grossly understated and cartoonlike. While it is common to barely sketch the issues in a PNF, it is not common to provide a picture so incorrect as to be unintelligible in relation to reality. For example, one cannot count cars moving past if they are gridlocked and stationary (even for the *one single weekday on October 29, 2013* at an unrelated site at the other end of Atlantic, as the proponent’s traffic appendix indicates was the basis for their ‘data’).

This area is not Iowa, the area on which the estimates were derived. Rather, it is the North End in Boston, Massachusetts when the worst traffic is on weekend nights in summer when a festival is underway. On weekends and weekdays the backup impacts to state highways and roadways must be measured and have not been. Below is the link to readily available public data indicating Boston generally is already in the top 10 worst 100 traffic areas in the nation.

http://www.ops.fhwa.dot.gov/perf_measurement/ucr/reports/fy2015_q2.pdf

Even using the proponents own projections, an added 3,530 vehicles is just staggering. However, the baseline count is irreparably skewed leaving their public presentation of about 100 new vehicle trips as nonsensical. This figure does not accurately account for private vehicles and taxis attempting simultaneously to disgorge hundreds event or restaurant attendees nor the surely constant flow of large trucks and delivery vehicles into and out of the single vehicular entrance. People arriving from the region and beyond for fancy events do not take public transit. Nor do the traffic counts include the pick up and drop off needs of the marina and boating center, to which people also do not take public transit nor lug gear on bikes or backs. Indirect impacts to state highways should also have been addressed, for construction and permanently. Once the

City's planned raising of the existing bike lanes is implemented, it won't be possible to drive in the bike lanes as is routinely done now, so the narrowing of available street area will worsen even existing traffic, much less the proponent's projected massive change.

No ambulance, paramedic or fire personnel will be able to arrive in adequately short time to save lives. How horrible that, in a city which rightly prides itself on the best medical care in the world, people are someday likely to die if this project is built as proposed because unwanted and unwarranted overdevelopment prevents the basic element of timely transport of ill people or arrival of medical personnel.

Alternatives: Other "schemes", as referenced in the Project Description, are not detailed or listed at all, and for good reason: the proponent only considered oversized non-water-dependent developments over water in formation of what 25 years ago were pile supported structures. The proponents erroneously assumed they could overcome statutory prohibitions against non-water-dependent uses over water by claiming use of a regulatory possibility for "existing, previously authorized pile fields." So the entire "alternatives" analysis omits water dependent uses and tortures the shape of the proposal to fit the footprint of long abandoned sticks in the water, not what makes sense for the public on Commonwealth tidelands. The property owner turned down more than one valuable offer to purchase the site for more appropriate uses, out of sheer greed and false hopes that an inappropriately massive development such as this would be approved. He was wrong to do so. A true and new alternatives analysis is required, including a primarily water dependent one, with or without underground parking options.

Historic/Archeological Resources: No evidence is provided of why the proponent asserts there is no demolition or destruction of historic resources, no archeological resources or historic impacts on this already historic inventory of the Old Waterfront, when it is obvious to even non-specialists that this massive new complex is totally out of context with the historic waterfront. The complex blocks pedestrian public views to the water worse than in the Seaport District and would make the existing granite Lewis Wharf structure look like a doorstep for a glaring private nightlight over 55 feet tall visibly altering the waterfront from land and from sea. The many identified historic resources will all be negatively impacted. Insultingly, the proponents haven't even consulted with Mass Historic.

Construction will also disturb fill and sediment on land and in water which is centuries old. Analysis of composition and exposure risks as well as archeological resources should be done before opening the site and sediments. Certainly there is no information or study based on which to assert "no impacts" given this tremendously historic location. Below is just one example of the type of historic view the public would never again have access to, that of the historic US Coast Guard vessel, the Eagle, arriving in Port of Boston as it does often annually. You may know this vessel is now a spectacularly preserved US Coast Guard training vessel and was among those turned over to the Allied Forces by the Nazi German government at the conclusion of WWII.



The PNF also omits reference to the fact that the City of Boston Harborpark Plan (local zoning) has expired. Even the old one is under state direction to be updated to match the statutory and regulatory prohibitions, including those directly prohibiting this project as a matter of right and making its approval extremely discretionary, where it violates the letter and principle of both the state statute and the local Article 42A. It alleges compliance with the dimensional criteria, which cannot be confirmed in the absence of any data, and omits entirely compliance with the use restrictions. Just the opening Section 42A-1 – Statement of Purpose, Goals, and Objectives show this hotel complex is in direct contradiction with even the old Harborpark zoning, much less the even more limiting Urban Renewal Plan.

Zoning: The PNF asserts that the proposed hotel complex should be approved as of right, additionally claiming that the project meets the dimensional requirements of the Boston Zoning Code, including those requirements for opens space, building height, Floor Area Ratio, and yard setback, in addition to the Harborpark District’s Waterfront Yard Area Requirements. There are additional comments below regarding the Proponents assertion that this project is as of right. However, this incomplete PNF, lacking calculations or dimensions, makes it impossible to determine the proposal’s compliance with those zoning and other requirements. Of particular note is compliance with building height limits and Waterfront Yard Area Requirements.

The PNF notes that the first floor elevation (20.5 Boston City Base, “BCB”) of the hotel complex structures will be elevated above the 100-year flood elevation for this site. Lacking detailed building specifications it is unclear, indeed unlikely, that the building would *not* exceed height restrictions. A elevated base, five-story modern hotel with roof decks and associated structures, as depicted in the PNF, would certainly exceed Article 42A height limits, even if those height limits were applicable to this site.

As for the Waterfront Yard Area Requirements, it appears from the PNF that the hotel complex would create additional, entirely new pile supported structure intended to accommodate the Water Court "Terrace" located between the two proposed hotel blocks. In PNF renderings the Terrace area includes outdoor furniture and gas fire pits, café space, and a bar (all "segregated" and walled off from the neighborhood, requiring access through the hotel buildings to reach). This expansion and these proposed uses do not comply with Waterfront Yard Area Requirements as they were contemplated by the now expired Municipal Harbor Plan. Despite the Applicants assertions of compliance with the Municipal Harbor Plan, this expansion could only be considered if it were to meet the criterion of 310 CMR 9.32(1)(a)(3), public pedestrian access, and the applicable numerical limitations of Harborpark zoning. The Terrace is most certainly not public pedestrian access -- it's an exclusive, luxury hotel bar and café. It does not appear to meet the Harborpark limitations of 35' setbacks at the end of piers, and the Applicant would not be permitted to reconfigure those setback requirements because the Terrace does not promote public use in a "clearly superior manner" as described in the Secretary's 1991 Harborpark Plan decision (in addition to the numerous other prohibitions on proposals such as this). The baseline for measuring this setback by law remains the end of the existing pier because the proposal does not meet those standards for farther extension.

In fact, the Secretary's Decision contemplated exactly this situation, where new pile-supported structures would be proposed to accommodate Waterfront Yard Area, allowing for non-water dependent buildings to be located at the very edge of an existing pier, or in this case even further seaward over what is currently open water. As the Secretary noted, creating such setbacks out of existing waterways is *detrimental to navigation and is simply not allowable* under the substitution criterion of 310 CMR 23.00 et seq.

Irrespective of the foregoing Municipal Harbor Plan analysis, the fact remains that the applicant cannot rely on the substitute provisions of this Municipal Harbor Plan because the conditional approval issued in 1991 has expired. As noted in the Secretary's Decision the Plan would expire in five years, though subsequent requests for extension were granted through October of 1997. A final request by the City to extend the Plan from an additional 15 years was denied by the Secretary. No additional approvals extending the Plan have been known to be granted. As noted above, the Municipal Harbor Plan should not be relied upon for those offsets and substitutions necessitated by this proposal. Rather, the usual 310 CMR 9.00 et seq should regulate development at this site. And therefore the Harborpark zoning is clear that this proposal is not "as of right". On the contrary, it is forbidden.

Article 25: Locating the first floor elevation at 20.5 BCB, as noted above, would not meet the State Building Code requirements for structures within a FEMA designated Velocity Zone. This project additionally fails to comply with the flood hazard standards of Article 25 of the Boston Zoning Code. Nearly the entirety of the hotel complex is proposed to be located within Zone VE on the 2015 Preliminary FIRM and would necessitate that hotel's lowest horizontal structural member supporting the lowest floor of the hotel be located at least two feet above the Zone VE Base Flood Elevation. For a hotel complex built over a pile supported pier, the lowest horizontal structural member would likely be the decking of the pier, many feet below the raised

first floor elevation depicted in the PNF. From the incomplete information provided in this PNF the project simply could not comply with these requirements.

It is also quite clear that the placement of this hotel complex seaward of the high water mark would violate not just the State Building Code but also 310 CMR 9.37(2), common sense, and respect for human safety within a coastal high hazard area. Respecting these regulatory requirements would cause any rational planning authority to deny such a risky proposal. In short, the Boston Redevelopment Authority would be unable to meet rationally the Section 18 review obligations if the BRA were to authorize this proposal.

Broadly speaking, the purpose, goals and objectives stated in the Harborpark District zoning code are being trampled in the rush to grain profit from the privatization of public trust rights. The hotel complex would further restrict the use and benefit of Commonwealth Tidelands and make available only to those paying hotel complex customers those benefits intended to be protected by any number of regulatory provisions being blithely flouted by the Applicant with pretenses of public benefits. This hotel complex would impose a barrier to the North End's waterfront and consciously create a physical disconnect between the neighborhood and the water and its natural wide open spaces effect on the whole area. Open space, public access and the integration of uses and activities, all objectives of the Harborpark Plan, are simply given lip-service while no sincere, substantive effort has been described in the PNF to further those Harborpark goals. In reality, if built, only function and hotel guests would be comfortable standing or sitting right outside the building on Harborwalk with luxury users flowing in and out of the glassed in private function or private profit areas.

Urban Renewal Plan: The proposed hotel complex does not comply with the Downtown Waterfront-Faneuil Hall Urban Renewal Plan ("URP"). The hotel complex would far exceed the maximum height restriction created by the URP as amended in 1973. That amendment, in part specifically addressing this site, prohibits building height greater than the height of those structures then known as the "Towboat Building" and "Steel Shed" which have since been removed from the site after the site owner allowed them to deteriorate to dangerous condition. Those structures used to create the maximum building height for this site were modest two story structures, not the claimed ostensibly 55' hotel complex now proposed.

A related permitting component, Chapter 310 of the Acts of 1972, relative to the Boston waterfront and this site, concisely conditions building height on this site, a condition this proposal totally omits. Chapter 310, § 3(c) states: "The height of structures constructed on Lewis wharf or Commercial Wharf shall be limited to the height of the tallest structure existing on the pier as of January first [1972]." This height restriction addresses construction on the pile supported pier that existed in 1972 and not the solid fill wharf of today. Where the hotel complex seeks to create a pile supported structure, which is forbidden anyway, the height of any structure on that pier would be limited, again, to the height of the Towboat Building and Steel Shed that were contemplated in Chapter 310.

The hotel complex also exceeds Floor Area Ratio as allowed by the URP and the City's zoning provisions. Based on the URP, the project's proposed FAR is significantly larger than that

suggested in the PNF as some portion of the parking must be accounted for those calculations and have not been. Additionally, lot area relied upon for FAR calculations for other Lewis Wharf structures and the watersheet below mean high tide should be excluded from calculations of FAR. Based on zoning requirements, the floor area should include some of the parking garage and exclude any street or way open to the public and, again, any watersheet below mean high tide. The hotel complex project exceeds allowable FAR when accurately calculating FAR based on these requirements and is not “as of right”.

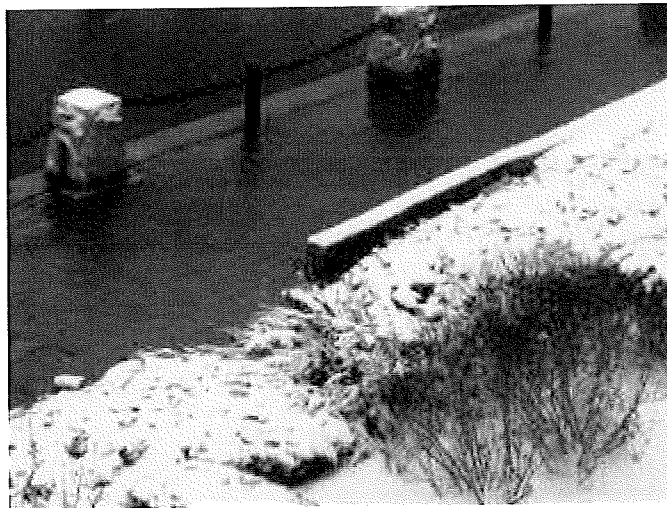
Compatibility with Adjacent Land Uses: This should state “incompatible with adjacent residences and neighborhood” but instead repeats the mantra that the project is “water dependent or facility of public accommodation.” Private profit projects taking over quality of life and safety in a residential neighborhood is not “compatible” with the existing neighborhood, as evidenced by over 1,000 signatures in opposition to the proposal and the opposition of the elected officials: 24/7/365 noise, carousing, bars and restaurants in an outdoor lit “open space” feet from families’ residential windows and transmitting for miles from the open rooftop, in an area where the neighborhood currently can sit and stroll peacefully is not compatible. The certain constant flow of delivery trucks and vehicles for service, trash and delivery of people and goods for massive fancy events and hotel guests is also incompatible with adjacent land uses and is unsafe. The PNF wholly fails in this regard.

Chapter 91/Tidelands/BRA-City Role: State and local waterfront development law prohibits hotel construction over flowing water such as this proposal, absent successful use of a discretionary regulatory exemption for which there is no precedent in Boston Harbor. The developers like to pretend the other wharves along the North End were redeveloped “just like this proposal.” In fact, those redevelopments were of existing structures or were on filled land and used extensively vetted, modern Municipal Harbor Plans, developed in concert with the BRA and the neighborhood. This developer entity has rejected that process and is attempting to bully its way through longstanding statutory, regulatory and policy requirements.

The PNF also fails to reference the fact that the site is prohibited from construction on these sticks in the water not just by statute but also by DEP’s Administrative Consent Order which required an application to construct before a date long past or any potential right to do so would expire. That time has long past with no extension. See Order, attached. The site owner has long violated state law and continues to flout the Order by parking in what should be public areas (see below). This photo also documents the deplorable condition of the sticks in the water and the absence of even a painted Harborwalk. Again, the Boston Redevelopment Authority would be unable to meet rationally the Section 18 review obligations if the BRA were to authorize this proposal.



Environmental and Public Safety: The hotel complex is in a velocity zone likely to take direct hits from hurricane force winds such as Hurricane Sandy, which with a few hours difference in timing could have devastated much of Boston’s waterfront and infrastructure. The proponent only repeats a mantra of “engineering and building elevations” to provide an exemption from the velocity zone prohibitions. Even without looking deeply into tidal surge and sea level rise, it is foolish, dangerous and unnecessary to newly site even more at-risk facilities over open water in such a dangerous area. Just because one attempts engineering strategies to handle tidal surge and sea level rise to obtain exemptions from a velocity zone assignment does not take away the science that put one in that zone to begin with. See photo below, indicating flooding of Harborwalk even in current sea level conditions.



Moreover, fluid dynamics studies all teach that the creation of these two large in-water structures and their new piling systems and connector building will increase the height and velocity of wave action upon impact and force higher and stronger storm surges up on to land where the current residences exist. This is a serious risk to public safety for the neighborhood, as well as the people using the proposed hotel complex.

It is not a minor issue that this entire site is within the Groundwater Conservation Overlay District for the City of Boston. The intent to disrupt long filled terra firma and construct subterranean garage and building elements under tidal influence will impact the groundwater and supporting foundations throughout the extended area. Not one word of this equally serious public safety issue was included in the PNF.

The Air Quality and Noise: The PNF claims no thresholds are crossed so it is left blank. Idling vehicle emissions should be estimated and included, as thresholds may indeed be crossed. Impacts on air quality during construction should also be better analyzed. After construction, there can be no doubt the noise emanating from the many function and restaurant and bar spaces, including even rooftop ones, will ruin the quality of life for the existing residences and the neighborhood, which has no interest in being a 24/7/365 party zone. Killing off the neighborhood nature of the North End on the waterfront is no way to sustain the area for residents or tourists, who could as easily be in the new Seaport party zone as in the North End were this complex to be built.

Solid and Hazardous Waste: Permits are required for disposal of former piles, likely creosote laden, and the high probability of contaminated soil for digging up and disposing of fill. Will this be done by water or by land, if the proponent were ever to build, and what impact will this have on the extremely close in-water conditions for existing water dependent uses and their docks?

Existing Conditions: This plan is grossly misrepresentative, as it refers to “estimates” of ancient pile fields no longer existing. They are not present. Only a few sticks in the water remain, hardly any load bearing ones. The plan is also stamped June, 2014, meriting updating as the deterioration is near complete and remains hazardous in violation of DEP’s Order (again, attached). This particular misrepresentation is particularly relevant where the proponents keep relying on supposed existing pile fields to pretend “as of right” development.

Inconsistent with Coastal Zone Management: Contrary to the boilerplate assertion of the proponent, this proposal is grossly inconsistent with the federally approved policies of the Massachusetts Office of Coastal Zone Management. Other comment letters will detail exactly why. Suffice it for now to say the project does not come close to meeting their public access, public benefits, water quality, flood protection, pollution prevention, species and habitat preservation or many other policies.

1. False Statements Consistently Made to the Public

The Project is *Not* a Public Benefit: The PNF states the project lies entirely in filled tidelands. The PNF should have specified the details so the public can understand the drastic taking of public resources. Most people are unaware of their public trust rights and that they are entitled to “primarily public benefit with incidental private profit” on Commonwealth tidelands. This proposal switches the entitlement with incidental public benefits coupled with primarily private-

profit and the public benefits are not even ones to which the public is not already entitled. Even the tax benefits and jobs could be gained without loss of the public quality of life and existing public benefits in place already.

There is also the repeated misrepresentation of space use in the PNF. The text repeatedly refers to a hotel “building” when there are three separate proposed new buildings and a connector building. No mention is made of a huge ballroom, restaurants, bars and function rooms, mischaracterizing space use of flowing tidelands as well as filled. No fulsome use of the Harborwalk around these areas will occur when the glassed rooms and terraces over the water are filled with party guests and seated, paying customers. There was also a stunningly deceptive “comparison” of existing conditions of a photograph looking from a bench on Atlantic Avenue between two existing buildings out towards Boston Yacht Haven and then a rendering of ostensibly the same pedestrian view with the hotel complex included and *the Boston Yacht Haven building was whitened to background and the waterway skewed to look wider!* Again, truth in public documents is required.

The Boston Sailing Center would also not getting functional operating area. It is losing water space it badly needs, with no cost information and a nearly useless street shack. At public meetings the proponent explicitly stated the proponent doesn’t own the property and won’t specify what the cost will be (even the old proposal on site fixed the rent at a manageable rate). Worse, the Sailing Center is being held out as getting the “benefit” of a less than 3,000 sq. foot “storefront” new building on the street at Atlantic Avenue, which is of no substantial use to them when they must have direct site line access to the boats to assure safety. And this structure by Atlantic is actually a head house for the garage anyway. The Sailing Center is helpless to resist or speak out for fear of being killed off by the current scofflaw property owner working with the project proponent, who has not yet secured a Chapter 91 license for their longstanding operation. All those who truly care about preserving water dependent uses have to speak up for them.

The most breathtaking misrepresentation is in calling this proposal a “public benefit” to the neighborhood and the city by implementing the same improvements *long required* of the current scofflaw owner. *No massive project is required in order to obtain the named public benefits.* At least the proponent truthfully declares the intention to turn the North End into a 24-hour play area, even though this is not what the public wants. The North End does not desire this transformation from a historic family neighborhood into a party-zone. And it is not a public benefit to create safety hazards in sea level rise impacts, in gridlocked traffic, and air pollution from incessant trucks idling in a residential neighborhood. And by contrast, the proponent hides the absence of true public access benefits by pretending an enclosed hotel lobby and seating area “segregated from the community” with entrances and exits far to the sides, near the hotel buildings, will somehow attract people to “hang out”. This proposal is more like the failed lobby area of Long Wharf Marriott than any genuine public space, and it is just as horrible in blocking views or access to the water itself. The public is already entitled to a decent Harborwalk along the water, to have the remains of piles removed and to have water dependent uses allowed to make even more use of the area as they have long desired.

Finally: *How can anything be a benefit to the public if it puts the public at risk?* See above for the sea level rise risks, including fluid dynamics and the impacts on existing residences, as well as absence of access for ambulances and fire trucks.

Prior Approval of this or Similar Plan: A late 1980s proposal by the “Gunwyn Company” did receive favorable partial review by both the City and the State. However neither a final Chapter 91 license nor a building permit were ever issued for the Gunwyn project, and even at that it included many elements extremely different from the 2015 proposed hotel complex. The Gunwyn proponent eventually abandoned the project and its lender foreclosed on the property. Perhaps more importantly the 1990’s project was different in two material ways from the current proposal. The Gunwyn plan involved construction where existing buildings and support structure existed and preserved pedestrian view corridors. It also included another major building on the current site of 2 Atlantic Ave which included 57 units of housing, and as a result had significant neighborhood support. The 1990 proposal also did *not* include any new building on Lewis Wharf along Atlantic Ave, which is part of the current 2015 plan and which if built would totally obstruct the so called “Fleet St View Corridor”. It also never obtained crucial final state approvals such as a Chapter 91 license. What it did obtain was prior to the revisions to the Chapter 91 mandatory regulations and prior to issuance of the state’s enforcement order against the property owner on this site. **That enforcement order (copy attached) documents that whatever possible rights there might be to use the previously extant pile fields has expired.**

“Project is entitled to approval as a matter of right” is false: What is suggested by that statement of being “as of right” is that this project meets all the standards established for the necessary City, State and Federal approvals and that no waiver, exceptions, special permits or variances will be necessary. This statement is flatly false. There are at least 10 special permits and waivers or exceptions from applicable requirements that will be required for this project to proceed, even without delving into the Urban Renewal Plan for this site.

The “not as of right” approvals range from the special zoning permit that will be required to move the pool to a new location destroying and fragmenting currently highly functional public open space; approvals to construct the garage and parking proposed by the current plan; and a quite significant and sobering safety based need to secure exemptions from the City’s Article 25 prohibition against new construction in a FEMA designated flood zone. (The entire project falls within FEMA’s recently designated “VE” zone, meaning it is an extremely vulnerable area to wind and tidal surge.

II. Conclusion

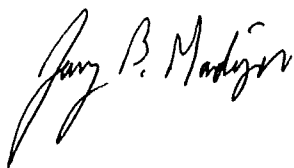
For this hotel complex to proceed, the BRA must make a highly discretionary “Chapter 91, Section 18” finding that it serves a proper public purpose and provides adequate public benefits, as well as that it complies with local zoning. Then the state must make a finding that it agrees and also that it is for “primarily public benefit” and that the private profit is “merely incidental”. The proposed hotel complex would decimate and fragment excellent, well used existing waterfront open space and create a dysfunctional green circle next to a traffic ramp over a garage. Moreover, this site should already have implemented a true Harborwalk long ago, not

one practically reserved for hotel and ballroom guests. The proposal blocks the public from the water, kills off a beloved sailing center and is in a dangerous location. The scofflaw current owner of the site cannot be rewarded with massive private profit through a declaration of “public benefits” either already in existence or already required by law.

While it is conceivable, if unlikely, that all these variances and exemptions and discretionary approvals for the 2015 hotel complex can be obtained after appropriate applications, special showing, comment periods and public hearing proceedings, it is outrageous and unacceptable for the developer to deceive the public by asserting that the proposed project must be approved “as a matter or right”. The BRA’s response should be strong and corrective. The project should not proceed to the BRA board.

Thank you for your attention to this matter, and for the careful professionalism of the BRA Project Manager, Chris Tracey, in articulating at recent public meetings that the BRA had all aspects of this project under review and that no statements by the developer were being assumed as acceptable or endorsed at that time.

Cordially,



Jamy Buchanan Madeja, Legal Counsel for Trustees of Lewis Wharf Condominium Trust

Cc Aaron.M.Michlewitz@mahouse.gov; Patrick.Lyons@mahouse.gov;
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C. Michael Malm
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Boston, MA 02110
(617) 589-3803

October 1, 2015

Christopher Tracy, Project Manager (christopher.tracy@boston.gov)
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Re: Opposition to Proposed Lewis Wharf Hotel Project

Dear Chris:

I live at 63 Atlantic Avenue and have been a resident of the North End for over 16 years. I cherish the unique mixture of historic buildings, local restaurants and businesses, the flavor of Italy, and the family friendly nature of our small part of the City. I am adamantly **opposed** to the proposal to construct a 277 room hotel complex with a ballroom and restaurants built over Commonwealth Tidelands.

Some of the reasons for my opposition are as follows:

Proposed Hotel Project is not allowed under the Boston Zoning Code in a High Hazard Flood V Zone. FEMA maps show that the Lewis Wharf property is located in a V ("velocity") zone, subject to wave action. Article 25-5.8 of the Zoning Code states that "in any V zone, any structure or substantial improvement of any existing structure shall be located landward of the reach of mean high tide." The proposed hotel buildings are SEAWARD of mean high tide and are thus not allowed under the Boston Zoning Code. The proponent's drum beat statement that he is able to build the hotel complex as "a matter of right" is simply false. Yes, he is entitled to apply to the Board of Appeals for a variance under Section 25-6 of the Code, but to obtain any variance there are numerous discretionary hurdles he must overcome; the compatibility of the proposed use with the surrounding neighborhood, the availability of alternative locations for the proposed use which are not subject to flood damage, the necessity to the facility of the waterfront location, the danger to life and property due to flooding, ...etc. Maybe the Board of Appeals would have the discretion to grant an exception to the requirements of the Flood Hazard District, if the developer were to obtain a change in the flood zone maps, but what possibly would motivate the Board to risk the life and property of the neighborhood by granting such an exception?

The information contained in the PNF is entirely inadequate for the BRA (or anyone else) to address the question of whether the hotel project complies with zoning. The PNF submitted by the developer is totally lacking in providing the necessary information for the BRA or anyone else to properly evaluate whether the Hotel Project complies with zoning, unless the extent of your analysis is to accept the statement from the proponent that "The Project has been designed to comply with the Code's dimensional requirements and its principal hotel use is allowed at this

site.” There have been three different meetings of the IAG, and at each meeting, IAG members have asked for specific dimensions on plans and a demonstration of how the project actually complies with zoning. This has not been forthcoming, other than the reply that “the plans and the buildings have been drawn to scale.” This analysis should not be an easter egg hunt. It would be irresponsible for the BRA to continue with this PNF unless and until the proponent provides plans that show clear dimensions of each component of the project, along with tables comparing dimensional requirements of the Code against those of the Project, including FAR, front, rear and sideline setbacks, elevation of existing grade (Boston City Base), flood elevation, proposed floor base elevation and any other requirements of the Code. Based upon the proponent’s failure to provide this critical information at three separate meetings, the PNF should be rejected.

Proposed 55 Foot High Hotel Project is not allowed under the existing Urban Renewal Plan. The Downtown Waterfront Urban Renewal Plan, originally adopted in 1964 by the Boston Redevelopment Authority (Project No. Mass. R-77) and subsequently amended several times, is still in existence, and the BRA has proposed to extend it for another 10 years. Under the Urban Renewal Plan, the Lewis Wharf property in question was described as Site Designation B-2. In the TABLE OF LAND USE AND BUILDING REQUIREMENTS (page 20), buildings in Site Designation B-1 through B-3 cannot exceed the height which exists ...upon the date the Urban Renewal Plan is approved by the City Council...” At the time of the approval of the Plan by the City Council, I understand that the tallest height of the buildings at the end of Lewis Wharf was approximately 27 feet. Many residents were attracted to the waterfront in reliance on the fact that the BRA would protect the unique, historic buildings in the Urban Renewal Area and leave the harbor as an integral part of the streetscape. For the BRA now to change the rules and allow a massive hotel project to separate the harbor from the neighborhood (and block the former warehouse of John Hancock from the harbor) would be an extreme breach of trust to the people of the North End Waterfront area. This would be more in the nature of the BRA of the past and not what we hope from the new BRA.

The land in question is subject to a public trust. The Supreme Judicial Court, in *Boston Waterfront Development Corp. v Commonwealth*, 378 Mass 629, (1979) explicitly affirmed the concept that the original grant of the Lewis Wharf land in question was made subject to a public trust that the land be used for commerce dependent on access to the harbor, or “marine related uses.” That law has never been changed. For the developer to suggest that walling off of the waterfront with a massive, private, hotel project somehow honors the public trust because he proposes to install a 12 foot walkway around the project is almost laughable if it were not so serious. The current owner of the property was very aware of the public trust imposed upon his title when he purchased the land. The historic harborfront is a gem that belongs to the public. It should not be allowed to be spoiled for the profit a landowner who has for over 20 years ignored the pleadings of his neighbors and breached his agreements with the DEP.

There are many additional and important technical issues which call for rejection of the PNF and will cause the project to fail under the standards of Chapter 91 and those of the Conservation Commission. But one simple, important fact could not be more clear, and it has been expressed over and over at meetings of the IAG and throughout the community: the massive scale of the Hotel Project is entirely inappropriate for our historic residential neighborhood. Almost 900 (and growing) residents of Boston have signed a petition against this project confirming this fact. The North End, surrounded by the waterfront, serves as a wonderful place to live and one of the

most important draws for visitors to Boston. Commonwealth tidelands are subject to a public trust, and this has been the case since the founding of our country. The neighbors of the abandoned pilings and the land at the end of Lewis Wharf are willing to work with anyone who will propose a project that honors the public trust of Commonwealth Tidelands and is in keeping with the historic waterfront. This is not such a project.

Please protect our neighborhood, reject the PNF and say "NO" to the Hotel Project.

Sincerely,



C. Michael Malm

Cc: Aaron.M.Michlewitz@mahouse.gov; Patrick.Lyons@mahouse.gov; Ted.Landsmark@comcast.net; Brian.Golden@boston.gov; Tammy.Donovan@boston.gov; Christopher.Tracy@boston.gov; Anthony.Petruccelli@masenate.gov; Maria.Puopolo@masenate.gov; Aaron.M.Michlewitz@masenate.gov; Patrick.Lyons@masenate.gov; mayor@boston.gov; maria.lanza@boston.gov; Michael.F.Flaherty@boston.gov; shaikh.hasib@boston.gov; stephen.murphy@cityofboston.gov; bernadette.lally@boston.gov; Ayanna.Pressley@boston.gov; eric.white@boston.gov; jessica.tauber@boston.gov; salvatore.lamattina@cityofboston.gov; exec@newra.org; secretary@newra.org; info@newncboston.org; saveournorthendwaterfront@gmail.com; Timothy@timothyburke.net; IVPD_02@IBEW.org; cdowns@milkywayjp.com;



NORTH END/WATERFRONT RESIDENTS' ASSOCIATION
Executive Committee

October 15, 2015

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston MA 02201
Attn: Christopher Tracy, Project Manager

Subject: Lewis Wharf Project Notification Form dated September 14, 2015

Dear Mr. Golden:

The North End/Waterfront Residents' Association's (NEWRA) Executive Committee offers the following comments on JW Capital Partners, LLC's (the "Proponent") proposal to redevelop filled land, waterfront and on-water portions of Lewis Wharf. As described in the Proponent's Project Notification Form (PNF), the Project involves the rehabilitation and development of Lewis Wharf including:

- a 277-key luxury hotel with restaurant, lounge/bar, ballroom, and meeting and function rooms;
- 2.87 acres of public open space, including a 1.25-acre park extending from Atlantic Avenue toward the harbor and an 1,800-linear foot Harborwalk following the perimeter of the site;
- a 279-space below grade parking garage; and
- a new and expanded 130-slip (77 new) Boston Sailing Center, with a Sailing Center visitor and information "pavilion" adjacent to Atlantic Avenue.

Note that our NEWRA membership has not voted to date on whether our North End Waterfront resident members support or oppose the Lewis Wharf project. We chose to wait until the PNF comment period was done before we weigh in officially, supporting or not, as a neighborhood group. We will plan to have a special meeting in November to gauge overall neighborhood support for the project at that time.

In the meantime, a number of issues have been identified through the public meetings which NEWRA's Executive Committee requests be addressed in a Draft Project Impact Report (DPIR):

Water Dependent Uses and Benefits

The Project proposes to construct primarily non water-dependent uses on Commonwealth Tidelands, including structures over flowed harbor waters seaward of the mean low tide line. Most of the North End Waterfront areas that have been redeveloped or put to reuse over the past 30 years primarily include non water-dependent uses. NEWRA is concerned that little new water based activity has been added to the North End Waterfront in this timeframe, and that this Project will continue the redevelopment trend that limits future opportunities for on-land facilities that can support water-based uses and water-based public accommodation.

Public Waterfront Access for All

The Harborpark Plan proposed by the City of Boston and the Boston Redevelopment Authority (BRA) in 1990 and conditionally approved by the Secretary of Environmental Affairs in 1991 had the key goal of inclusivity. The huge investment in the Boston Harbor Cleanup Project that has made investment in redevelopment of the waterfront possible was paid by all regional sewer ratepayers and state and federal taxpayers. But much of the Project appears to accommodate only the public that can afford high fees. The DPIR should delineate surface areas and building gross square footage that will include fee-based public accommodation (e.g. hotel, restaurant, bar, dining patios, parking garage and sailing center) along with projected fees, in comparison to areas that will be accessible to the public at no fee.

The DPIR should also differentiate so-called public open space that will be limited to or constrained by commercial activity, including vehicle lanes and drop-off and loading zones that will support hotel, restaurant, bar or sailing center operations, as well as outdoor spaces intended for use by hotel and guests and restaurant customers.

Water Based Value of Public Open Space

Like other BRA approved development projects in the North End Waterfront, the Project's public open spaces at the edge of the harbor are constrained to narrow paths and not-much-wider sitting areas. Like the waterfront public areas at Battery Wharf and Burroughs Wharf, the Lewis Wharf project appears to offer no opportunity for public waterfront gatherings and events. The larger public open spaces proposed with the project are located closer to the Atlantic Avenue traffic, and not on the harbor's edge.

Avoiding Barriers between the North End Neighborhood and the Harbor

The DPIR should include evaluation of alternatives to the current building plan that can diminish the extent of obstruction along the water line, including removal of the proposed structure connecting the two hotel pier buildings. Greater setbacks from the water along the sides of the piers and at the pier ends should also be evaluated to improve harbor sight lines and connectivity and the opportunities and benefits of the public open spaces along the proposed Harborwalk.

Public Activation of the Waterfront

Lessons should be learned from the layout and programming of public accommodations and open spaces at Battery Wharf and Burroughs Wharf, which, despite their Harborwalks similar to that proposed at Lewis Wharf, see very little public use. Harborwalk by itself does not create great public welcoming or attraction. Public spaces at the water's edge should be substantial, and the paths to those spaces should be welcoming and clearly public. The public spaces and Harborwalk along the water's edge in the Lewis Wharf proposal seem not to differ from the little-used spaces at other non water-dependent developments along the North End Waterfront. This "cookie-cutter" approach on the parcels along the North End Waterfront has not worked for "public activation" at Battery Wharf or Burroughs Wharf and will likely not work at Lewis Wharf as currently proposed. A lack of public activation adds to the privatization of the waterfront and Commonwealth Tidelands by these development projects.

Traffic

Traffic congestion on Atlantic Avenue and Commercial Street at its connections to the high-volume roadways that bring traffic into or out of the North End, including Surface Artery and North Washington Street has worsened greatly in the past few years, and even in the past several months. Approximately a dozen large-scale developments proposed, approved, or under construction along the Surface Artery, North Washington Street and Causeway Street corridors will bring even greater traffic, and we foresee even longer lines of backed up traffic on Atlantic Avenue and Commercial Street. Further, the "Connect Historic Boston" bike-lane, which abuts the Lewis Wharf property, will likely further constrain the capacity of Commercial Street, worsening the potential negative impact on traffic patterns.

A few years ago, during public review of the Boston Garden and Government Center Garage projects, the BRA committed to the public, and especially the residents of the North End, West End and Beacon Hill, that it would conduct an area-wide traffic impact study. To date, no such study has been undertaken by the BRA or any other local, state, or regional agency, and the traffic congestion continues to grow. NEWRA asks the BRA, as it did during public review of the other projects noted above, to commission and complete a traffic study that will include current (2015 or 2016) baseline loads and the impacts of all of the many large-scale redevelopment projects expected to be built over the next 20 years. The aerial scope of the study of the impacts of the Lewis Wharf project should extend along the Surface Artery, North Washington Street and Causeway Street.

Affordability of a Neighborhood

The structural elements of the Lewis Wharf project include no discernable affordable component. The core project is defined by the Proponent as a "luxury hotel." As such, we anticipate that the planned restaurant(s), bar and parking garage will also be available only to those with the means to afford the high costs. This is not "public accommodation," but is

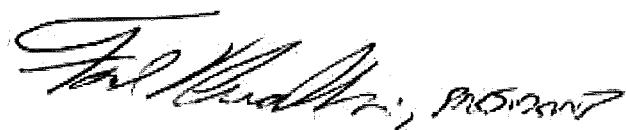
instead “restricted accommodation.” Lewis Wharf and other similar large projects already constructed or planned in and around the North End will continue to increase neighborhood property values, but at the expense of disenfranchising and displacing all but the wealthiest. Even as affordable units have been included in some of the large development projects, an entire neighborhood of nearly 11,000 people is fast becoming unaffordable. This is contrary to a key goal of the BRA’s Harborpark Plan and Mayor Walsh’s vision and commitments to make Boston neighborhoods affordable for all.

Moving from Residentially Stable to Transient

Only 20 years ago, possibly less, the North End and its waterfront were among the most stable residential communities in Boston, with many live-in landlords and long-term homeowners and tenants. The North End was a “community,” bar none. In the years since then, much of the neighborhood’s housing stock has been converted from long-term ownership or tenancy to short-term use. Hundreds of units – and more each year – have been converted to student housing, boutique hotel rooms, corporate rentals and short term visitor stay (e.g. AirBnB). With this expanding transience, housing units available for long-term residency are diminishing, housing costs are skyrocketing, and the residential character of the neighborhood and sense of community are fading away. We feel that the North End will be further harmed with conversions and developments that cater to short-term residents and visitors (as the current Lewis Wharf proposal appears to do). We ask that the BRA use its development authority to promote and return long-term residency and community stability to our neighborhood.

NEWRA appreciates this opportunity to comment on the Lewis Wharf project and looks forward to following the progress of this project as it moves through the Article 80 review process.

Yours truly,

A handwritten signature in black ink, appearing to read "Ford Cavallari, President". The signature is fluid and cursive.

Ford Cavallari, President

cc: Mayor Martin J. Walsh
State Senator Anthony Petrucelli
State Representative Aaron Michlewitz
City Councilor Sal LaMattina
City Councilor Michael Flaherty
City Councilor Stephen Murphy
City Councilor Ayanna Pressley
City Councilor Michelle Wu



Christopher Tracy <christopher.tracy@boston.gov>

Re: Proposed Lewis Wharf development

1 message

Save Our North End Waterfront <saveournorthendwaterfront@gmail.com>
To: Christopher.Tracy@boston.gov

Wed, Oct 14, 2015 at 10:32 AM

Dear Mr. Tracy,

As families, residents, and businesses of Boston, we object to the proposed Lewis Wharf Hotel development that the Boston Redevelopment Authority is currently reviewing. This high-end development would negatively impact our community and our historic Boston Harbor. We are coming together unified in our commitment to Save Our North End Waterfront.

The proposed Lewis Wharf Hotel development would:

1. Wall off the waterfront

Restrict waterfront access and eliminate the historic connection of the neighborhood to the Harbor.

2. Increase traffic and public hazards

Create hundreds of new vehicle trips per day, making already narrowing lanes more congested and unsafe.

3. Privatize open water

Construct a luxury hotel on decayed and 180 year-old abandoned pilings hundreds of feet out into the Boston Harbor. Effectively putting private interests before public benefits.

4. Create public health risks

Result in years of construction bringing toxic emissions, harming our environment, public health, and safety.

5. Hurt the environment

Develop over Commonwealth tidelands into the Harbor, creating shadow and endangering precious marine life and natural resources.

6. Over-develop on open water

Develop on open water that has been considered historic for over 200 years.

7. Restrict waterfront access

Destroy free public access to the natural vista enjoyed by Boston residents and thousands of visitors who pass through the area.

8. Harm existing public amenities

Displace important "water-dependent uses" with an exclusive, high-end hotel.

9. Reduce open spaces

Shrink the amount of free and open public space on the North End Waterfront.

10. Establish a dangerous statewide precedent

Create a precedent for a huge development project, at an inappropriate location, and in the face of overwhelming neighborhood opposition.

As we have briefly outlined above, the large-scale development project that is currently being reviewed by the BRA would jeopardize our neighborhood and Harbor. We do not support altering the historic value of a neighborhood for private gain. While we acknowledge that the 180 year-old abandoned pilings and the harborwalk are in deplorable condition, it is not an excuse for what is being advocated by the owner of the property. The neighborhood is ready, willing and able to work in support of a proposal that demonstrates sensitivity to our unique and historic waterfront neighborhood. This is not such a proposal.

Signed,

917 Boston residents

Francois Bardonnnet	02108
Carlotta Carzaniga	02108
John DeVillars	02108
Josef Fischer	02108
Thomas Holmes	02108
Jamy Madeja	02108
Beth McDonnell	02108
Arthur Schwartz	02108
Nancy Alusow	02109
Sydney Asbury	02109
Jeffrey Avallon	02109
Catalina Azuero	02109

Elizabeth Babaian	02109
Andrew Bachudu	02109
Barbara Baker	02109
Carol Ball	02109
Roy Bartholomew	02109
Barbara Bean	02109
Lawrence Bennigson	02109
Cathy Bennigson	02109
Lily Bentas	02109
Tim Bentas	02109
Ermada Berarducci	02109
Keri Bertolino	02109
David Bilodeau	02109
Jonathan Birch	02109
Robert Birelli	02109
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Victoria Bonney	02109
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Paul Bullock	02109
Brittany Butcher	02109
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Connie Butera	02109
Rachel Butler	02109
Bryan Butler	02109
Edward Cabral	02109
Nicole Campanelli	02109
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Margaret Capobianco	02109
Ernest Carabillo, Jr.	02109
Maria Cereal	02109
Lola Carideo	02109
Donna-Marie Carifio	02109
Anthony Carifio	02109
Janet Carney	02109
Richard Chalfen	02109
Karen Chalfen	02109
Anderson Chang	02109
Meg Cherchia	02109
Peter Cherchia	02109
Roberto Church	02109

Mauro Cicerone	02109
Brian Cincotta	02109
Mark Coelho	02109
Josiah Coffey	02109
Kelly Conroy	02109
Jamie Cortas	02109
Gina Cosentino	02109
Virginia Costello	02109
Mary Cummings	02109
Willie Cummings	02109
Alice d'Entremont	02109
Louise Dambra	02109
Davis Dassori	02109
Kayla David	02109
Elizabeth Deane	02109
Debra DeCristofaro	02109
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Gianni Depalma	02109
Margaret Dewberry	02109
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Jules Dienstag	02109
Judy Dienstag	02109

Mary DiMasi	02109
Lee DiMino	02109
Gina Dittiro	02109
Michael Dolan	02109
Daniel Durgin	02109
Shirley Durgin	02109
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Chelsea Dwyer	02109
Lonnie Elfbaum	02109
Anwar Elgamal	02109
Thomas Ellis	02109
Amy Eng	02109
Elisabeth Eurkus	02109
Joel Faller	02109
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P.M. Federico	02109
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Shirley Frederick	02109
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Jennifer Goldstein	02109
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Jonathan Green	02109
Reginald Greene	02109
William Griffiths	02109
Gerardene Griffiths	02109
Christie Hager	02109
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Lauren Horan	02109
John Hubbard	02109
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Richard Hughes	02109
Cheryl Iftikhar	02109
Roselle Interrante	02109
Adam Jacobs	02109
Ashley Jennings	02109
David Johnston	02109
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Michael Jones	02109
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Martha Keith	02109
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Gregory Kenley	02109
Robert King	02109
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Joseph Langone	02109
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Romilda Locchi	02109
Robert Locchi	02109
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Erik Lund	02109
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Richard Molinari	02109
Margo Monnier	02109
thomas montesion	02109
Ify Mora	02109
William Moscarelli	02109
Andrew Motta	02109
Michael Nastari	02109
Nichole Nastari	02109
Paul Nielson	02109
Vincent Nobile	02109
Pat O'Donnell	02109
Maureen O'Leary	02109

Shauna O'Sullivan	02109
Donald Ogden	02109
Melissa Paddock	02109
John Pansini	02109
Sandra Pappas	02109
Gary Pappas	02109
Mary Paradiso	02109
G. Richard Paul	02109
Kevin Paul	02109
Katharine Pell	02109
Anna Perez	02109
Jeanette Perez	02109
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Tala Phillips	02109
Jonathan Pierce	02109
Robert Pirelli	02109
Arlene Porcella	02109
Matthew Prinn	02109
John Quigley	02109
Lavinia Ratley	02109

John Ray	02109
Mark Raymond	02109
James Re	02109
Cynthia Rehm	02109
Joanne Reilly	02109
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Margaret Ris	02109
Carol Romano	02109
Mary Romano	02109
William Rowe	02109
Yvonne Ruprecht	02109
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Jenna Sander	02109
Mary Sanderson	02109
Paul Sapienza	02109
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Patricia Shea 02109

Erin Shea 02109

Nancy Sinagra 02109

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Catherine Sonis 02109

Eric Sonis 02109

Theresa Sparks 02109

Ellen Stahl 02109

Elizabeth Stamps 02109

Lois Stuart 02109

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Michelle Sullivan 02109

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Edward Amaral	02110
Joyce Amico	02110
Mary Anderson	02110
David Anderson	02110
David Arnold	02110
Kerry Arsenault	02110
David Barlow	02110
Ray Bassiouni	02110
Henry Baybutt	02110
Nancy Bellantoni	02110
Rick Bendetson	02110
Samantha Bendetson	02110
Joseph Berry	02110
Leah Berry	02110
Richard Bihrlle	02110
Joan Brugge	02110
John Callahan	02110
Jon Campanelli	02110
John Carlson	02110
Anne Chappell	02110
Aleksey Cherkasskiy	02110

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Mary Childs-Mayer 02110

Lawrence Christofori 02110

Victoria Chudnovskaya 02110

Ruth Cole 02110

Richard Cole 02110

James Corradino 02110

Bill Costello 02110

Rosemary Costello 02110

Jennifer Crampton 02110

Nate Crampton 02110

Pauline Cuoco 02110

John Cuoco 02110

John Cuoco III 02110

Julian J. D'Agostine 02110

Georganne Dagrosa 02110

Andrea Demarco 02110

Pauline DeRoeck 02110

Anne Devlin Tagliaferro 02110

Sal Dignoti 02110

Elisabeth Ditomassi 02110

Kathleen Douglas-Muther 02110

Rob Dyro 02110

Jean Eisensted 02110

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Chris Falk	02110
Charles Falla	02110
Brian Fenn	02110
Frimette Field	02110
David Fine	02110
Sara Forum	02110
Janet Franklin	02110
Arlene Freed	02110
Deborah Fung	02110
Don Furman	02110
Stephen Gansler	02110
Jayne Gansler	02110
Andre Gardner	02110
Ben Gomez	02110
Linda Gottlieb	02110
Ben Green	02110
Abraham Gutman	02110
Ernest Haddad	02110
Joanne Hayes-Rines	02110
Craig Hill	02110
Pamela Hill	02110

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Rachel Jacoff	02110
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Sachin Jain	02110
William Jannen	02110
Lisbeth Jannen	02110
Steve Johnson	02110
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Kelly Kelly	02110
Susan Keshian	02110
Dan Keshian	02110
Joe Kozyra	02110
Barbara Krasinski	02110
Monika Kratzmann	02110
Kent Lawrence	02110
Erna Lawrence	02110
Preston Leonard	02110
Lori Lilly	02110
Arthur Little	02110
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Eileen Logan	02110

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Deborah Lucas	02110
Ramona Lunt	02110
Evva Jean Mintz	02110
Richard Maciolek	02110
Charles Malkemus	02110
Tina Mallios	02110
Michael Malm	02110
Cynthia Malm	02110
Holly Marcus	02110
Jacqueline Marraffa	02110
Timothy Mauro	02110
Keith Mayer	02110
Brendan Mccarthy	02110
Betsy McCombs	02110
Ginny McCord	02110
Erin McDonnell	02110
Catherine McDonnell	02110
John McDonnell	02110
John McDonnell III	02110
Linda McLaughlin	02110
Barbara Mcneil	02110

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Terence Mendis 02110

Mark Miliotis 02110

Christopher Miller 02110

Erin Miller 02110

Judith Miller 02110

Harriette Mintz 02110

Teresa Mirabito 02110

Michele Mitchell 02110

Ernest Mith 02110

Andrea Montoni 02110

Richard Montoni 02110

Ann Moritz 02110

Vincent Morreale 02110

Richard Mugerini 02110

Susan Murley 02110

Peter Murley 02110

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Luc Nguyen 02110

Peter Nowak 02110

Cathy O'Rourke 02110

Jerrold Olanoff 02110

Matthew Olson 02110

Jeannette Olson 02110

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Guy Pantone	02110
Jennifer Peppe	02110
Marna Peters	02110
Jennifer Peters	02110
Meredith Piscitelli	02110
William Pressley	02110
Charles M. Rader	02110
Carol Rader	02110
Paul Ragusa	02110
Anna Ragusa	02110
John Reilly	02110
Tara Rendon	02110
Richard Rendon	02110
Mieke Richards	02110
Ivers Rifkin	02110
April Robinson	02110
Cathy Rocheleau	02110
Sophia Romanow	02110
Janice Romanowsky	02110
Marilyn Ross	02110
Mitchel Ross	02110

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Caroline Sachs	02110
Robert Sachs	02110
Jane Saltonstall	02110
Marie Salvati	02110
Joe Salvati	02110
Vivian Sanchez	02110
Jeffrey Schwartz	02110
Amy Seifer	02110
Alan Seifer	02110
Doug Sheff	02110
Hilary Sinclair	02110
Michael Sinnes	02110
Carolyn Sinnes	02110
Bobbi Smart	02110
Don Smart	02110
Ernest Smith	02110
Normand Smith	02110
Ellen Smith	02110
Judy Smith	02110
Paula Smith	02110
Janis Sprove	02110
Paul Stanislas	02110

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Urzula Stanislas	02110
Allie Stanislas	02110
Douglas Steinfeld	02110
Craig Stephenson	02110
Ed Stiegele	02110
Diane Strauss	02110
Brad Strauss	02110
Cameron Sweenie	02110
Kasia Szary	02110
Mark Tommey	02110
Kathleen Trojan	02110
Brian Trojan	02110
Louis Trubiano	02110
Barbara Wandyes	02110
Hongchao Wang	02110
Richard Whitely	02110
John Whoriskey	02110
Christine Whoriskey	02110
Janis Williams	02110
Gregory Williams	02110
Barry Wilson	02110
Doris Yaffe	02110

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Ellen Zack 02110

Joseph Zeinoun 02110

Nicole Zompa 02110

Robert Naumes 02111

Stacy Naumes 02111

Pat Quinn 02111

Ann Teixeira 02111

Maria Agneppeno 02113

Matt Andon 02113

Angela Aquilino 02113

Thomas Arias 02113

Carla Ascione 02113

Jerry Azarone 02113

Peter Baldassani 02113

Paul Ballantine 02113

Matt Bamonte 02113

Elena Barassi 02113

Jennie Beaudoin 02113

Anna Benedetto 02113

Laura Benvenuto 02113

Royce Bercino 02113

Rachel Berluti 02113

Aric Bernier 02113

Michael Bloomer	02113
Nicholas Bogard	02113
Michael Bonetti	02113
Rebecca Bowen	02113
Deborah Bryne	02113
Saira Bucjley	02113
Jeanmarie Buckley	02113
Kathryn Burton	02113
Ann Caggiano	02113
Anthony Camo	02113
Frank Campo	02113
Barbara Cappola D'Ambrosio	02113
Sandro Carella	02113
Maria Carella	02113
Nancy Caruso	02113
Sean Casey	02113
Sandra Caso	02113
Phil Celeste	02113
Meghan Clifford	02113
Kathleen Coleman	02113
Eileen Coleman	02113
Cady Colleran	02113

Thomas Connelly	02113
Carolyn Conway	02113
Stefanie Costa Leabo	02113
Sean Costanzo	02113
Theresa Crespi	02113
Kim Cricioni	02113
Joseph Curnane	02113
Loretta Daley	02113
Frank Dasro	02113
Annette Davies	02113
Veronica Davies	02113
Mike Davies	02113
Lynda Debiccari	02113
Anthony DeCarolis	02113
Viola Dello Russo	02113
Carmen Deluca	02113
Frances DeLuca	02113
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Millie Distefano	02113
Natalie Djerf	02113
Katie Doherty	02113
Kelly Driscoll	02113
Alica Duca	02113
Ruthie Dugas	02113
Christopher Dulmaine	02113
Brittany Durgin	02113
Rebecca Elliott	02113
Brian Eriksen	02113
Silke Evans	02113
Carol Fabiano	02113
Jose Faria	02113
Christine Ferent	02113
Lisa Ferro	02113
Frederick Ferullo	02113
Reuben Fink	02113
Christina Fischer	02113
Morgan Fisher	02113
Elizabeth Fleming	02113

Nicholas Folkes	02113
Jeff Foulkes	02113
Philip Frank	02113
Joseph Fressora	02113
Lisa Gabrielson	02113
Betsy Gabrielson	02113
Louis Gaeta	02113
Anna Gambale	02113
Alan Gates	02113
Barbara Genovese	02113
Elizabeth Ghiseline	02113
Gloria Giammanco	02113
Giuseppe Giammarco	02113
Joseph F. Giangregio	02113
Emily Glynn	02113
Jake Goldsberry	02113
Michael Goodwin	02113
Luciano Graffeo	02113
Stephanie Greeley	02113
Matt Greene	02113
Carmine Guarino	02113
Amy Hand	02113

Patricia Harvey	02113
Victoria Hill	02113
Stephanie Hogue	02113
Jacob Hopkins	02113
Emily Horn	02113
Patricia Hutile	02113
Phoebe Hyde	02113
Josephine Lovene	02113
Chad Jackson	02113
Ammar Jeddawi	02113
Louise Jimo	02113
Jason Jones	02113
Krista Jones	02113
Virginia Kapinos	02113
William Kelley	02113
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Lorraine Lacolla	02113
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Joseph Lo Russo	02113
Marisa Lopez	02113
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Allison Lorano	02113
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Jeanne Macdonald	02113
Heather MacPherson	02113
Amanda Maksymiw	02113
Deb Malvarasa	02113
James Mann	02113
Anthony Martignetti	02113
Gillian Mason	02113
Teresa Matarazzo	02113
Joseph Mazzaro	02113
Ida Mazzaro	02113
Rosemary Mcauliffe	02113

John Mccarthy	02113
Blair McGreenery	02113
Regina Modzel	02113
Ivan Molina	02113
Tess Montague	02113
Ashley Moore	02113
Jeffrey Moore	02113
Zach Moore	02113
Michele Morgan	02113
Rita Mulkern	02113
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Tiffany Mura	02113
Christian Mutino	02113
Christian Myers	02113
Christopher Nash	02113
Emily Nason	02113
Josephine Natale	02113
Alexa Nguyen	02113
Kimberly O'Dowd	02113
Reny Pannesi	02113
Patti Papa	02113
Edward Papacoda	02113

Vincent Passero	02113
Claudia Perez	02113
Jacqueline Perina	02113
David Perri	02113
Lewis Perulo	02113
Aniela Petani	02113
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Mike Piet	02113
Kayla Pitney	02113
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Mike Rabinowitz	02113
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Mary Raneir	02113
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Betty Sgrano	02113
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Amanda Shapiro	02113
Peter Siciliano	02113
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Carlen Singmaster	02113
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Liz Talbot	02113
Carey Thomas	02113
Tara Trask	02113
Lisa Troiani	02113
Alison Troy	02113
Nadeen Vella	02113
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Armando Ventola	02113
Anthony Vercollone	02113
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Zachary Wallace	02113
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Jessica Conway	02114

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David Driscoll	02114
Matt Gordon	02114
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Dana Lee	02118
Karen K. Lee	02118
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Daryl Caudry	02127
Mike Costa	02127
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Kimberly Warner	02128
Bryan Adkison	02129
Clare Afdhal	02129
Nezam Afdhal	02129
Christine Amisano	02129
Walter Auen	02129
Jessica Auriemma	02129
Kr Beckman	02129
Melissa Binari	02129
Robyn Birdwell	02129
James Brink	02129
Holly Brink	02129
Kelly Cleary	02129
Bill Coady	02129

Michelle Conlon	02129
Joseph Cote	02129
Sherrie Cutler	02129
Tracey Ferriter	02129
Sherry Grancey	02129
Susan Holaday	02129
Donna Kenny	02129
Gerald Keusch	02129
James Labeck	02129
Christian Labeck	02129
Mari McCullough	02129
Liba Mikic	02129
Jennifer Milner	02129
Ellen Molle	02129
Jennifer Murphy	02129
Patricia Murray	02129
Carol O'Connell Rottenberg	02129
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Frederick Prince	02129
Mary Recchia	02129
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Judith Ashton	02130
Christine Ayash	02130
Courtney Charmoy	02130
Donald Di Salvo	02130
Johanna Dwyer	02130
Carole Greenes	02130
Robert Greenes	02130
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Dan Janis	02130
Michael McWilliams	02130
Mary Naumes	02130
Luis Otero	02130
Allie Renegan	02130
Phillip Stubblefield	02130
Linda Stubblefield	02130
Helia Zarkhosh	02130
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Jay Bordage	02131
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Suzanne Nagle	02132
Richard Adva	02134
Armando Amor	02134
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Kayla Dowd	02134
Kara Gannon	02134
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Peter Magnante	02135
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10/27/2015

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Shruti Shah	02138
Laurie Johnson	02210
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Mary Morris	02210
Jennifer Nassour	02210
Molly Somers	02210
Jesse Dalton	02215
Noel Fisher	02215
Catherine Gips	02215
Dane Hazelbaker	02215
Nicholas LiVolsi	02215
Debora Nickle	02215
James O'Brien	02215

—
Save Our North End Waterfront | savenorthendwaterfront.com

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CONTEMPORARY ART/BOSTON

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October 22, 2015

Christopher Tracy
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Dear Christopher,

I write to express concerns regarding the proposed new hotel at Lewis Wharf. The rapid development on Boston's waterfront has dramatically privatized access to the Harbor. View corridors, small pocket parks and open spaces in private developments are simply not enough to maintain a vital, diverse, activated and public waterfront. The North End is one of the few remaining neighborhoods where historic buildings and human-scale architecture create both a welcoming place to live and work and a destination for tourists. There are ample opportunities stepped back from the water's edge to site hotels.

Robert Campbell compared Fan Pier to a suburban Dallas office park in the Boston Globe, recognizing the missed opportunity in the Seaport to create animated public spaces, design excellence and public access. It is my hope that this motivates more scrutiny and a different approach to future waterfront development.

Innovation need not come at the expense of public purpose. Rather, true creativity lies in our ability to invest in a future where the Harbor is understood as the great and shared resource of the public realm.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jill Medvedow', written over a large, stylized, hand-drawn oval shape.

Jill Medvedow

CC: Deirdre Buckley



Christopher Tracy <christopher.tracy@boston.gov>

I Oppose the the North End Waterfront Project

1 message

john mcdonnell <jjmcdonnell3@gmail.com>

Mon, Sep 21, 2015 at 11:52 AM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Tammy.Donovan@boston.gov

Dear Mr. Tracy,

This is the wrong project for the land at Lewis Wharf. This area should have a beautiful park, a beautiful Harborwalk, underground parking and continued, wide-open neighborhood access and sight-lines to the Harbor. This project will cut off the Harbor from the neighborhood the way the Hotel Intercontinental cuts off the Harbor from that section of Atlantic Avenue, and the way that all the new buildings at The Seaport District separate the Harbor from Northern Avenue.

The Financial Districts and The Seaport District are not primarily residential neighborhoods. Build hotels there! The North End is absolutely a residential neighborhood. This project will not add to our neighborhood. It will alter/destroy its historic charm forever.

There are many parts of Boston that are truly "blighted". The BRA should focus on approving projects in those areas instead of ruining the parts of Boston that are truly beautiful. Instead of rewarding the current owner of the Lewis Wharf land, please designate this site for public enjoyment of the kind currently in place at Christopher Columbus Park, Rose Kennedy Greenway or at Castle Island in South Boston.

I **OPPOSE** this project.

Thank you,

John J. McDonnell, III



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DOUGLAS K. SHEFF
DONALD R. GRADY, JR.*
FRANK J. FEDERICO, JR.

SUSAN P. GRODEN*
SUSAN E. BOCHNAK
BENJAMIN B. GAGLIARDI***
KELSEY R. RAYCROFT

*Also admitted in New York
**Also admitted in California
***Also admitted in Rhode Island

September 25, 2015

STEPHEN J. CHIASSON** (of counsel)

IRVING H. SHEFF (1922-2007)

Via Email – Christopher.Tracy@boston.gov

Mr. Christopher Tracy
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Tracy:

I am certain that you are in receipt of countless letters in opposition to the Lewis Wharf project. Undoubtedly they contain concerns with respect to the public view, traffic, safety, noise, the environment and the destruction of the historical nature of our lovely neighborhood. The project would be an unmitigated disaster.

As an attorney, I would like to draw your attention to the legal process likely to affect all of us in the City of Boston if this project were allowed to proceed. The City of Boston, developers and the community will be engaged in litigation for the next 12 to 15 years. It will cost millions of dollars, consume thousands of hours and destroy relationships - all for nothing, **as the highest court in the land has already ruled that there can be no hotel built at the subject location.**

This project should not be approved by the Boston Redevelopment Authority, but even if it is, there are certain to be a dozen lengthy battles at various zoning boards, the EPA, the State House and several other places designed to field concerns regarding our neighborhood.

Even if the proponent/developer manages to win every one of those battles then the community will be forced to seek injunctive relief and file complaints in the Superior Court. The Superior Court case is likely to take 3 to 5 years, at minimum, and will involve detailed discovery, depositions, expert review, motion practice and, ultimately, trial. The loser at trial is certain to bring the case to the Appeals Court where grounds for appeal will be briefed, opposed, and ultimately heard by the justices of that court. Finally, the loser of that appeal will likely appeal to the Supreme Judicial Court of Massachusetts, the highest court in the land. There yet another time consuming and

Page Two

expensive battle will ensue. By this time well over a decade will have passed. The court will ultimately be directed by a seminal case. This case addresses the specific parcel of land in question, thereby **distinguishing it from any other piece of land in the City of Boston**. The justices of the Supreme Judicial Court will have no choice but to follow the 35 year precedent, a ruling that there can be no hotel at the Lewis Wharf location. The attached case makes it clear that this land must be reserved for port and harbor use only, such as wharves, warehouses and other such structures. Ultimately, therefore, the community must prevail in this matter and will do so no matter how far the proponents wish to persevere in an ultimately hopeless effort.

I write this letter so that you can spare the developer, the community, the courts and the City the tremendous expense, time and aggravation of going through a 15 year process which is absolutely unnecessary. Kindly consider the above when thinking about allowing these developers to proceed. Please know that the headlines will read "BRA puts community at risk" and will certainly describe not just safety hazards, but the irreparable harm that will persist in legal, economic, governmental and social circles for many years to come.

I appreciate your taking the time to review my remarks and consider what a mistake it would be to allow this project to proceed.

Thank you for your courtesy and cooperation.

Very truly yours,

Douglas K. Sheff
SHEFF LAW



Enclosure

DKS:mer/Case/Lewis Wharf//Ltr to Officials-09-25-15

cc: Carol Downs
Timothy Burke
Michael Monahan
Theodore Landsmark
State Senator Anthony W. Petrucci
State Representative Aaron Michlewitz
Mayor Martin J. Walsh
Councilor Michael Flaherty
Councilor Stephen J. Murphy
Councilor Ayanna Pressley
Councilor Michelle Wu
Councilor Salvatore Lammatina
SaveOurNorthEndWaterfront@gmail.com

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Re: Lewis Wharf hotel development
Sept 17, 2015

Dear Mr Tracy,

I am writing to voice my terror at the prospect of the Lewis Wharf hotel development proceeding any further. I live at Commercial Wharf, and would be profoundly negatively affected by this giant intrusion.

From the sheer enormity of it blocking the harbor views from every direction (but yes, in particular from my home), to the vast increases in noise, traffic, disruption, the years of pounding noise in construction, the ruination of the gritty & historic feel... it is unfathomable to me that such a thing could occur, like a bad dream. But I guess without people like me speaking up, indeed it could.

Please sir, don't let this thing proceed. Please consider the people who live here and have come to love our North End and waterfront the way it is. Please. Dear God, please..

A handwritten signature in black ink, appearing to read "Tim Mauro". The signature is fluid and cursive, with a large initial "T" and "M".

Tim Mauro
tim_mauro@hotmail.com
47 Commercial Wharf
Boston, MA 02110

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

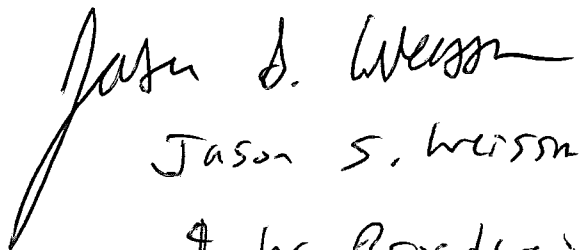
To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

I also support the development because it will benefit the local economy. The project is expected to create 300 construction jobs as well as 150 permanent jobs. Upon stabilization, the project will generate approximately \$7.4 Million in City and State Taxes Annually.

I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,



Jason S. Weissman

9 W Broadway, Unit 310

Boston

617-518-7977

MR CHRISTOPHER TRACY

9-21-2015

BOSTON REDEVELOPMENT AUTHORITY

1 CITY HALL SQUARE

BOSTON, MASSACHUSETTS

DEAR MR TRACY.

AS A 36 YEAR WATERFRONT PROPERTY OWNER-AT LEWIS WHARF-I SERIOUSLY OPPOSE THE PROPOSED LEWIS WHARF HOTEL DEVELOPMENT.

FOR CENTURIES, LEWIS WHARF HAS BEEN A PLACE OF QUIET CHARM AND HISTORY FOR LOCALS AND VISITORS ALIKE. FOR MANY OF US, LEWIS WHARF IS OUR WINDOW TO THE WATER AND OPEN SPACE. THE WONDERFUL VIEW OFF ATLANTIC AVE, AVAILABLE TO ALL, WILL BE GREATLY COMPROMISED IF THIS WAY TOO DENSE DEVELOPMENT IS ALLOWED TO HAPPEN.

THE WHARF MEANS MANY THINGS TO MANY PEOPLE-FOR THE RESIDENCE its A CALMING PLACE WITH OPEN VISTAS, TO THE ASSORTED TORISTS IT'S A PLACE TO SMELL THE OCEAN AND VIEW THE PLANES TAKE OFF FROM LOGAN AND TO THE PASSING JOGGER, And IT OFFERS A TRANQUIL SPOT TAKE IN THE ATMOSPHERE.

THANKING YOU FOR YOUR CONSIDERATION

MR JON CAMPANELLI

LEWIS WHARF /BOSTON

VICTOR BROGNA
P.O. BOX 130371
BOSTON, MA 02113-0007

October 14, 2015

Christopher Tracy
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
christopher.tracy@boston.gov

Re: The Lewis Wharf Project – Project Notification Form dated September 15, 2015

Dear Mr. Tracy:

I submit to you these comments, followed by a question, to be received as my personal comment letter regarding the currently proposed Lewis Wharf project.

The question I ask focuses on the project's location on Commonwealth tidelands, and seeks to determine whether a hotel and sailing center are the kinds of uses which have been authorized by the Legislature at this location. The question is not specifically addressed by the proponent under Legal Information, Section 1-6, of the PNF; hence, I seek the answer in this letter.

Background. Lewis Wharf was the subject of a legal action in the Massachusetts courts several years ago. It ended with a decision of the Supreme Judicial Court issued in 1979. The case was titled *Boston Waterfront Development Corporation v. Commonwealth*, and is reported at 378 Mass. 629 (1979). On page 654, at the conclusion of its decision, the Court stated as follows:

“We hold, as did the Appeals Court, that BWDC’s ownership of the land in question is subject to the condition that it be used for a public purpose related to the ‘promot[ion of] trade and commerce by enabling and encouraging the owners of flats to build wharves, warehouses, and other structures thereon for the use and convenience of those having occasion to resort to the ports and harbors’” (Insertion in original.)

The hotel and sailing center which this project proposes seem clearly to fail to satisfy the condition that Lewis Wharf be used for a public purpose related to the promotion of trade and commerce. The structures proposed to be built are neither wharves, in the commercial use of the term, nor warehouses.

The Court's decision also referenced Special Acts of the Legislature related to Lewis Wharf which were passed in 1832, 1834, 1835 and 1840. In those Special Acts, specific authority was given to lay vessels at the sides and end of the wharf, and to receive dockage and wharfage therefor. St. 1832, c. 102; St. 1834, c. 115; St. 1840, c. 18; and St. 1835, c. 76 (same powers and privileges.)

Although the project may be laid out in such a way as to involve laying vessels at the sides and end of Lewis Wharf, receiving dockage and wharfage from those vessels would be a minor incident of the project as a whole, and would not serve the promotion of trade and commerce as those words would have been applied to a wharf in the 19th century.

Comment. It would not be sufficient to answer that a Chapter 91 license, or other permission by governmental authorities, may have been given in the past or may be anticipated in the future. Licenses or permits issued by lesser authorities cannot override the restrictions imposed by the Legislature. The "authority to relinquish [the] public's rights in tidelands 'belongs to the Legislature alone. The rights of the public in Commonwealth tidelands . . . cannot be relinquished by departmental regulation, regardless of the fact that the department has proffered potentially worthy public policy rationales in this regard.'" *Arno v. Commonwealth*, 457 Mass. 434 (2010), note 21, citing *Moot v. Department of Environmental Protection*, 448 Mass. 340, 352-353 (2007).

Question. Given the legal background applicable to Lewis Wharf, exemplified by the authorizing Acts of the Legislature and the interpretation of the Supreme Judicial Court, how can the construction and uses proposed by the present project be said to be allowed?

Please direct the proponent to prepare and file a Draft Project Impact Report, in which the issues raised in this letter and in the comment letters of others will be addressed and answered with specificity.

Yours sincerely,



cc: Senator Anthony Petruccelli
anthony.petruccelli@masenate.gov

Representative Aaron M. Michlewitz
aaron.m.michlewitz@mahouse.gov

Councilor Salvatore LaMattina
salvatore.lamattina@cityofboston.gov

Executive Committee
North End/Waterfront Residents' Association
exec@newra.org

Andrew D. Meyer
Epsilon Associates, Inc.
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JAMY BUCHANAN MADEJA, ESQ.
JMADEJA@BUCHANANASSOCIATES.COM

PHONE: (617) 227-8410
FAX: (617) 227-9943

October 2, 2015

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Golden:

As legal counsel for the Trustees of the Lewis Wharf Condominium Trust, I write this letter to request that your representatives be diligent in assuring a truthful presentation of the facts in the ongoing public proceedings regarding the proposed Lewis Wharf hotel complex in the North End neighborhood. A more fulsome comment letter will follow later in the comment period. This letter concerns how the public meetings are facilitated.

During the series of Impact Advisory Group meetings currently being held under the authority of the Boston Redevelopment Authority, Mr. Will Adams, the primary spokesperson for the developer and some of the other development team representatives have repeatedly made false or at best misleading statements on key matters of public interest. I have personally attended all three of these meetings including the one Wednesday evening.

On numerous occasions in each of these meetings Mr. Adams has made the following false statements: 1) that an even bigger hotel project from around 1991 was previously "fully approved" by both the City and the State (that was his opening statement on Wednesday evening) and referred to their present hotel complex proposal as "previously approved," implying that the present application and public process is only pro forma; and 2) that his team's new hotel complex is entitled to approval under law "as a matter of right". A review of the meeting tapes will make it quite clear that these two points, made repeatedly to the public and often without any contradiction or comment from the BRA representative at the meetings, seem to be the proponent's principal arguments for approval of this project. *Both statements are incomplete and extremely misleading.*

Fortunately, on Wednesday, the BRA representative made a strong effort to start the meeting by stating the project was under review by the BRA, including the "as

of right” assertions. While we very much respect this clarification at the outset for the community dedicating time to these meetings, I respectfully ask that each of the many times these false or misleading statements are made, the BRA representative find a civil way to at least state “those issues remain under review by the BRA and we are not endorsing them as statements of fact.” People coming after the start of the meeting or hearing no comment or contradiction or qualification from the BRA during the meeting think the developer’s statements are believed to be accurate by the BRA. The BRA representative is surely doing his best to facilitate meetings before over one hundred people, and he deserves your direction and support to facilitate truth and transparency throughout the meeting.

The facts on these two key false assertions are as follows:

1. **“Prior Approval of this Plan”:** A late 1980s proposal by the “Gunwyn Company” did receive favorable partial review by both the City and the State. However neither a final Chapter 91 license nor a building permit were ever issued for the Gunwyn project, and even at that it included many elements extremely different from the 2015 proposed hotel complex. The Gunwyn proponent eventually abandoned the project and its lender foreclosed on the property. Perhaps more importantly the 1990’s project was different in two material ways from the current proposal. The Gunwyn plan involved construction where existing buildings and support structure existed and preserved pedestrian view corridors. It also included another major building on the current site of 2 Atlantic Ave which included 57 units of housing, and as a result had significant neighborhood support. The 1990 proposal also did *not* include any new building on Lewis Wharf along Atlantic Ave, which is part of the current 2015 plan and which if built would totally obstruct the so called “Fleet St View Corridor”. It also never obtained crucial final state approvals such as a Chapter 91 license and even what it did obtain was prior to the revisions to the Chapter 91 mandatory regulations and prior to issuance of the state’s enforcement order against the property owner on this site.

Thus since the 1990 plan never received final approvals and was for a significantly different development, it is quite wrong and deceptive to assert any precedent value from that project without at least a facilitating remark from the BRA representative that this matter is under review at the BRA, if not an outright contradiction.

2. **“Project is entitled to approval as a matter of right”** What is suggested by that statement is that this project meets all the standards established for the necessary City, State and Federal approvals and that no waiver, exceptions, special permits or variances will be necessary. This

statement is flatly false. There are at least 10 special permits and waivers or exceptions from applicable requirements that will be required for this project to proceed, even without delving into the Urban Renewal Plan for this site.

The “not as of right” approvals range from the special zoning permit that will be required to move the pool to a new location destroying and fragmenting currently highly functional public open space; approvals to construct the garage and parking proposed by the current plan; and a quite significant and sobering safety based need to secure exemptions from the City’s Article 25 prohibition against new construction in a FEMA designated flood zone. (The entire project falls within FEMA’s recently designated “VE” zone, meaning it is an extremely vulnerable area to wind and tidal surge.

Also, state and local waterfront development law prohibits hotel construction over flowing water such as this proposal, absent successful use of a discretionary regulatory exemption for which there is no precedent in Boston Harbor. The developers like to pretend the other wharves along the North End were redeveloped “just like this proposal”, in fact those redevelopments were of existing structures or were on filled land and used Municipal Harbor Plan exceptions, developed in concert with the BRA and the neighborhood.

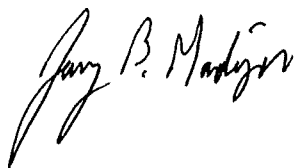
Finally, for this hotel complex to proceed, the BRA must make a highly discretionary “Chapter 91, Section 18” finding that it serves a proper public purpose and provides adequate public benefits, as well as that it complies with local zoning. The proposed hotel complex would decimate and fragment excellent, well used existing waterfront open space and create a dysfunctional green circle next to a traffic ramp over a garage. Moreover, this site should already have implemented a true Harborwalk long ago, not one practically reserved for hotel and ballroom guests. The scofflaw current owner of the site cannot be rewarded with massive private profit through a declaration of “public benefits” either already in existence or already required by law.

While it is conceivable, if unlikely, that all these variances and exemptions and discretionary approvals for the 2015 hotel complex can be obtained after appropriate applications, special showing, comment periods and public hearing proceedings, it is outrageous and unacceptable for the developer to deceive the public by asserting that the proposed project must be approved “as a matter of right”.

I believe it is the BRA's role and responsibility in facilitating these public meetings to insist that the development team refrain from making false and misleading statements to the public, or at the very least that the BRA facilitator state that these matters are very much under review at the BRA, not endorsed by the BRA, each time the misstatements are made.

Thank you for your attention to this matter, and your acceptance of a tremendously important public interest job as Director of the BRA. I also wish to thank Chris Tracy for doing his best in uncomfortable circumstances with grace. I am confident he can carry out this request for clear, express correction of or comment on the proponents crucial repeated misstatements as part of his facilitation if he is authorized by you to do so.

Cordially,



Jamy Buchanan Madeja, Legal Counsel for Trustees of Lewis Wharf Condominium Trust

Cc christopher.tracy@boston.gov
Aaron.M.Michlewitz@mahouse.gov
Patrick.Lyons@mahouse.gov
Ted.Landsmark@comcast.net
Brian.Golden@boston.gov
Tammy.Donovan@boston.gov
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FAX: (617) 227-9943

September 24, 2015

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: The Lewis Wharf Project - Extension of Public Comment Period on PNF

Dear Mr. Golden:

On behalf of the Trustees of Lewis Wharf Condominium Trust in Boston's North End waterfront, I write regarding JW Capital Partners, LLC's Project Notification Form (PNF) regarding the Lewis Wharf Hotel Complex Project. The Lewis Wharf residences are literally in the middle of the filled portion of the proposed nearly 10 acre project site. The project site is not owned by the residences, it is owned by Lewis Wharf Limited Partnership (sole general partner Philip DeNormandie), who is said to have contracted with the developer to advance this extremely unusual and unwelcome project.

The PNF should be rejected as incomplete. Alternatively, we request that the public comment period for this project be extended.

The Lewis Wharf Hotel Complex Project proposes a highly controversial unprecedented 227-room luxury hotel, 300 seat ballroom, restaurants and bars and function rooms all over currently *flowing tidelands with no Municipal Harbor Plan*, as well as three underground layers of parking and a new structure on filled tidelands, along with total surface disruption of the existing residential and open space and sailing club on site.

The proposal raises a multitude of serious and complex environmental and regulatory issues. Yet the PNF does not satisfy some of the core Article 80 requirements for a PNF. For instance, Article 80 requires that a PNF provide preliminary zoning calculations, including proposed floor area ratio (FAR). Zoning Code, §80B-5(2)(b)(vii). The PNF contains no detailed FAR calculations; the applicant merely states that the project complies with applicable zoning. This fails to satisfy Article 80's minimum requirements. Therefore, the BRA should reject the PNF as incomplete.

Furthermore, both past and present FEMA maps indicate that the Lewis Wharf Hotel Complex Project is located in a velocity zone, which given Boston Harbor's experience with climate change already means this is a dangerous location for in-water buildings. According to the Boston Zoning Code, new structures within a velocity zone must be located landward of mean high tide. Article 25-5.8. This Project will be located on flowing tidelands with new and possibly a few old pilings, seaward of mean high tide. In

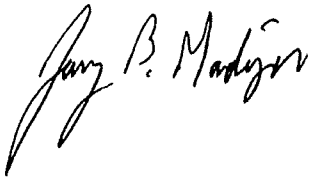
order to comply with Boston Zoning Code, a variance is required for this project. To receive a variance, the Project must comply with Zoning Code and FEMA regulations that require a base floor elevation set at 2 feet above the 100 year flood level - or 22.46 feet. Article 25-5.2. This higher elevation will require far more grade changes to adjacent properties than claimed in the submitted PNF/ENF. The PNF/ENF should be denied.

If the BRA does not reject the PNF, at minimum we ask that the comment period be extended. The project is extremely controversial, as demonstrated at two Boston Redevelopment Authority (BRA) Impact Advisory Group (IAG) meetings held in August and September before the ENF/PNF was even filed, and both meetings were attended by over 100 residents in overwhelming opposition (I was present for both preliminary meetings). Over 700 people have already signed a petition in opposition to this project and have been eagerly awaiting technical details.

The proponent's formal presentation to the IAG is scheduled for September 30th, and a community meeting is scheduled for October 7th, to address impacts on the community. Because the project is so unprecedented, complicated and controversial, and because these public meetings are scheduled late in the PNF comment period, we request that the PNF public comment period be extended from October 13, 2015 to November 15, 2015. This extension will provide the BRA with a full opportunity to hear from all interested parties.

We also reiterate that the PNF fails to meet the required regulatory criteria for content and should be rejected.

Sincerely,

A handwritten signature in black ink, reading "Jamy B. Madeja". The signature is written in a cursive, flowing style.

Trustees, Lewis Wharf Condominium Trust by Jamy B. Madeja

cc: Secretary Matthew A. Beaton, Executive Office of Energy and Environmental Affairs
Dierdre Buckley, Director, MEPA
Alex Strysky, Environmental Analyst, MEPA
Christopher Tracy, Project Manager, Boston Redevelopment Authority



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

Rachel Jacoff <rachelja@aol.com>
To: Christopher.Tracy@boston.gov

Fri, Jul 31, 2015 at 12:42 PM

Dear Christopher Tracy:

I will be out of the country when the BRA hold its next meeting (August 12) to discuss the possible development of Lewis Wharf and I wanted to send my opinion to you here because I am not able to be at the meeting. Like many of the North End residents I am deeply opposed to the proposed development which will damage the relationship of the neighborhood to the harbor, adding density, traffic, and chaos to what is a lovely historic area beloved of the whole neighborhood. The scale of the development is much too large for the area, and it will add to the already crowded conditions that now exist. I understand that the city is in a pro-development phase, but this particular development is a big mistake that will bring profit to its developer and sorrow to the rest of us. Please be very careful in thinking about how this unusual part of the harbor should be utilized for the public rather than merely for private profit. We are counting on your taking responsibility for the preservation of what is best for the Waterfront.

I have lived here since 1978 and I cherish the scale and beauty of the Waterfront and its intimate connection to the North End. I think that many of the issues that led the Mayor to turn down the Olympics are at stake in this decision, too, and I hope that the BRA and the Mayor will act to protect the neighborhood in a similarly responsible way.

Thank you for your consideration.

Rachel Jacoff
627 Lewis Wharf
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

IAG for BRA at Nazzaro

1 message

McNeil, Barbara J. <mcneil@hcp.med.harvard.edu> Thu, Aug 13, 2015 at 9:45 AM
 To: "aaron.m.michlewitz@MAhouse.gov" <aaron.m.michlewitz@mahouse.gov>, anthon petrucelli <anthony.petrucelli@masenate.gov>, ayanna pressley <ayanna.pressley@boston.gov>, christopher tracy <christopher.tracy@boston.gov>, consittuent services <constituent.services@state.ma.us>, maria lanza <maria.lanza@boston.gov>, mayor walsh <mayor@boston.gov>, Michael Flaherty <michael.f.flaherty@boston.gov>, michelle Wu <michelle.wu@boston.gov>, "Sal LaMattina (Salvatore.LaMattina@boston.gov)" <Salvatore.LaMattina@boston.gov>, stephen murph <stephen.murphy@boston.gov>, BRA <BRAMarketing@boston.gov>
 Cc: Bernadette lally <bernadette.lally@boston.gov>, BRA <BRAMarketing@boston.gov>, eric white <eric.white@boston.gov>, gary webster <gary.webster@boston.gov>, jessica tauber <jessica.tauber@boston.gov>, maria puopolo <maria.puopolo@masenate.gov>, patrick lyons <patrick.lyons@mahouse.gov>, shaikh hasib <shaikh.hasib@boston.gov>

Hello All

I assume that by now you have heard about the outpouring of negative comments to the Developers regarding the Lewis Wharf Project. The meeting was last night at Nazzaro, and there was standing room only on a hot night in the middle of the summer. No amount of tax revenue is worth the

- **Destruction of a neighborhood from this development**
- **Potential loss of lives because of inability of ambulances and fire vehicles to move through a congested area**

There are other issues as well.

You will be hearing more from us, but in short, you should oppose this project for the good of the city. It's your responsibility. Thanks.

Barbara

Barbara J. McNeil, M.D.

538 Lewis Wharf, Boston

Department of Health Care Policy

Harvard Medical School

180 Longwood Avenue, Boston -2115

617 432 1909



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

ellen_zack@comcast.net <ellen_zack@comcast.net>

Thu, Aug 13, 2015 at 11:07 AM

To: christopher.tracy@boston.gov

Cc: Maria.Puopolo@masenate.gov

Hello Mr. Tracy,

Thank you for holding the meeting at Nazzaro center so that the residents of the North End Waterfront had an opportunity to voice their concerns about the massive project propose by JW Capital Partners.

I would ask that you share this email w/the members of the BRA who will decide the fate of our homes so that they know we are opposed to this project and we have good reasons for our unified effort to stop it.

Here are some points for the BRA to consider:

1, Neighborhood Impact: I hope you took notice of the fact that residents of the NEnd/Waterfront from other buildings and areas, not just LW, are vehemently opposed to the project.

This opposition is NOT about views, it is about the loss of our residential neighborhood, which we love and will fight to protect.

There is no up-side for those of us who live here; the project is ill conceived, too large, environmentally damaging and does not belong here.

We have canvassed the neighborhood, from Rowes Wharf to the Charlestown Bridge, into the North End and there is zero support for this hotel.

We have collected 500 signatures in opposition , and we are just getting started.

Surely the opinions of these of us most impacted matter to those who hold the power to destroy what we have worked, as a community, to establish.

2, Who does the BRA work for?: only the developers benefit from this project.

If you say the BRA works for The City of Boston, I say the residents ARE the city; we live and work here, we pay taxes, we grow livable neighborhoods, we keep people in the city.

If you follow that logic, then the BRA must not accept this project.

WHY? because taken as a whole, the NEnd/Waterfront is being over -developed w/the plans already in the works or likely to be going forward.

For example, Harbor Towers is a potential massive project, the Hook Lobster project appears to be going forward...this small neighborhood, taken as a whole, is already in danger of being over developed.

If you include the Seaport, we are within a few miles of a section of the city that is being disproportionately over taken by too much development.

We cannot handle more, people, more cars, more trash, more pollution, more density...the project is WRONG.

3. Hotels: Within a 3 mile radius of LW, there are the following hotels: Intercontinental, Boston Harbor Hotel, Marriott Long Wharf, Battery Wharf Hotel, at least 3 hotels in Seaport, Residence Inn at Charlestown Bridge, and several boutique hotels.

We do not need more hotels in this small area of the City.

4. Traffic and Public Safety: We are unable to handle the traffic burden now; we have Duck Boats, double-decker buses, enormous tour buses, large trucks, auto traffic, bike lane. We have documented and can prove that emergency vehicles cannot get to LW in a timely manner as a result of the traffic now.

This includes ambulances and fire trucks. This is a very serious problem.

There is NO capacity in this area for the influx of delivery trucks, taxis, cars and pedestrian traffic that would result from this hotel

The developers can talk about ramps, underground deliveries etc, but that's not the issue.

The facts are that there is NO capacity in this RESIDENTIAL NEIGHBORHOOD to handle what the hotel will bring.

An already impossible situation will be made even more dangerous if this project is approved.

5.LW condition: We are sick and tired of being referred to as a "dilapidated" area; the only dilapidated part of LW is a result of Mr. DeNormandie's failure to comply w the law and regulations regarding completion of The HarborWalk.

He is being "punished" by DEP for his lack of compliance by being unable to park cars in a large section of the lot.

This is a small price for him to pay; he has no intention of being in compliance, so he is leaving that work and expense to whatever developer might, in the future, be tasked w/a project here.

We invite you and all the members of the BRA to visit us at LW. If you do, you will see a RESIDENTIAL building which is meticulously maintained...we have landscaped grounds, a beautiful garden, spotless lobby and common areas.

Pls let me know if you would like to arrange a visit so you will see the TRUTH of what is in danger of being destroyed.

6. WE NEED your help: You, as project manager, have a job to do. I would hope that the UNIFIED voice of opposition to this project will resonate w/you.

If I was the project manager, I would be working for the people who have the most to lose, NOT the handful of people WHO DO NOT LIVE HERE who have the most to gain.

I respectfully request that you work w/us to preserve a small section of Boston that serves as a thriving residential neighborhood.

I'm sure you would not want this hotel built next to your home in Roslindale.

Thank you for your attention to this email.

Sincerely,

Ellen Zack 340 Lewis Wharf
617 227 8866



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf Hotel Project

1 message

BG <ben.gomez@gmail.com>
To: christopher.tracy@boston.gov

Thu, Sep 17, 2015 at 1:36 PM

Chris,

I hope this note finds you well.

Thank you for managing this process and for making yourself available. I'm sure you have gotten many notes with regard to this process, so I apologize for adding to your pile (believe me, I know what it is like to be buried in correspondence).

I have worked in the area since the early 1990's and am **deeply opposed** to the proposal. I understand that the proponent believes that he can move forward on this project 'as of right', however, I don't believe that is true. Moreover, the entire community is offended (and getting increasingly upset) by what is perceived as arrogance on the part of the proponent with his continued and aggressive use of the 'as of right' claim. The 'as of right' claim really only refers to the zoning code. That is a very narrow aspect of what is a large and complex development. The BRA's involvement and authority extends well beyond zoning issues.

I believe that you inadvertently added fuel to this fire at the last IAG meeting (thank you for hosting it) by at one point stating that 'based on our preliminary review, the project is compliant with zoning' - or something close to that. I'm sure it was not your intention to indicate that this is a 'done deal', but it sure sounded that way to many of us in the audience. In a way, it sounded like 'our hands are tied, there is nothing we can do to stop the proponent'.

This is very disheartening to the community. In essence it says something to us along the lines of: We understand that you hate this project, but the proponent has argued that this is 'as of right' and at first blush, we agree, so we aren't going to get in the way of this development.

I would urge you to take a different approach. I totally respect the process you need to follow. As part of that process, you should point out to the community that there is an exceptionally high bar for projects of this nature to overcome. It is a large project relative to its location (on Commonwealth Tidelands - which gives you unique leeway to act) and it is in a sensitive area (the Waterfront, the North End) where any development can have a significant impact on fundamental quality of life for the residents (and workers) of the area.

When the proponent argues that it is 'as of right', you should publicly state that zoning is only one component of your overall approval process. The project may or may not be as of right under Zoning or Urban Renewal. We'll see. But there are dozens of other approvals and/or conditional use permits required. This is complex and will need many City and State approvals. For the proponent to keep jamming 'as of right' down the community's throat (and for you to agree with him) is simply generating more ill will and animosity.

Equally insulting is the proponent's argument that this project was approved 25 years ago. I was here 25 years ago - it was a completely different state of affairs on the Waterfront and in the entire City. That approval (which by the way, was tied to many other things), is simply not relevant at this time. I urge you to say something at the next IAG that points out that 25 year old approvals are simply not relevant - there are many, many projects that would have been acceptable 25 years ago that would not even be considered today.

Lastly, in reading through the PNF, I was stunned to find little to no detailed support for the 'as of right' zoning claim. No detailed calculations on FAR. No detailed argument on what part of the water should or should not be counted toward the FAR. Nothing. It makes it impossible for those of us who want to reasonably rebut the 'as of right' zoning claim when the PNF is so lacking in relevant details. It clearly seems like the proponent is trying to push this project through, based on his strident 'as of right' claim and his continuous reference to a 25-year old approval, without in fact providing the detailed information required to allow the community to counter his claims.

Please don't aid and abet this bad behavior. We look to you, as the representative of the BRA, the Mayor and our City, to make sure that the proponent's arrogant and presumptuous behavior does not steam roll the reasonable, deep and heartfelt opposition to this project from the overwhelming majority of the community.

Sorry for the length of this note and thank you for your time.

Sincerely,

Benjamin Gomez



Christopher Tracy <christopher.tracy@boston.gov>

LEWIS WHARF PROJECT

1 message

Peter Nowak <peterjnowak@gmail.com>
To: Christopher.Tracy@boston.gov

Thu, Sep 17, 2015 at 4:41 PM

Chris,

I would like to add my voice to the many other Waterfront and North End residents who are VERY much opposed to the proposed hotel project behind our building. It is very inappropriate for a residential neighborhood and will bring much added noise, traffic, and garbage to our neighborhood. In addition, parking will become a worst problem then it is now because of hotel guests arriving by car. This is especially true during the peak tourist season from from May to October

Please pass my comments and feelings along to Mayor Walsh, City Council members and BRA members.

Thank you,
Peter Nowak
(Brian's Dad)



Christopher Tracy <christopher.tracy@boston.gov>

Public comments to BRA - Save Our North End Waterfront

1 message

John Sullivan <johnlti@yahoo.com>

Fri, Sep 18, 2015 at 10:50 AM

Reply-To: John Sullivan <johnlti@yahoo.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Cc: "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>,

"Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov"

<Aaron.M.Michlewitz@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>,

"Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "maria.lanza@boston.gov"

<maria.lanza@boston.gov>, "Stephen.Murphy@boston.gov" <Stephen.Murphy@boston.gov>,

"Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "Salvatore.LaMattina@boston.gov"

<Salvatore.LaMattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org"

<secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>

Attn: Christopher Tracy, Project Manager, Boston Redevelopment Authority, 1 City Hall Square, Boston, MA 02201

Hello Chris:

I've learned that an official project notification has been filed with the BRA to develop a large-scale luxury hotel on Lewis Wharf.

I'm writing to inform the BRA on record that I do not agree with this project and strongly oppose any approvals of such project.

There are lots of concerns of what this project would do that would negatively impact the neighborhood but I've chose to outline a few concerns below:

- Wall of the Waterfront
- Increase Traffic and Public Hazards
- Damage the Environment and create public health risks
- Jeopardize a historic site
- Increase the noise and pollution levels of the area
- Introduce millions of transient traffic and people some of which will bring along illegal activities such as drugs and prostitution

In closing, I strongly feel that the bad outweighs the good and that this project should be denied any and all approvals to continue further.

Best,

John Sullivan
 Prince Building, Unit 11-B
 63 Atlantic Ave
 Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Re: Lewis Wharf - BRA Article 80 Large Project Review

1 message

Rachel Jacoff <rachelja@aol.com>

Fri, Sep 18, 2015 at 11:40 AM

To: Christopher Tracy <christopher.tracy@boston.gov>

Dear Mr. Tracy:

I wish to once again express my distress about the proposed development of the hotel at Lewis Wharf.

By now it should be clear that the neighborhood regards the development as detrimental to its well being for a host of reasons, including

- 1) the increase in traffic and noise which will ensue,
- 2) the destruction of the views of the harbor which are now available to all,
- 3) the ugly, tall, and dense nature of the buildings,
- 4) the fact that there are already so many hotels in the area (and more under construction).

To those of us who have lived here for a long time, this project feels like a violation of the scale and quality of neighborhood life for which we chose to live here. This space is uniquely adapted to marine activity (such as the Sailing Center) and park space (like the beautiful area behind the Pilot House which gives access to views of the water). Putting a giant luxury hotel there restricts the space to the use of temporary and wealthy people rather than those who are making a life here.

We understand that there is an orgy of development going on in Boston now, but precisely for that reason it is important for the BRA to listen to the neighborhood and to protect it from those who care only to profit from it. We urgently hope that the BRA and the Mayor will consider the feelings of the neighborhood in their deliberations.

Yours respectfully,
Rachel Jacoff
627 Lewis Wharf

Resident since 1978

On Sep 18, 2015, at 10:02 AM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Hello North End residents,

Thank you for your participation on the Lewis Wharf hotel proposal thus far. I would like to notify you of two upcoming meetings scheduled for this project.

On **Wednesday September 30th @ 7:00pm** the proponent will present to the IAG for the first time under their formal Article 80 review. Again, the public may come and participate if any time is leftover, but IAG members will have preference to speak. I understand that there is an Elliot School abutters meeting from 6 to 7pm this night so we are hosting this at 7pm. The meeting will be held at the Nazarro Center.

Also, following our IAG meeting, on **Wednesday October 7th @ 6:30pm** the public is invited to a community meeting where the project will be presented. This meeting will also be at the Nazarro Center (in gymnasium). This will be more of an open forum and everyone will have an opportunity to fully participate.

The official public comment period is now open and set to expire on October 15th. Public Comments can simply be emailed to me and they will be shared with all BRA senior staff. The electronic version of the Project Notification Form can be found here:

<http://www.bostonredevelopmentauthority.org/projects/development-projects/lewis-wharf>

Thanks and please let me know if you have any questions.

Best,

- Chris

Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Sq
Boston MA 02201
617-918-4259



Christopher Tracy <christopher.tracy@boston.gov>

proposal for Lewis Wharf

1 message

Nicole Rafter <rafternicole@gmail.com>

Fri, Sep 18, 2015 at 6:23 PM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, aaron.m.Michlewitz@mahouse.gov, Ayanna.Pressley@boston.gov, Salvatore.LaMATina@boston.gov, "exec@newra.org" <exec@newra.org>, Victor Brogna <vbrogna@gmail.com>, Saveournorthendwaterfront@gmal.com, mayor@boston.gov

Dear Mr. Tracy,

I will not be able to attend the meeting on Sept. 30 to hear the presentation for construction of a large, luxury hotel on Lewis Wharf and therefore, having studied the plans, am writing to give you my reactions.

As a longterm resident of the North End, and someone who frequently walks along Lewis Wharf and other parts of the North End Harbor Walk, I have strong views about what is appropriate for this part of the city.

I object to the proposed building for a number of reasons. First, its scale: the hotel would be too big for the site and would overwhelm this section of the waterfront with its size.

Second, I object to the lack of planning by the BRA. As happens all too often, the BRA "plans" by considering proposals by developers, without looking at the context in which the proposed building is sited. One problem would be a vast increase in vehicle traffic in an already overcrowded and fragile area. Another concerns the fact that the area on which the proposed hotel would be built is actually wetlands. I know the BRA often grants waivers of the city and state's rules governing wetland protection, but to do so would be wrong. Good city planning protects wetlands and has buildings rise gradually in height as they move away from a water's edge. Here, we have a proposal for a massive building right on the harbor itself.

Finally, the proposal ignores the people of the North End and the city of Boston. Currently, we can enjoy walking along the margins of Lewis Wharf and getting views of the city in all directions. The proposed hotel would engulf the Harbor Walk and block views. It would serve the interests of the very rich--those who can afford to stay at a luxury hotel--at the expense of ordinary people whose interests should come first in the eyes of the Mayor, City Council members, and city and state representatives.

For all of these reasons, I urge the BRA to reject this proposal or to drastically modify it so as to require modesty in size, to minimize traffic impacts, to protect the environment, and, above all, to give consideration to--not just the developer--but all of the people whom the BRA is supposed to serve.

Thank you for your attention.

Sincerely,
Nicole Rafter

Nicole Rafter
Professor Emeritus, Northeastern University
617 523-0273 (land), 857 225-0422 (cell)
rafternicole@gmail.com
44 Prince Street, Boston, MA 02113 USA



Christopher Tracy <christopher.tracy@boston.gov>

Hotel development at Lewis Wharf

1 message

Anne Chappell <aben608@icloud.com>

Sat, Sep 19, 2015 at 8:40 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Christopher,

I am writing to you to express my concern regarding the proposed hotel development at Lewis Wharf. I have lived and worked in this neighborhood for over 10 years. My decision to be here was based on the "neighborhood" feel of the waterfront. The developers are now attempting to disrupt and change everything that is special about this historic area. The environmental impact will be enormous. The traffic has been gridlocked several times lately and continues to get worse. It is inconceivable that Atlantic Ave could handle the increased traffic...it would be a huge public hazard. This project does not fit in this historic neighborhood....the negative impact on all the surrounding buildings and wharves will be disastrous. Please help us preserve our neighborhood!

Anne Benedict Chappell

Sent from my iPhone



Christopher Tracy <christopher.tracy@boston.gov>

Hotel on Atlantic Avenue?

1 message

Mehmet Kahveci <dr.m.kahveci@gmail.com>

Sun, Sep 20, 2015 at 1:45 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Sirs/Madam,

We are long time residents of North End.

The plans to add another massive hotel at Lewis Wharf on a single lane street (Commercial Ave,Atlantic Ave southbound)is ABSOLUTE MADNESS.

The traffic from 430pm to 645pm is already unbearable.Atlantic Ave and Cross street intersection is already an absolute bottleneck .The traffic is trickling at 2-3 cars per green light.

Due to one way streets at North End ,this is the only connection to 93S for most residents and workers in the area.

LEWIS WHARF is a historically significant building that will be rendered insignificant FOREVER by an ugly ,made for profit building .

This is the equivalent of allowing the Millennium Tower to be built next to the Bunker Hill Monument .

BOSTON IS NOT MIAMI,DUBAI OR SHANGHAI .

It is historically significant like Paris,Rome or London where the developers would not even fantasize building adjacent to a historical building.

We hope you interfere with this madness before it alters the Spirit of Boston forever.

Best Regards

Matt&Victoria Kahveci



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Brad and Diane Straus <casastraus@yahoo.com>

Sun, Sep 20, 2015 at 1:48 PM

Reply-To: Brad and Diane Straus <casastraus@yahoo.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Hello Chris,

Aside from the obvious (environmental Hazard,Wall off the Waterfront,Limit Public viewing of harbor and historic buildings) I question the direction of the BRA. As a longtime resident of Boston neighborhoods I have seen more than 35 years of forward progress toward making the city pedestrian and bike friendly. I have seen the harbor islands cleanup, I have seen creation of the Greenway and the cleaning up of the Washington St and abutting area. This is the improvement of an unsafe and badly deteriorating commercial space. This sort of development in badly neglected areas creates jobs and invites commerce.

So, can you tell me WHY your organization would support the step backward to encourage more vehicular traffic? Add hotel jobs to (unfortunately) below minimum wage employees? Can you show me any hotel that's green space is enjoyed by families? Our small green space here is a gathering point for families. The nearby hotels have lovely space.....but , visit the Battery Wharf: no families there.

It seems to me that there is needed development elsewhere in the city with out destroying neighborhoods and creating the above mentioned hazards.

Respectfully, Diane A Straus

Lewis Wharf #632

We are writing to express our opposition to the proposed luxury hotel complex at the end of Lewis Wharf. We have attended many of the hearings from the developer on this project and are long-time residents of the north end. We moved to Lewis Wharf two years ago.

When we moved here from deeper in the north end, we expected to recreate the neighborhood we had known for years. Now we are fearful. We are getting on in years and worry about increased traffic (how would we get to the MGH if one of us had a heart attack?), the noise (a nearly 300 room hotel is not quiet), the garbage, the trucks, the destruction of the neighborhood, and most importantly the walling off of the beautiful harbor from Atlantic Avenue. Take a walk from the Sail Loft to Lewis Wharf and look out now to the harbor and airport. That view will be gone for us and tourists. The harbor will be blocked off.

This development is not appropriate and MUST not be allowed. We will help any way to prevent it. What could possibly be in the minds of the elected officials to allow this? Does money dominate all rational decisions?

Please consider our arguments.

Respectfully yours,

Marie and Joe Salvati
427 Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf development

1 message

Ann Moritz <annmoritz@comcast.net>

Mon, Sep 21, 2015 at 9:49 AM

To: Christopher.Tracy@boston.gov

Dear Mr. Tracy:

Thank you for your presence and your concern regarding the latest and massive Lewis Wharf development plans. You are being most responsible by looking closely at all sides.

As I walk that neighborhood, I see four hotels and a B&B. I've used them all for guests at the height of tourist season and *never* had a problem securing a room in *any* of them. I leave highly-charged neighborhood meetings imagining hundreds of new hotel rooms and concrete redevelopment. Then I imagine them surrounding (and below) one single wharf. This is basically a high-rise hotel laid on its side over the water.

The profit motive has done much to change neighborhoods. A better solution awaits us if we seek it together. Wonderful compromises would benefit all sides of this issue. The current plan, if the market actually holds, benefits only a very few. Is that how we make Boston a better place to live?

I trust you will use your creative and powerful resources to serve this neighborhood broadly and not just the owners of and investors in one precious piece of our city.

Most sincerely,

Ann

==*==*==*==*==*==*==*==*==*==*==*==*

Ann Moritz, Ph.D.

MORITZ ADVISORY GROUP

63 Atlantic Ave., Suite 10B

10/29/2015

City of Boston Mail - Lewis Wharf development

Boston, MA 02110-3720

Phone: 617-827-8608

annmoritz@comcast.net

Facebook: Moritz Advisory Group



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Proposal

1 message

Edward Amaral <EAmaral@amarallaw.com>

Mon, Sep 21, 2015 at 11:04 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Christopher,

I have been a resident and owner at the Prince Building since December of 2005 and spent over seven (7) months trying to find a real neighborhood that I could spend the rest of my life in. I could have lived anywhere. But after much thought and after an exhaustive search, I chose the Waterfront in the North End as my home.

Six months after my closing, I purchased a 12 week old cream French Bulldog and named him Luciano... given where he lives. Every day since then, I have walked him along Atlantic Avenue and have enjoyed the magnificent vistas that this section of the waterfront provides... as it is truly unique in both history and charm and is unlike no other place.

It is a magnificent neighborhood where everyone knows and assists each other whenever needed and for whatever cause. It is magical. To think that a developer can suddenly swoop in and destroy the underlying fabric of this neighborhood, for great profit, by building a large hotel behind Lewis Wharf is mind blowing. It will create a massive wall between the harbor and beautiful vistas that we all currently enjoy including the thousands of people that visit this area every week. The look and very feel of the neighborhood will be destroyed and will start a cycle along the Waterfront and its other parking lots... that will destroy the very essence of the neighborhood.

We are not the Seaport nor do we want to be. Nor do we want to be burdened by any additional traffic or noise that would emanate from such a project. We are hardworking residents and voters who pay a significant amount of money in taxes every single year and we are very well organized and grow stronger every day. We will fight this project to the very end, at any cost, in order to protect this sacred place.

Therefore, please let this letter serve as my opposition to the Lewis Wharf project by Moriarty and company. The vast majority of our residents and voters are overwhelmingly opposed to this Lewis Wharf project as is evident from the hundreds of residents that have attended every single preliminary meeting that has been held on this project to date, not to mention the numerous petitions that are being executed and the many social media sites that have been created opposing the project and anyone that supports it.

This neighborhood, the Waterfront and the North End in general, all support you and will continue to do and will have your undying gratitude, forever, if this project is defeated.

Thank you.



Christopher Tracy <christopher.tracy@boston.gov>

I Oppose the the North End Waterfront Project

1 message

Mon, Sep 21, 2015 at 11:52 AM

John McDonnell <jjmcdonnell3@gmail.com>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petruccelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Tammy.Donovan@boston.gov

Dear Mr. Tracy,

This is the wrong project for the land at Lewis Wharf. This area should have a beautiful park, a beautiful Harborwalk, underground parking and continued, wide-open neighborhood access and sight-lines to the Harbor. This project will cut off the Harbor from the neighborhood the way the Hotel Intercontinental cuts off the Harbor from that section of Atlantic Avenue, and the way that all the new buildings at The Seaport District separate the Harbor from Northern Avenue.

The Financial Districts and The Seaport District are not primarily residential neighborhoods. Build hotels there! The North End is absolutely a residential neighborhood. This project will not add to our neighborhood. It will alter/destroy its historic charm forever.

There are many parts of Boston that are truly "blighted". The BRA should focus on approving projects in those areas instead of ruining the parts of Boston that are truly beautiful. Instead of rewarding the current owner of the Lewis Wharf land, please designate this site for public enjoyment of the kind currently in place at Christopher Columbus Park, Rose Kennedy Greenway or at Castle Island in South Boston.

I OPPOSE this project.

Thank you,

John J. McDonnell, III



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf Hotel

1 message

Mon, Sep 21, 2015 at 2:59 PM

robert.hahn@yahoo.com <robert.hahn@yahoo.com>

Reply-To: robert.hahn@yahoo.com

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Cc: "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>,

"aaron.m.Michlewitz@mahouse.gov" <aaron.m.Michlewitz@mahouse.gov>, "Ayanna.Pressley@boston.gov"

<Ayanna.Pressley@boston.gov>, "Salvatore.LaMATina@boston.gov" <Salvatore.LaMATina@boston.gov>,

"exec@newra.org" <exec@newra.org>, Victor Brogna <vbrogna@gmail.com>,

"Saveournorthendwaterfront@gmal.com" <Saveournorthendwaterfront@gmal.com>, "mayor@boston.gov"

<mayor@boston.gov>

Dear Mr. Tracy:

As a ten-year resident of the North End, I am writing to express my concern about the proposed Lewis Wharf hotel.

The impact of this proposed new building would not be to "revitalize" the waterfront, as has been suggested, but the opposite. It would do great harm to an already vital waterfront. The hotel as proposed is grotesquely out of scale and would have the effect of blocking what is currently an open section of the waterfront, and would overwhelm the site with its size and height.

Anyone who spends time walking along that section of the waterfront can see that the proposed hotel will have a devastating impact. For this reason, I question the nature of the BRA planning for this site. The plan appears to be not a plan at all, from the perspective of community and civic need, but only an acquiescence to the wishes of a developer. It is hard to see that anything else has been taken into consideration.

The impacts of the hotel will include a massive increase in vehicle

traffic in an area which is already congested. Further, the proposed hotel will be built on wetland. Good civic planning should protect wetlands, not grant waivers to allow building over them. Finally, the Harbor Walk, one of the shining public jewels of Boston, will be permanently tarnished by this development.

I am joining my voice to the residents who urge the BRA to reject this proposal or to drastically modify it, reducing it in size and scope, to lessen the traffic impact, protect the environment, preserve the many gains already made along our vital and vibrant waterfront, and benefit the citizens of Boston.

Sincerely,

Robert Hahn

Robert Hahn

44 Prince Street No. 104 Boston MA 02113

Land: 617 523 0273

Mobile: 857 225 0421

robert.hahn@yahoo.com

www.roberthahn.net



Christopher Tracy <christopher.tracy@boston.gov>

Resident Letter Regarding the Proposed Lewis Wharf Development

1 message

Peter Murley <PETERMURLEY@comcast.net>
To: petermurley@comcast.net

Mon, Sep 21, 2015 at 3:16 PM

As a concerned citizen of the City of Boston and a resident of the North End, I am writing to register my strong opposition to the proposed Lewis Wharf project currently under consideration by the Boston Redevelopment Authority.

The North End is one of the most historic and visited neighborhoods of the City of Boston, and any development in this part of the City must not only be in compliance with current land use restrictions but, equally important, must be respectful of the character and long held traditions of the neighborhood. The unfettered connection of the North End to Boston Harbor is every bit as much a part of the unique fabric of the neighborhood as is the cacophony of the tempting smells of Italian cooking one experiences walking along Hanover Street.

The proposal for Lewis Wharf is inconsistent with the goals of Chapter 91. Chapter 91 stipulates that development in this protected area should, *promote and preserve the shorelines and waterways of Massachusetts and ensure that public access is protected for both commerce and recreation.* The Lewis Wharf development is described in the BRA application as a "luxury hotel and marina" built at the end of Lewis Wharf on pilings. How does a luxury hotel situated far from the street in the navigable waterway of Boston Harbor promote the shoreline and ensure public access? Luxury hotels are by their very nature exclusive, and the average resident and visitor will not feel "invited" onto the property to wind his way between taxis and limousines to find the shoreline. How is this to be considered consistent with the goals of commerce and public access for anyone other than the well-heeled visitor who will enjoy the vistas of Boston Harbor to the exclusion of the average resident and visitor? Likewise, a marina where the wealthy can tie up their yachts hardly rises to the standard of protecting the shoreline for the general public's recreation. The Lewis Wharf development is to Chapter 91 as 22 Liberty Drive in the Seaport District is to affordable housing.

The proposed Lewis Wharf project is inconsistent with the existing density and residential character of the North End waterfront neighborhood. Residents and visitors flock to Atlantic Avenue where Christopher Columbus Park, the Rose Kennedy Rose Garden, and the Harbor Walk converge to create a vibrant and well used public area for family recreation, entertainment, strolling, ferry access, and general enjoyment of the Boston Harbor waterfront. This is the type of land use that Chapter 91 was legislated to encourage and protect. The proposed hotel with almost 300 guest rooms is only 97 rooms smaller than the Marriott Long Wharf - one of the City's most bustling and congested properties. The traffic and congestion associated with a hotel property of this size will cripple the neighborhood at the intersection of Atlantic Avenue and Commercial Street, creating safety hazards for all residents, especially for the many young families with children who call this part of the City of Boston home.

10/29/2015

City of Boston Mail - Resident Letter Regarding the Proposed Lewis Wharf Development

The Lewis Wharf piers, while derelict, maintain the connection to our maritime history when this part of the City received commercial mariners and processed their cargo. Development of the piers can be accomplished in a manner that is beneficial to the City of Boston and its residents and visitors if properly conceived and built. The current Lewis Wharf project does not rise to this standard. A project that invites the public to the waterfront is what the site deserves. A project that does not wall the neighborhood off from Boston Harbor by its sheer mass and aura of exclusive intimidation is what the site deserves. A project that respects the history of the piers and is consistent with their prior maritime purpose is what the site deserves.

I respectfully request that my voice be added to the hundreds of other voices of North End residents speaking in opposition to the proposed Lewis Wharf project. Please amplify our voices by representing us in our request that the Boston Redevelopment Authority deny the application currently before them for approval.

Thank you.

Peter Murley
63 Atlantic Avenue
Boston



Christopher Tracy <christopher.tracy@boston.gov>

Save our North End Waterfront

1 message

Mon, Sep 21, 2015 at 4:42 PM

Gina Cosentino <Ginacosentino@aol.com>

To: Christopher.Tracy@boston.gov, Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@masenate.gov, Patrick.Lyons@masenate.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@cityofboston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@cityofboston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landwmark@comcast.net, cdowns@milkywayjp.com

To whom it may concern,

As a resident of the North End for over 35 years I would like to voice my concern for the the Hotel planned in front of Lewis Wharf. After looking at the plans that were presented, it appears that this project is too massive in scale. This neighborhood is already very congested with traffic and I can't imagine adding a hotel with an occupancy of 277 rooms. Traffic is very bad coming down Commercial Street towards Quincy Market now as it is. We have reduced the lanes from 2 to 1 to accommodate the bike lanes. By adding a huge layer of hotel guests to this area it will only cause a constant traffic jam.

There are many tourists already in this area using the parks, restaurants, and sites of interest.

Along with congestion of this already congested street, I am concerned about the environmental impact it may have on the surrounding buildings. This was an issue with a much smaller building being built on the corner of Fleet and Commercial some years ago. I fear that his massive project being proposed could impact the water table/pilings under these very old buildings close by.

The City of Boston is on a race to build build build. They need to stop and see what type of City they are creating. There needs to be some thoughtful planning. Unlike what is happening in the Seaport Area. Unfortunately there is no established neighborhood in the Seaport to have a voice. Hopefully our voices will be heard in the North End/Waterfront

Gina Cosentino
ginacosentino@aol.com

170 Commercial street resident



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf proposal

1 message

david arnold <northwester@comcast.net>

Wed, Sep 23, 2015 at 8:00 AM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, cdowns@milkywayjp.com

Good sir;

You have heard all the opposing arguments, some of which I believe are a bit over the top. But the bottom line is that the hotel proposal is simply too big. It will greatly change the character of the 'hood... not as much as the proposed Chifaro monument to Chifaro, but the Lewis project is not far behind. I keep thinking of the perils of greed. Why can't we have a classy development out there as appropriate as an expanded Boston Yacht Haven? Why should others be allowed to maximize their profits at the expense of Boston's character?

I feel like a ghost from the bygone West End. Oh how we would reclaim that lost urban flavor if we could.

Please lead wisely,

David Arnold
63 Atlantic Ave.



Christopher Tracy <christopher.tracy@boston.gov>

OPPOSE LEWIS WHARF HOTEL

1 message

Wed, Sep 23, 2015 at 8:39 AM

Erin McDonnell <emcd0718@gmail.com>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petruccelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov

Mr. Tracy,

I live in the North End and I am writing to oppose the proposed 300 room luxury hotel at Lewis Wharf.

The traffic here is already a nightmare. As a pedestrian, as a bicyclist and as a new driver, I cannot imagine the effects that this project will have on our neighborhood. Ambulances and fire trucks cannot wait for traffic and cannot fit down many of the North End's narrow streets- so, they must travel around the North End by way of Commercial Street and Atlantic Avenue. A hotel will add much more traffic to our current load and will threaten the lives of our residents who require emergency attention. The BRA must NOT allow this to happen in our residential neighborhood.

Please stop this plan!

Thank you,

Erin McDonnell

No Hotel on Lewis Wharf

1. What is NOT needed: A HOTEL. There are 4 hotels, plus the yacht haven and Bed&Breakfasts within ten minutes walk of this site.
2. What IS Needed: Reasonably priced RESIDENCES/apartments for employees and residents of the neighborhood, downtown Boston and Seaport.
3. The noise of digging the new foundations and garage would make living in the area unbearable. Many of us are retired and here all day. We will have to endure endless pile driving. For what benefit to us?
4. The dust and dirt created by the construction would make living in the area hazardous and unbearable.
5. The digging of the foundations will arouse the waterfront rat population, as it did during the Big Dig, making walking in the neighborhood unsafe.
6. Digging of foundations and pile driving will likely cause cracks in our walls, and leaks in our buildings.

What benefits during the construction(see proposal P. 12) override these concerns?

Perhaps you plan to relocate all of us during construction? Provide daily cleaning of our apartments and windows? Wash our cars and bikes daily? Provide enclosed transportation to markets and shops so we can breathe, and don't get bitten by the rats? Walk our dogs for the same reasons? Establish a Trust Fund to repair existing buildings damaged by the construction?

And where do the cars now parking in the Lewis Wharf Lot go during construction?

This is a residential neighborhood, not Miami Beach!

J. W. Schniewind
300 Commercial Street
Boston, MA 02109



Christopher Tracy <christopher.tracy@boston.gov>

Opposition to hotel located at Lewis Wharf

1 message

Judith Galle <chandldev@verizon.net>

Wed, Sep 23, 2015 at 11:37 AM

To: Christopher.Tracy@boston.gov, Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.lyons@mahouse.gov, Mayor@boston.gov, Maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@cityofboston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@cityofboston.gov, exec@newra.org, secretary@newra.org, infor@newra.org, savournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD <02@ibew.org>, ted.landmark@comcast.net, cdowns@milkywayjp.com

Dear Local Officials as listed above:

My opposition to a hotel located at Lewis Wharf is based upon the following issues:

Wall of the Waterfront

Increase traffic and public hazards. These include all ambulances and fire vehicles.

Damage the environment and create public health risk

Jeopardize a historic site

Destroy a neighborhood

Increase noise levels

I hope you will give this personal consideration.

Sincerely yours,

Doris Yaffe



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Hotel Project

1 message

Tara Rendon <tara.rendon@emkinstitute.org>

Wed, Sep 23, 2015 at 2:08 PM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.FLaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, jessica.lauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, cdowns@milkywayjp.com, deirde.buckley@state.ma.us

Mr. Christopher Tracy

Project Manager

Boston Redevelopment Authority

One City Hall Square

Boston, MA 02210

Dear Mr. Tracy:

We are writing to voice our strong opposition to the hotel development project being proposed for the waterfront in downtown Boston.

We presently live in the Prince Building at 63 Atlantic Avenue and over the last 40 years have lived at a number of different addresses in the North End/Waterfront neighborhood.

The reason we choose this neighborhood was for the quality of life it offers. Having said that, the charm and ambiance of the area is being challenged on many different fronts in recent years. Whether it is the number of new restaurants and bars being allowed or the influx of raucous college students that have moved in, we can certainly say that this wonderful neighborhood certainly has its challenges. In fact, one of the reasons we moved after 28 years from a first floor condo on Salem Street to an 11th floor condo on Atlantic Avenue was to escape the rowdiness and noise that has increased ten fold over the last five to six years.

There is always a tipping point, and this proposed project could be it.

We do not need a 300 room hotel on the waterfront. We already have Battery Wharf and Rowes Wharf and the Marriott Long Wharf. Now that we're down to one lane on Atlantic Avenue due to the addition of a bike lane Atlantic Avenue traffic has become so much worse. I cannot imagine what a hotel will do to add to the traffic problems.

And – last, but not least – the noise! We have a right to live in our homes without the constant barrage of music and noise. The North End / Waterfront is full of history and that's what we love about it. The wharf buildings such as Lewis, Commercial, Long and others that have been converted to living spaces have been done in a careful well thought out manner.

Building a new structure over the water is a terrible idea!! Why is it even being proposed to begin with??? Money – that's why. There are more important things than money. Preservation of an historic neighborhood is one of them.

Please listen to all of the people that are against the project and vote against it. It's wonderful that so many people care and are willing to speak up. We are residents of Boston who love our neighborhood and want to preserve its history and charm. This project will take away from it.

Please listen to us and vote against this project. Thank you.

Sincerely,

Tara and Rick Rendon

63 Atlantic Avenue – Unit 11D

Boston, MA 02110

Our Mission: *The Edward M. Kennedy Institute for the United States Senate is dedicated to educating the public about the important role of the Senate in our government, encouraging participatory democracy, invigorating civil discourse, and inspiring the next generation of citizens and leaders to engage in the civic life of their communities.*



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf project

1 message

Smith, Ellen <Ellen.Smith@fticonsulting.com>

Thu, Sep 24, 2015 at 9:22 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Mr. Tracy,

I live at 59 Commercial Wharf, Unit #5. I am opposed to new development proposed for Lewis Wharf because of the overall size of the envisioned property. I am actually in favor with doing something with this piece of property but the height and overall "size" (traffic, height, # of rooms/occupants) and the stress the current project will place on the neighborhood I believe is disproportional to the benefit of the current design.

Ellen

Ellen S. Smith
Senior Managing Director

FTI Consulting
+1.617.747.1871 T | +1.508.450.2267 M
ellen.smith@fticonsulting.com

200 State Street | 9th Floor
Boston, MA 02109
www.fticonsulting.com

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Christopher Tracy <christopher.tracy@boston.gov>

(no subject)

1 message

Judith Miller <judith.miller@hotmail.com>

Thu, Sep 24, 2015 at 9:51 AM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressly@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, judith.miller@hotmail.com, IVPD <02@ibew.org>, ted <landmark@comcast.net>, cdowns@milkywayip.com

Mr. Tracy,

I am a long-time resident of the North End Waterfront District and I **STRONGLY OPPOSE** the proposed hotel at Lewis Wharf.

This neighborhood is no place for such a development. We are a historic site and a residential enclave within downtown Boston. Hotels belong at The Convention Center, in the Financial District at the Seaport District. We already have Battery Wharf Hotel and Marriott Long Wharf in this immediate area. We do not need a hotel to increase an already dense neighborhood and we do not want a hotel to separate the Harbor from the residents, tourists, bicyclists and daily commuters. We want to maintain wide-open neighborhood access and sight-lines to the Harbor.

The traffic here is already a nightmare. As a pedestrian, a bicyclist and a reluctant driver, I cannot imagine the overwhelmingly negative effects that this project will have on our neighborhood. Ambulances and fire trucks cannot wait for traffic or fit down many of the North End's narrow streets, so they must travel around the North End by way of Commercial Street and Atlantic Avenue. A hotel will add much more traffic to our current load and will threaten the lives of our residents who require emergency attention. The BRA must NOT allow this to happen in our residential neighborhood.

This much-too-large scale development will jeopardize our largely residential neighborhood. Long years of extensive construction and its aftermath will likely bring traffic congestion, toxic emissions and other safety and environmental concerns to our neighborhood. In addition, it would be built on historic tidelands which must be maintained for marine and public use and enjoyment.

10/29/2015

City of Boston Mail - (no subject)

Hundreds of my neighbors have signed a petition opposing this project. Please respect the wishes of the abutters and of the rest of the North End Waterfront District and STOP this project from happening.

Thank-you for your consideration,

Judith Miller

63 Atlantic Avenue

Boston, MA 02110



This email has been checked for viruses by Avast antivirus software.
www.avast.com



Christopher Tracy <christopher.tracy@boston.gov>

Hotel development

1 message

Anne <aben608@aol.com>

Thu, Sep 24, 2015 at 10:53 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
 Cc: "Anthony.Petruccelli@masenate.gov" <Anthony.Petruccelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landmark@comcast.net" <ted.landmark@comcast.net>, "cdowns@milkywayjp.com" <cdowns@milkywayjp.com>

Dear Mr. Tracy

I am writing to you to express my concern regarding the proposed hotel development at Lewis Wharf. I have lived and worked in this neighborhood for over 10 years. My decision to be here was based on the "neighborhood" feel of the waterfront. The developers are now attempting to disrupt and change everything that is special about this historic area. The environmental impact will be enormous. The traffic has been gridlocked several times lately and continues to get worse. It is inconceivable that Atlantic Ave could handle the increased traffic...it would be a huge public hazard. This project does not fit in this historic neighborhood....the negative impact on all the surrounding buildings and wharves will be disastrous. Please help us preserve our neighborhood!

Anne Benedict Chappell



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf in the North End

1 message

Anna Plotnikova <anna.s.plotnikova@gmail.com>

Thu, Sep 24, 2015 at 11:10 AM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, deirdre.buckley@state.ma.us

Dear Chris,

I have been hearing about the proposed hotel at Lewis Wharf in the North End, and I'm writing to let you know that I am **opposed** to this project.

I've lived / worked in the North End for nearly ten years. This neighborhood is special because it is not only historic and a tourist destination, but also because it is a residential neighborhood. There are enough hotel rooms in this area ... no more are needed in the North End. This community's open access to the Harbor would be cut off. The hotel buildings I would pass while traveling down Commercial Street and Atlantic Avenue will not invite me to enjoy the Harbor. They will, in fact, prevent me from enjoying it while I walk, run, bike or drive through this area.

Best regards,
-Anna



Christopher Tracy <christopher.tracy@boston.gov>

Please vote against the Lewis Wharf Hotel

1 message

Louis Lobel <louisleelobel@gmail.com>

Thu, Sep 24, 2015 at 3:02 PM

To: Christopher.Tracy@boston.gov, deirdre.buckley@state.ma.us, Anthony.Petruccelli@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, mayor@boston.gov, Michael.F.Flaherty@boston.gov, Stephen.Murphy@boston.gov, Ayanna.Pressley@boston.gov, Salvatore.LaMattina@boston.gov, exec@newra.org, info@newncboston.org

Cc: Maria.Puopolo@masenate.gov, Patrick.Lyons@mahouse.gov, maria.lanza@boston.gov, shaikh.hasib@boston.gov, bernadette.lally@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, secretary@newra.org

Dear Friends,

Although I was actually born in Lewis Wharf, I just moved back to the area and am only a recent property owner and I am deeply concerned about the current project proposal for a hotel at Lewis Wharf.

From a public perspective, this would really hurt the neighborhood. Building a hotel would wall of the waterfront, increase traffic (which is already terrible) and increase public hazards in the area, making it much more dangerous for children. It would privatize public tidelands by building hundreds of feet in Boston Harbor and it would jeopardize a historic site with deep personal connections for everyone in the area.

From a personal perspective, I am deeply concerned about how it would lower my property value. It will destroy my view easement, which Massachusetts courts have recognized, and yet I've heard nothing about how I would be compensated for this taking. It would destroy the ambience of the wharf and make it far less family friendly, making me question whether I should raise a family here.

I am not against family friendly foot traffic like that which a farmers' market would bring, but a hotel would make a beautiful and quiet wharf into a noisy eye-sore. And with all the hotels being built in the area, I can't imagine its necessity. I love the north end and I love Lewis Wharf, and I am truly afraid this hotel will destroy the area.

Please vote for what is best for Lewis Wharf, the North End and the city of Boston and prevent this hotel proposal from ever seeing the light of day. I hope to meet many of you at upcoming meetings and political events.

Thanks so much,
Louis Lobel

—
Louis Lee Lobel
louisleelobel@gmail.com
(781) 789-4100



Christopher Tracy <christopher.tracy@boston.gov>

Opposition to Building Lewis Wharf Hotel

1 message

Richard Whiteley <richard@whiteleygroup.com>

Thu, Sep 24, 2015 at 3:21 PM

To: Christopher.Tracy@boston.gov

Cc: saveournorthendwaterfront@gmail.com

Dear Mr. Tracy,

I have been a Waterfront resident for 33 years and am vehemently opposed to the proposal to build a hotel at Lewis Wharf. While I have a number of concerns, the burden of additional traffic is the greatest. As a longtime resident, I can attest to the fact that traffic congestion near the North End/Waterfront has worsened in recent years, especially along Atlantic Avenue. Existing poor intersection conditions and narrowing lanes already create traffic accidents, gridlock and unsafe conditions for pedestrians around residential neighborhoods.

All of these conditions will likely worsen with the proposed development of a hotel with 300-400 parking spaces. As I recall, this will entail having to make parking available for an additional 127 or so spaces. **What is of concern to me is not getting the cars into the garage but rather getting the cars out of the garage and on their way!** All too often with the current situation, I have been planning my time to make a meeting or event out of town only to be held up by a queue of 3, 4 and even sometimes 5 cars waiting through the excruciating slow check out process. It has come to the point that I have to "game" the parking condition's impact as I review my daily agenda, and if I guess wrong, run the risk of missing an important meeting or event. With the addition of 127 cars, how will this problem not be exacerbated?

Sincerely,

Richard Whiteley

28 Atlantic Avenue, Unit 534

Boston, MA 02110

Richard Whiteley

The Whiteley Group

617-699-1141

richard@whiteleygroup.com

www.whiteleygroup.com

www.corpshaman.com



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Hotel/Condominium Development - Boston Harbor

1 message

Deb Lucas <d Lucas@barkanco.com>

Fri, Sep 25, 2015 at 11:08 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
Cc: "Anthony.Petruccelli@masenate.gov" <Anthony.Petruccelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flarty@boston.gov" <Michael.F.Flarty@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "CDowns@milkywayjp.com" <CDowns@milkywayjp.com>, "ted.landmark@comcast.net" <ted.landmark@comcast.net>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "alexander.strysky@state.ma.us" <alexander.strysky@state.ma.us>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>

Dear Mr. Tracy,

As an owner at 63 Atlantic Avenue, I am writing to voice my concerns about the scale of the proposed large hotel/condominium project for the waterfront. The increase in traffic and parking in an already dense neighborhood would be problematic and burdensome. It would increase congestion, noise and pollution in a mostly residential area. Within a mile radius, this would be the 3rd hotel (Battery Wharf Hotel and Marriott Long Wharf). Please consider a denial of the proposal in its current submission. Thank you for your consideration.

Sincerely,

Deborah Lucas



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

TERESA A MIRABITO <teresamirabito@gmail.com>

Fri, Sep 25, 2015 at 1:58 PM

To: Christopher.Tracy@boston.gov, mayor@boston.gov, maria.lanza@boston.gov

Cc: SaveOurNorthEndWaterfront@gmail.com, Deidre.Buckley@state.ma.us, Ted.Landsmark@comcast.net

Dear Chris,

This is an unusual letter as it states my vehement opposition to the idea of a hotel on Lewis Wharf. At the same time I am presenting a simple, brief outline for an alternate proposal. I am a long time resident of the North End; a Nurse Practitioner with a background in Primary Health Care with children, adolescents, and adults; and a volunteer on the Horticulture Committee with the FOCCP (Friends of Christopher Columbus Park). Our community includes many families who are choosing to live and raise children in the North End. My dream, goal is to create a rich environment for learning, thus improving communication, collaboration and tolerance among children, adolescents, families and all residents. A Community Learning Center would include music, sailing, food production, which are just a few examples shown to provide human development and enrich a society.

First, I am very opposed to the proposal to build a hotel at Lewis Wharf.
The main reasons include:

- Excessive massing; the buildings are much too large for the area
- Excessive Density to an already highly dense area (population density in the North End is one of the highest in the city)
- The need for an additional hotel in this area is nil. Within one mile there are five hotels: the Intercontinental, Boston Harbor Hotel, Marriot Long Wharf, Bostonian, Battery Wharf Hotel.
- Additional rooms are provided by smaller locally owned businesses.
- **More importantly, another hotel LACKS CONSIDERATION OF COMMUNITY NEEDS.**

A sound investment would be investing in the development of our children, families, and all residents in the North End and surrounding areas. We are living through a revolution in which people are seeking improved quality of life through lifestyle changes, improving and preserving our environment and natural resources, improving air quality, managing stress, and more.

- This Community Learning Center will focus on learning, growth opportunities for all ages, and service to others.
- A Community Learning Center would provide the city and community with a perpetual return on investment.
- A Community Learning Center will promote a sense of purpose for all involved thus increasing, health and quality of life; eventually impacting rates of crime and substance abuse.

A Learning Center will include:

- Education regarding the perpetual action needed to improve and sustain Boston Harbor. Location on Boston Harbor will make this realistic.
- Music education for children and adults, NEMPAC is well established; this Center will provide much needed space for lessons and access for public performances.
- Arts education including drawing, painting, drama and possibly dance for children and adults.
- Sailing Lessons for children. The Sailing Center will continue to offer lessons for adults.
- Nutrition education will be provided with hands on learning with the assistance of local chefs.
- A rooftop garden where food for nutrition classes will be produced.
- Meditation classes will be available to children and adults.
- Educational lectures will be available.
- Increase public access to the water.

Return on Investment

- Children will have further opportunity to learn skills thus becoming more confident and competent, creating positive attitudes, self discipline.
- Improvement in scholastic achievement, as involvement in music and arts have shown improvement in learning.
- Greater collaboration, communication and tolerance as kids will learn teamwork through music, sailing, environmental projects and more
- Participants, especially children, will be more likely to develop healthy habits, feel self confident and continue to make smart decisions throughout life.
- Decrease the cost of health care through an improvement in basic health, reduction of dis-ease, acute and chronic, substance abuse, which affect children and adults of all ages.
- Increase volunteerism and creating community service groups to meet community needs.
- Public access to the water

The Friends of Christopher Columbus Park (FOCCP) a model example of a community organization whose members have a wealth of experience in many sectors and many of whom volunteer in various capacities. It is realistic that FOCCP members could create a volunteer organization that would support some activities in the Community Learning Center.

Certainly community members have many great ideas they would like to also share.

Thank you.
Teresa (Terry) Mirabito



Christopher Tracy <christopher.tracy@boston.gov>

North End Waterfront

1 message

Fri, Sep 25, 2015 at 4:26 PM

Larry Christofori <lchristofori@agmednet.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Cc: "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>

Dear Mr. Tracy,

I am writing to you regarding the recent filing made by JW Capital Partners to the BRA for a proposed luxury hotel on Lewis Wharf. As someone who has been employed in this area (at Lewis Wharf specifically) for upwards of 20 years, I am truly disappointed that this project is even being considered and truly concerned about its potential impact on the North End waterfront— an area that is undeniably one of the city's gems in terms of the quality of life it provides for those who live and work there. Without doubt, a luxury hotel is totally inconsistent with what this area represents and will only serve to be detrimental to the neighborhood, the waterfront and the overall traffic situation. In all sincerity, I urge you to spend a day at the Pilot House— work in an office and look out a window, grab a coffee at Starbucks, enjoy a sandwich from The Goose while sitting on a bench overlooking the water, people-watch during the evening commute— because my words can not do it justice. There's no better place to work and live in Boston.

Please take the time and make the effort to truly understand why the people in this neighborhood, both working professionals and residents, are passionate about preserving it.

Thank you for your consideration.

Regards,

Larry Christofori

Lawrence F. Christofori
Chief Operating Officer

AG Mednet, Inc.
2 Atlantic Avenue
Boston, MA 02110
+1.617.901.9551 mobile
+1.617.674.8125 fax
lchristofori@agmednet.com
www.agmednet.com



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf - BRA review of JW Capital Partners proposed hotel development

1 message

Mimi Ashley <ashley.mimi@gmail.com>

Sun, Sep 27, 2015 at 10:13 AM

To: Christopher.Tracy@boston.gov, Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@cityofboston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@cityofboston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, cdowns@milkywayjp.com, Ted.landsmark@comcast.net, Patrick.lyons@mahouse.gov, Aaron.M.Michlewitz@mahouse.gov

Good day,

I am writing to voice my opposition to the JW Capital Partners proposed development of a hotel complex at Lewis Wharf.

The North End/Waterfront is a great historic residential neighborhood, combining generations. Some folks have lived here their entire lives - working, living, raising families and contributing to what is recognized as being very safe neighborhood. Others have decided to settle in this community to raise young families, with children who attend day care, pre-school and elementary school in the neighborhood. Multi-generational neighbors look out for each other and know their neighbors. 101 year old residents and mothers with baby strollers and single young women all enjoy the "safety net" of this neighborhood. The addition of a hotel to the neighborhood will irreparably and negatively impact the quality of life for these residents.

The main thoroughfare, Atlantic Avenue/Commercial Street, is already congested with motor vehicle traffic that at times comes to a complete standstill. The nearest parallel street is Hanover Street, similarly congested with residential and visitor traffic and parking, delivery trucks, taxis, pedestrians. Except for the perpendicular Cross Street and Battery Street, the adjacent narrow side streets are all one-way. The addition of a hotel complex during the pre-construction, construction, completion and occupancy will only add to the traffic congestion, which will preclude ease of movement for emergency vehicles and evacuation plans in this densely populated area.

As there are no traffic restrictions in place, the noise and environmental pollution is created by vehicles 24 hours a day, 7 days a week, non-stop.

This residential neighborhood is already flanked on two sides by existing hotels: Marriott Long Wharf and Battery Wharf. Witness the traffic jams at the intersection of Atlantic Avenue and Long Wharf, where there are 4 lanes of traffic as well as a median strip on the Greenway. This wide boulevard for traffic does not exist at Lewis Wharf or Battery Wharf, where there are only 2 lanes, and designated to be shared by motor vehicles and bicycles. The special events that take place in the North End commemorating its heritage draw participants from outlying area, many of whom drive to the Feast events, and parking is a rare find. Traffic backs up along Atlantic Avenue/Commercial Street waiting to enter into lots for 30 minutes or more, engines running.

The hotel population, and the services required to fill the needs of the hotel, in no way adds to the quality of life for the citizens of the North End/Waterfront. The income generated added to the bottom line of the developer is too narrow and limited a reason to permit this development to go through. It is incumbent on the City of Boston /BRA to first consider the population of the community to be directly negatively affected by this development and to maintain the neighborhoods current good quality of life.

Sincerely,

Mimi Ashley

Resident and Employer

of the North End/Waterfront



Christopher Tracy <christopher.tracy@boston.gov>

(no subject)

1 message

Sun, Sep 27, 2015 at 11:26 AM

Pam Hill <phill.ltd@comcast.net>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landmark@comcast.net, cdowns@milkywayjp.com

Dear Mr. Tracy-

I OPPOSE the Lewis Wharf Hotel Development. I have been a Resident of the North End/Waterfront for two and a half years after 27 years in the Back Bay of Boston...a conscious decision to be a part of an historic, vital, glorious residential community with both a stable and dynamic personality.

Having attended the meetings for this proposed hotel development, I am very concerned with the premise of this plan...that there is some "benefit" to the existing community and landscape. The proposal speaks only to the exclusion of the general publics' and residents' access to the Waterfront by taking it further from all access points off of Atlantic Avenue and creating an enclosed surround at the waters' edge, by creating an environment that caters only to an "elite", "reservation-only" participation and NOT the general tourist and resident population, that it changes the shoreline, the view, the environment (the wind, shadow and existing marine life patterns) to placate greed. It, additionally, will add to the noise level (at all hours) and compromise the ability to travel through and around the North End and Waterfront.

Traffic and Transportation: I reside on Atlantic Avenue with a "birds-eye" view of the street and sidewalk traffic – the "arterial flow" to the North End and Waterfront as well as into and out of the city - it is comical at times and "high-anxiety" at other times with too many cars, buses, amphibious boats, bicycles, fire engine, police vehicles and bikes, city vehicles, ambulances AND pedestrians using the exact same crowded thruway. With two huge hotels already framing the two ends of Atlantic Avenue, the traffic is at its peak most hours of the day and night. The current problem already includes excess noise, pollution and dust, crowding, access, parking and potential interruption of Emergency response within this area. Also, there has been no consideration of all of the surrounding projects that are being erected that have already changed the nature of the Waterfront and North End that aren't even completed yet...Atlantic Avenue has already been compromised and challenged beyond its limits and capabilities. **THERE IS NO BENEFIT TO THE NORTH END AND WATERFRONT RESIDENTS AND COMMUNITY TO INCREASE CONGESTION, NOISE AND WATER AND AIR POLLUTION TO ACCOMODATE A TRANSIENT, ELITE AND "UNSTABLE" POPULATION.**

I OPPOSE the Lewis Wharf Hotel project. I feel that adding a huge hotel to the "face" of the Harbor and Waterfront is tantamount to placing a gas station on the Commonwealth Avenue Mall...someone thinks there is a "benefit", money can be made and no consideration would be made for history, aesthetics, the flow of traffic, the disruption of a tender ecosystem and the delicate balance between a Residential Community and the thousands and thousands of visitors who are in awe of what Boston and it's neighborhoods have to offer. At what point do we protect what we have?

I OPPOSE the Lewis Wharf Hotel project.

Cordially,

Pamela Hill
63 Atlantic Avenue
Boston



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

bob.joanne@verizon.net <bob.joanne@verizon.net>

Sun, Sep 27, 2015 at 2:43 PM

To: christopher.tracy@boston.gov

I am in support of the proposed development of Lewis Wharf.

It appears the developer is complying with all current zoning regulations and Chapter 91. This proposal would enhance and enliven an underused portion of the Boston harbor walk. In addition the street scape would also be improved with the addition of green space and park.

I urge the BRA to look favorably on this proposal.

Robert Paone
80 Broad Street, Unit 504
Boston, MA 02110

Message sent from my iPhone. Please excuse typographical and autocorrect errors.



Christopher Tracy <christopher.tracy@boston.gov>

Opposition to proposed Lewis Wharf Hotel

1 message

Sun, Sep 27, 2015 at 4:28 PM

Craig Hill <chill1ma@comcast.net>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, cdowns@milkywayjp.com

Dear Mr. Tracy-

I OPPOSE the Lewis Wharf Hotel Development. I have been a Resident of the North End/Waterfront for two and a half years after 27 years in the Back Bay of Boston...a conscious decision to be a part of an historic, vital, glorious residential community with both a stable and dynamic personality.

Having attended the meetings for this proposed hotel development, I am very concerned with the premise of this plan...that there is some "benefit" to the existing community and landscape. The proposal speaks only to the exclusion of the general publics' and residents' access to the Waterfront by taking it further from all access points off of Atlantic Avenue and creating an enclosed surround at the waters' edge, by creating an environment that caters only to an "elite", "reservation-only" participation and NOT the general tourist and resident population, that it changes the shoreline, the view, the environment (the wind, shadow and existing marine life patterns) to placate greed. It, additionally, will add to the noise level (at all hours) and compromise the ability to travel through and around the North End and Waterfront.

Traffic and Transportation: I reside on Atlantic Avenue with a "birds-eye" view of the street and sidewalk traffic – the "arterial flow" to the North End and Waterfront as well as into and out of the city - it is comical at times and "high-anxiety" at other times with too many cars, buses, amphibious boats, bicycles, fire engine, police vehicles and bikes, city vehicles, ambulances AND pedestrians using the exact same crowded thruway. With two huge hotels already framing the two ends of Atlantic Avenue, the traffic is at its peak most hours of the day and night. The current problem already includes excess noise, pollution and dust, crowding, access, parking and potential interruption of Emergency response within this area. Also, there has been no consideration of all of the surrounding projects that are being erected that have already changed the nature of the Waterfront and North End that aren't even completed yet...Atlantic Avenue has already been compromised and challenged beyond its limits and capabilities. THERE IS NO BENEFIT TO THE NORTH END AND WATERFRONT RESIDENTS AND COMMUNITY TO INCREASE CONGESTION, NOISE AND WATER AND AIR POLLUTION TO ACCOMODATE A TRANSIENT, ELITE AND "UNSTABLE" POPULATION.

I OPPOSE the Lewis Wharf Hotel project. I feel that adding a huge hotel to the "face" of the Harbor and Waterfront is tantamount to placing a gas station on the Commonwealth Avenue Mall...someone thinks there is a "benefit", money can be made and no consideration would be made for history, aesthetics, the flow of traffic, the disruption of a tender ecosystem and the delicate balance between a Residential Community and the thousands and thousands of visitors who are in awe of what Boston and it's neighborhoods have to offer. At what point do we protect what we have?

I OPPOSE the Lewis Wharf Hotel project.

Cordially,

Craig Hill

63 Atlantic Ave. 5B

Boston, MA 02110

617-267-9887 home

617-290-6897 cell

chill1ma@comcast.net

Pamela Hill

63 Atlantic Avenue

Boston



Christopher Tracy <christopher.tracy@boston.gov>

300 room Hotel on North End Waterfront

1 message

John Cuoco Jr. <jcuoco@omnilite.com>

Mon, Sep 28, 2015 at 9:46 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Mr. Tracy,

I am writing this email to state that I strongly oppose the construction of the proposed 300 room luxury hotel on our beautiful North End Waterfront.

My wife and I sold our home in the suburbs two years ago to move into the Prince Building. We were looking for the perfect location in the city of Boston and found it here. This project will ruin what is and has been the most spectacular views of any historical area in our state.

You really need to spend a day walking the area to see everything that is happening here. There are locals and people from all over the world walking, biking and jogging enjoying the area. People sitting on the benches over looking the waterfront. Why do they want to look at a hotel?

This not just about the views.

The city will have to deal with all the other frustrations and headaches that come from the construction of a 300 room hotel with a parking garage underneath. Traffic will be a mess and adding danger to the people we will need help. Have you come here on a weekend evening and have seen the traffic backup? Ambulances and fire trucks cannot wait for traffic and cannot fit down many of the North End's narrow streets. They must travel around the North End by way of Commercial Street and Atlantic Avenue. A hotel will add much more traffic to our current load and will threaten the lives of our residents who require emergency attention.

There will be damage the environment and create public health risks. I can't imagine what the rat situation will be like.

There's plenty of hotels in our small area. Some big and a few small ones as well.

Please let's keep the North End Waterfront and the Greenway what it is meant to be. A place for everyone to enjoy the history and beauty of the greatest city in our country.

I OPPOSE this project.



Christopher Tracy <christopher.tracy@boston.gov>

Fwd: Lewis Wharf

1 message

tomellis1@comcast.net <tomellis1@comcast.net>

Mon, Sep 28, 2015 at 12:10 PM

To: christopher.tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us

From: tomellis1@comcast.net**To:** tomellis1@comcast.net**Sent:** Monday, September 28, 2015 10:59:08 AM**Subject:** Lewis Wharf**Mr.Christopher Tracy**
Project Manager
Boston Redevelopment Authority**Subject: Hotel at Lewis Wharf****Greetings, Mr. Tracy,**

A man in your position knows the importance of maintaining Boston's North End Waterfront as one of America's most significant historic treasures. Its remaining relics simply MUST BE PRESERVED.

Unfortunately, developers are proposing to alter Lewis Wharf, one of the few remaining jewels of our city's early maritime dominance. Their proposal would envelop the historic site with a 300 room hotel and retail complex. Who in his right mind ever would consider allowing this to happen, especially if he has the power to prevent it?

In his book "Portrait of a Port - Boston 1852-1914", published by Harvard University Press in 1971, author W.H. Bunting refers to the Port as "a far reaching social and economic phenomenon". Lewis Wharf and the Pilots Office were vital pieces in that phenomenon, and they grace the front cover of the book. Neighboring Commercial Wharf is pictured on the back cover. Page 39 in the book features both structures in all their maritime glory.

There are numerous reasons other than historic why this proposed ultra modern 300

room hotel/retail complex would not be a suitable fit in this location. Increased vehicular traffic, noise, pollution and crime in an otherwise safe residential area, plus ruined Harbor views and pedestrian access to the Harbor are just a few of the serious drawbacks to the developer's proposal. There are numerous other waterfront locations that easily could accommodate a 300 room hotel/retail complex without badly disrupting peoples' lives, and ruining a historic treasure.

As you know the North End of Boston is a magnet for tourists from all over America and the World, specifically because of its beauty...and equally important...because of the busy Harbor and its significant maritime history. Shame on us if we tamper drastically with that by allowing developers to destroy Lewis Wharf as we know it today.

I appeal to you to ponder what I am saying, and to use your considerable influence to preserve Lewis Wharf AS IT IS for all of us who love Boston.

Sincerely submitted,

Tom Ellis
Boston TV News Anchor, Retired
65-4 Commercial Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Hotel project

1 message

Pauline Cuoco <pkc9956@hotmail.com>

Mon, Sep 28, 2015 at 12:15 PM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Mr. Tracy,

I am a resident of the North End Waterfront and I am writing to you to state that I STRONGLY oppose the proposal of this project! This is our neighborhood a family neighborhood were children ride bikes, ride on scooters and mothers with carriages. There safety and the safety of all residents will be strongly compromised, as it is fire trucks and ambulances have a difficult time getting down our streets now imagine with all the new traffic flow from this project! Please listen to the people who live here and keep our neighborhood just that a neighborhood.

Pauline Kelly Cuoco
Prince Building

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

Don & Kelli Valade - Proposed Hotel on Lewis Wharf

1 message

Mon, Sep 28, 2015 at 2:15 PM

Don Valade <dvalade@webcogp.com>
To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
Cc: Save Our North End Waterfront <saveournorthendwaterfront@gmail.com>

Hello Mr Tracy,

We are writing to let you know of our opposition to the proposed hotel on Lewis Wharf. We are new home owners to the North End living on Commercial St. When we purchased our home, like everyone else would, we wanted to find a place that fit with our life style. We found that home in Boston's historic North End. Needless to say, we are not happy about the proposed hotel on Lewis Wharf.

We know this Hotel will damage the area environmentally and put a blight on the historic essence of the North End. Walling off the water front is so wrong along with letting construction build out into Boston Harbor. The noise, dust, traffic, congestion, all the chaos for a few years, then a permanent wall and hotel limiting our view, changing my neighborhood forever.

I would like to invite you to come walk with me and my family early one morning here in the North End. I want to show you the neighborhood I know. To let you know we are a family who cares about our neighbors and this place we call our home. I look forward to hearing from you.

Thank you for your support,

Don & Kelli Valade

158 Commercial St. #5

Boston, MA. 02110

214-850-1274



Valade family.jpg
57K



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

BARRY HASKELL <sandwichprint@verizon.net>

Mon, Sep 28, 2015 at 4:02 PM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, ",Aaron.M.Michlewitz"@mahouse.gov, Patrick.Lyons@mahouse.gov, ",mayor"@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, ",stephen.murphy"@boston.gov, bernadette.lally@boston.gov, ",Ayanna.Pressley"@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us

Mr. Tracy:

Please find attached historic photo of the book covers for "Portrait of a Port - Boston 1852 - 1914", author W.H. Bunting published by Harvard University Press in 1971.

Neighboring Commercial Wharf is pictured on the back cover.

Lewis Wharf and the Pilot Office were vital pieces, and they grace the front cover of the book. W.H. Bunting refers to the port as "a far reaching social and economic phenomenon."

The north end of Boston is a wonderful spot for tourists from all over America and the world. Currently, it is a busy harbor and it has a rich maritime history. I hope that you will allow it to continue as one of America's most significant historic treasures instead of creating an unsuitable location for an ultra-modern, 300 room hotel/retail complex.

Please preserve Lewis Wharf AS IT IS for all of us who love Boston.

Thank You,

Arlene Ellis
Unique New England Properties

Lewis Wharf.pdf
1968K



Christopher Tracy <christopher.tracy@boston.gov>

RE: Douglass Park Proposal

1 message

Tue, Sep 29, 2015 at 9:34 AM

Robert (Bob) Leahy <bleahy@theshorelinecorp.com>
To: Christopher Tracy <christopher.tracy@boston.gov>
Cc: Deneen Holley <dholley@piano-craft-guild.com>, Maura Ragster <mragster@theshorelinecorp.com>

Christopher,

I just want to be sure that you keep us in the loop on developments with this project. We, and our tenants at Piano Craft Guild, continue to have strong reservations about the size of this project and the impact that it will have on the surrounding neighborhood.

Thanks,

Bob Leahy

Robert J. Leahy

Chief Operating Officer

The Shoreline Corporation

Phone: (617) 491-2320 x130

Fax: (617) 492-0197

From: Christopher Tracy [mailto:christopher.tracy@boston.gov]

Sent: Tuesday, September 15, 2015 11:38 AM

To: Christopher Tracy

Subject: Re: Douglass Park Proposal

All,

Thank you for your participation in the BRA process on the proposal at Douglass Park thus far. I am writing to notify you that this proposal **will not** be presented at the BRA Board of Directors meeting this Thursday (9/17). We are still in the process of vetting the project, buttoning up legal documents and determining next steps; once those next steps are determined, we will be in touch. Thanks again and please let me know if you have any questions at this point.

10/29/2015

City of Boston Mail - RE: Douglass Park Proposal

Best,

-Chris

On Wed, Aug 26, 2015 at 1:01 PM, Christopher Tracy <christopher.tracy@boston.gov> wrote:

Hello All,

I am writing to make you aware that the BRA has extended it's public comment period for the proposed Small Project application and PDA Amendment at Douglass Park until September 1st. A presentation was given last night to the community.

The link below will give you access to all plans received by the BRA in conjunction with the project. Please feel free to share this with your membership and public comments can be emailed directly to myself. Thanks and please let me know if you have any questions.

Thanks

<http://www.bostonredevelopmentauthority.org/projects/development-projects/douglass-park>

--

Christopher Tracy

Project Manager

Boston Redevelopment Authority

1 City Hall Sq

Boston MA 02201

617-918-4259

--

Christopher Tracy

Project Manager

Boston Redevelopment Authority

1 City Hall Sq

Boston MA 02201



Christopher Tracy <christopher.tracy@boston.gov>

OPPOSE Lewis Wharf Hotel Project

1 message

Tue, Sep 29, 2015 at 12:28 PM

Trojan, Brian <BTrojan@statestreet.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
 Cc: "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landmark@comcast.net" <ted.landmark@comcast.net>, "cdowns@milkywayjp.com" <cdowns@milkywayjp.com>

Chris Tracy,

I am a resident of the North End Waterfront District and I **DO NOT** support the proposed hotel at Lewis Wharf as I feel it violates acceptable land use. This area should have a beautiful park or Harborwalk, underground parking and continued, wide-open neighborhood access and sight-lines to the Harbor. This project will cut off the Harbor from the neighborhood the way the Hotel Intercontinental cuts off the Harbor from that section of Atlantic Avenue, and the way that all the new buildings at The Seaport District separate the Harbor from Northern Avenue. We already have Battery Wharf Hotel and Marriott Long Wharf here. We do not need a hotel and we do not want a hotel to separate the Harbor from the residents, the tourists, the bicyclists and daily commuters. The Financial Districts and The Seaport District are not primarily residential neighborhoods but the North End is absolutely a residential neighborhood. This project will alter/destroy its historic charm which should be protected.

Further, this project is **ridiculously large** for such a small plot of land and it destroys the value of CURRENT residents who paid for views and access to the water.

There are many parts of Boston that NEED development. The BRA should focus on approving projects in those areas instead of ruining the parts of Boston that are truly beautiful. Please designate this site for public enjoyment of the kind currently in place at Christopher Columbus Park, Rose Kennedy Greenway or at Castle Island in South Boston.

I **OPPOSE** this project. Hundreds of my neighbors have signed a petition opposing this project. Please respect the wishes of the abutters and of the rest of the North End Waterfront District and **STOP** this project from happening.

Thank you,



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf Development

1 message

Frim Field <field.frim@gmail.com>
To: Christopher.Tracy@boston.gov

Tue, Sep 29, 2015 at 1:25 PM

Dear Mr. Tracy,

I am opposed to the proposed Lewis Wharf development which would significantly eliminate the natural vista enjoyed by Boston residents and thousands of visitors who pass this area of Commercial Street and Atlantic Avenue. By building out into Boston Harbor on top of historic tidelands, this large scale development will change the nature and character of our historic residential waterfront neighborhood.

The proposed project would endanger our Boston Harbor and restrict waterfront access, walling off the waterfront from the neighborhood and public, and ultimately destroying the historic connection of this neighborhood to the harbor. This is a public space that is ingrained in our country's history as an important port and one of Boston's quaint neighborhood.

Additionally, traffic congestion near the North End/Waterfront has significantly worsened in recent years. Existing poor intersection conditions and narrowing lanes already create traffic accidents, gridlock, and unsafe conditions for pedestrians around residential neighborhoods.

As a long term resident of the both the North End and now the Waterfront, I am **not** in favor of this proposed Lewis Wharf hotel development.

Sincerely,

Frimette T. Field
625 Lewis Wharf
Boston MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Hotel - Lewis Wharf

1 message

Tue, Sep 29, 2015 at 3:02 PM

Luke Auen <lukeauen@gmail.com>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, deirdre.buckley@state.ma.us

Chris,

I have been hearing about the proposed hotel at Lewis Wharf in the North End, and I'm writing to let you know that I am opposed to this project.

I've lived / worked in the North End for over 5 years. This neighborhood is special because it is not only historic and a tourist destination, but also because it is a residential neighborhood. There are enough hotel rooms in this area ... no more are needed in the North End. This community's open access to the Harbor would be cut off. The hotel buildings I would pass while traveling down Commercial Street and Atlantic Avenue will not invite me to enjoy the Harbor. They will, in fact, prevent me from enjoying it while I walk, run, bike or drive through this area.

Please stop this project!

Many Thanks,

Luke Auen
lukeauen@gmail.com
617-688-0069



Christopher Tracy <christopher.tracy@boston.gov>

North end waterfront project

1 message

Brendan Mccarthy <bmac634@gmail.com>
To: Christopher.Tracy@boston.gov

Tue, Sep 29, 2015 at 3:27 PM

Dear Mr. Tracy,
I am writing in opposition to the Lewis Wharf waterfront project. It is not the right location for such a project. Our neighborhood is already crowded and construction on Atlantic avenue will cause even more congestion.
Please vote this project down.
Thank you,
Brendan McCarthy
63 Atlantic avenue
#4a



Christopher Tracy <christopher.tracy@boston.gov>

North End Waterfront Project

1 message

Tue, Sep 29, 2015 at 7:49 PM

Pam Levitt <plevitt@focalzone.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Mr. Tracy,

I am writing in opposition to the Lewis Wharf Waterfront Project. My husband and I own condominiums on Atlantic Avenue in the Prince Building and on Commercial Street. We both feel our street/neighborhood is a high traffic area presently, and this construction would cause additional noise and congestion. In addition, the North End/Waterfront is a tight knit neighborhood and we love it! We are asking you to please vote this project down.

Thanks!

Pamela Levitt

Pamela Levitt
63 Atlantic Avenue
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSE the Lewis Wharf Hotel Project

1 message

Wed, Sep 30, 2015 at 9:18 AM

Shirley Durgin <SDurgin@pastorlawoffice.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
 Cc: "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "Stephen.murphy@boston.gov" <Stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "CDowns@milkywayjp.com" <CDowns@milkywayjp.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landsmark@comcast.net" <ted.landsmark@comcast.net>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "alexander.strysky@state.ma.us" <alexander.strysky@state.ma.us>

Dear Mr. Tracy,

I have lived in the North End my whole life, and I work in the North End, and I am writing to oppose the proposed luxury hotel at Lewis Wharf.

As you know, the parking and traffic in the North End is a nightmare, especially ambulances and fire trucks that have to attend to emergencies. Instead of a sore eye hotel, how about more beautiful parks and further underground parking for North End residents.

Please respect the neighborhood and my neighbors, especially the abutters to this project. We need to STOP this project now before it gets started.

Shirley A. Durgin

PASTOR LAW OFFICE

63 Atlantic Avenue, 3rd Floor

Boston, MA 02110

Telephone: 617-742-9700



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Bobbi Smart <bobbismartboston@gmail.com>
To: Christopher.Tracy@boston.gov

Wed, Sep 30, 2015 at 10:16 AM

Good Morning:

I am writing today in regard to the proposed development at Lewis Wharf.

I am not against all development but as a Boston waterfront resident I do want to maintain the neighborhood feeling and the sidewalk views of the water, which are part of the charm of our city. The neighborhood business appreciate the dollars spent in their establishments by visitors--both Boston folk and tourists who wander the street to be near the water.

In addition, the proposed dense development will add to the traffic problems we are all already experiencing on Atlantic Avenue. Even today fire and ambulances have difficulty getting down the street, and it can take an inordinate amount of time for many of us to travel from South Station to Lewis Wharf on the commute home.

On a personal level, the noise and known rat issues that come with construction are also a concern. Along with the trash they present a public health hazard.

And we have experience with this developer from an earlier project that he completed at One Lewis Wharf. He did NOT abide by construction hours and we had a weeks of 5 a.m. construction noise. Imagine what that would be over two years! (And this disregard after he promised us he would be abiding by the 8 am beginning hour.)

I have looked at the plans on line and I am also distressed that we would lose some of the precious green space on the south side of Lewis Wharf as the plans call to move the pool into that space. The encroachment into this space would be a real loss to the many, many folks who walk this area and use the green space for picnics and photo ops--both family and wedding. I have even seen some one bring a croquet set and use it in this space. Lewis Wharf residents are happy to see so many families enjoying our lawn and garden.

The dense development will also be a noise issue due to garbage collection and a proposed outside bar. And imagine a 350 the congestion from a 350 person ballroom!

Boston is a very special city and I am proud to be a long time resident of this wonderful North End neighborhood. I do not want to see it ruined by the proposed dense development. Therefore, I want to go on record as opposing the hotel towers.

I understand that the city already has approval for more than 24 new hotels throughout the city

“There are nearly two dozen new hotel projects planned in greater Boston, some recently opened, some soon to break ground, others still in the planning stages, with a potential for a maximum of 3,000 new hotel rooms in the next 2-3 years.”

Source: Greater Boston Convention and & Visitors Bureau as reported in:

http://www.boston.com/travel/explorene/blogs/backup/2014/03/hotel_openings_happenings_in_boston_2014.html

The North End area already has International Place, the Marriott, Rowes Wharf, Burroughs Wharf, plus a number of smaller boutique hotels within walking distance located Near Quincy Market and the Financial District. And the East Boston Hotels under construction are just a water taxi away!

Let's not allow this project to wall off the waterfront to the many people who enjoy the area.

I trust you share my concern for our neighborhood and appreciate your getting this objection through to the proper individuals.

Respectfully,

Bobbi Smart

#524 Lewis Wharf

September 2015



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Opposition

1 message

Don Smart <dvsmartboston@gmail.com>
To: Christopher.Tracy@boston.gov

Wed, Sep 30, 2015 at 10:36 AM

Good Morning:

I would like to add my statement of **opposition** to the development of the property by Mr. Moriarty of the Lewis Wharf Property.

The reasons go beyond the standard reasons that you heard at the meeting held at the Pilot House last week. That being, the increase in traffic on Commercial Street, the decreased view of the Boston Harbor and the possible noise of the proposed bar that would be put into the hotel.

Mr. Moriarty had a contract to modify the Lewis Wharf 1 Building on the south side of the main Lewis Wharf complex. He had promised to be a good neighbor and, as the General Contractor, would endeavor to make his workers impact our lives as little as possible.

The permit was for work to start at 7:00 AM but on several occasions the work started at 5:30 AM with large pipes and debris being tossed from the roof into a dumpster with a great deal of noise. Many complaints were registered to no avail.

Therefore since the hotel being proposed will take a number of years I doubt that Mr. Moriarty will abide by any permit constraints that he is given - including height restrictions.

These are my fears - Mr. Moriarty seems as unreliable as Mr. de Normandie and will not abide by the rules laid down by the City and the State.

Best regards

Donald V. Smart

Resident 524 Lewis Wharf

Boston, MA 02110

September 2015



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project Proposed by JW Capital Partners LLC

1 message

Wed, Sep 30, 2015 at 11:14 AM

James B. Re <jbr@sally-fitch.com>

To: Brian.Golden@boston.gov, Christopher.Tracy@boston.gov, deirdre.buckley@state.ma.us
 Cc: Senator Anthony Petrucci <anthony.petrucci@masenate.gov>, maria.puopolo@masenate.gov, "Rep. Aaron M. Michlewitz" <aaron.m.michlewitz@mahouse.gov>, patrick.lyons@mahouse.gov, mayor@boston.gov, Maria Lanza <maria.lanza@boston.gov>, michael.f.flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, "Ayanna Pressley, City Councilor at Large" <ayanna.pressley@cityofboston.gov>, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, Save Our North End Waterfront <saveournorthendwaterfront@gmail.com>

Dear Mr. Golden, Mr. Tracy, and Ms. Buckley,

Please find enclosed my letter to you dated today, which constitutes my comments in opposition to the project that JW Capital Partners LLC (JW) has proposed for Lewis Wharf in the Project Notification Form (PNF) that it filed with the BRA under cover of a letter from Epsilon Associates Inc. dated September 14, 2015. I also will print the text of my opposition letter below in this email.

Sincerely yours,

James B. Re
 300 Commercial St. #613
 Boston, MA 02109
 Mobile 617-519-9775 • Office 617-747-7878
 jbr@sally-fitch.com

Dear Mr. Golden, Mr. Tracy, and Ms. Buckley:

I am writing in opposition to the project that JW Capital Partners LLC (JW) has proposed for Lewis Wharf in the Project Notification Form (PNF) that it filed with the BRA under cover of a letter from Epsilon Associates Inc. dated September 14, 2015. I have read that PNF and also have attended various community meetings in which JW has presented its proposal to the Impact Advisory Group, and so am very familiar with the project particulars.

I have lived in the North End since 1983, first at 121 Salem Street, then at 130 Fulton Street, and presently at 300 Commercial Street. For that period of more than 30 years, I have enjoyed running, walking, and bicycling along the waterfront almost every day. One of the great pleasures of those activities, and one of the beauties that brings visitors to enjoy and spend money in our city, is being able to look out at our lovely harbor. That is possible because views of the harbor remain relatively free of obstruction. JW's proposal would create a large obstruction -- a visual wall, in effect -- extending far out into the harbor where views presently are open to all from Commercial Street and Atlantic Avenue, and not merely from the Harborwalk. It would be a sad day for Bostonians and visitors alike if that free visual access is impaired by this project. Moreover, I fear that if this project is permitted, that will set the stage for more to follow.

In addition to the negative impact on the ability of all of us to enjoy our city, the proposed project also will increase traffic in an area that already sees so much traffic that crossing the street on foot is hazardous and driving is extremely slow. Moreover, the noise of the traffic now is extremely intrusive, and increasing it with the addition of a large hotel will move that noise further along the scale from intrusive to unbearable.

There also is the reality that construction of a large project such as that proposed by JW will produce a great

10/29/2015

City of Boston Mail - Lewis Wharf Project Proposed by JW Capital Partners LLC

deal of construction traffic and noise for several years. Even after the construction is finished, delivery vehicles, trash removal trucks, and buses of tour groups at the hotel will be permanent additions to (more accurately, subtractions from) the life of our community.

Finally, incorporation of the proposed buildings to a historic site that includes a lovely, restored nineteenth century warehouse building will interfere with the site's integrity and will, in effect, privatize public waters by placing large structures in the tidal zone. That just is not fair to anyone, and I ask that you not permit it.


Thank you very much for your attention and consideration.

Sincerely yours,

/s/ James B. Re

James B. Re

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81K



Christopher Tracy <christopher.tracy@boston.gov>

Impact Advisory Group Meeting Tonight

1 message

Erna Lawrence <wharfrats2@gmail.com>
To: christopher.tracy@boston.gov

Wed, Sep 30, 2015 at 2:06 PM

Dear Mr. Tracy,

Unfortunately I am unable to attend the Impact Advisory Group Meeting tonight but want you to know that I stand with the neighborhood in opposing the massive hotel project that is being proposed at Lewis Wharf by JW Capital Partners. As a Lewis Wharf resident for almost 20 years I am very saddened to think that a huge money making project of this size could possibly outweigh the negative neighborhood impact. It is sad to think that such a development could happen in one of the oldest and most historic parts of Boston. We all see what has happened in the Seaport area with what seems like out of control development. That area seems like one big high rise with zero charm and appeal. Will all of Boston soon lose its neighborhoods as happened in the West End? Boston deserves better and we, the residents of the historic North End/Waterfront neighborhood, look to the BRA to protect us.

There are already many hotels in this area and although they bring in tourist dollars they do not bring in residents who contribute to our city. We already have the Battery Wharf Hotel right down the street which has sold several times and not been a dramatic success. There are also many other hotels in this small neighborhood, as you know. I understand it is less cumbersome for developers, regulation wise, to build hotels. In other words developers do not have to pass through so as regulatory hoops to make their millions as they do for other types of development. BRA approval is one of the hoops they must pass through, however, which gives your group and you, as the project manager, special power. The neighborhood is counting on you to use that power to protect your citizens, not developers who have no interest in anything but making money. They just want to build the largest, most dense structures they can get away with and then move on to the next project.

This neighborhood does not have the capacity to handle the additional traffic, pollution, and density this project will bring. Please listen to all our voices and do not just rubber stamp your approval.

Thanks you very much for your consideration.

Sincerely,

Erna Lawrence



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf proposed new building plans. Please HELP.

1 message

Wed, Sep 30, 2015 at 4:53 PM

Joyce Amico <jjpa@aol.com>
 To: Christopher.Tracy@boston.gov

Joyce P. Amico
 63 Atlantic Avenue 7B
 Boston, MA 02110
 JJPA@AOL.com
 617-742-6277

September 29, 2015

Dear Chris Tracy:

As a member of the Massachusetts House of Representatives from the 3rd Suffolk District, within the city of Boston, Massachusetts "HEAR MY CRY."

The proposed building expansion at Lewis Wharf is going to impact my home-life; a 32 year experience of living in the North End/Waterfront of Boston, to a point of despair and hardship. Living here, at The Prince Building, a historical building (Prince Spaghetti Factory) on the Waterfront is a special experience in maintaining the authenticity of the charming community of the North End of Boston and the Waterfront. Why would you want to vote to negatively to negatively impact these residents and visitors, alike, who live in and visit this area? First of all, lets look at what I find problematic:

1) The impact of construction will effect:

a. Traffic

There already is too much traffic in the area after a 20+year Big Dig Project that left this road surface plagued with more traffic than originally planned. Now you would want to displace already displaced cars, taxi's, buses, tourists & their vehicles, bikers, pedestrians, children from daycare centers, animals that are leashed-walked here - from an already over saturated Waterfront path? Atlantic Avenue needs no more traffic.

b. Rats

Construction displaces the, already, huge rodent population to swarm the streets, the sidewalks, the restaurants, and parking areas.

c. Construction mess itself

The machinery, the filth and trash generated not accounted for, the huge equipment, the noise pollution, the air quality with the digging, the workers and all their trash, the dirt on the roads after the equipment leaves? Do you think the City is going to pick up the cleaning?

d. Environmental Impact

Where does it show that the water, that rising tide impact, that birdlife, that harbor-life are not going to be adversely effected?

e. The separation of community from the waterfront

Why do just hotels command a private money making view for themselves? Why is the community negatively thought upon as non-identities? Having areas to walk the waterfront, to walk your dog, to have a piece of the pie?

In closing, I maintain that living on the Waterfront and in the North End is filled with real community support, encouragement and quality of life living. By considering voting in favor of this obscene project proposal threatens my 32 year living experience and that is not why I've spent my time, money and effort supporting a thriving community all these years. Boston may need more hotels, but why this community needs one is beyond my intelligence. Please do not vote in favor of this building project.

Sincerely,

Joyce Amico

Joyce P. Amico
Resident, 63 Atlantic Avenue, 7B, Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Save our North End Waterfront proposed project

1 message

Betsy Gabrielson <bbgabrielson@gmail.com>
Cc: saveournorthendwaterfront@gmail.com
Bcc: Christopher.Tracy@boston.gov

Thu, Oct 1, 2015 at 11:07 AM

To those concerned with the Lewis Wharf Development project:

I have been a resident for nine years. When searching for a place to settle in the city, we were attracted to the North End/Waterfront area mostly for its simplistic city-beauty: relatively unobstructed water views, the wonderful Harbor Walk that evokes the historic feeling along the former working wharves as well as the North End neighborhood 'where everybody knows your name'.

Certainly, every city dweller has their 'hood' and *proprietary ownership* of it and nobody wants to see changes. Each Boston neighborhood has a certain appeal and feel to it and the proposed project would certainly scrape away that unique feeling for 'us'. I would like to know how many of these developers have actually lived in the neighborhoods they seek to destroy.....

I am disturbed by quotes of people involved with the proposed project:

(reference – Boston Globe article by Tim Logan, September 21, 2015)

Will Adams: "opponents call this project a walling off of the waterfront and it is anything but. It is just a spectacular redevelopment of a piece of [the] waterfront that has not been built on for a long time".

Do I smell a boastfulness of a right to develop ????

Vivien Li: "If we can get this development through, it's a gold mine. There isn't that much land left on the waterfront".

What? You are building this to be a gold mine For who? A chosen few builders.....and then you leave the area and proceed to destroy something else . Huh.....

Vivien Li, again: "The community is speaking out against this project" and it was noted Ms. Li

observed this was in sharp contrast to the Seaport area as where there weren't many immediate neighbors and they weren't organized. "They are opposed....in a way we have never seen before."

We, the concerned citizens of the North End/Waterfront ARE immediate neighbors and we ARE organized. We ARE steadfast in our opposition. We DO care.

October 2, 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201
Christopher.Tracy@boston.gov

Deirdre Buckley, Director
EOEEA; Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114
Deirdre.Buckley@state.ma.us

Re: Lewis Wharf Proposed Hotel Project

This letter is to register my serious concerns with the proposed development project. I live near the proposed development, and as a local resident, I am concerned with the multitude of impacts a project of this scope would have on the area.

You have heard the concerns loud and clear in a number of forums, so I will briefly reiterate several of them here:

- The scale of the project feels too large for the area. The height will be much greater than the 5 stories proposed, once elevation due to its location over the water and the mechanicals needing to be on top of the building are factored in. The separation visually of the area and the existing park from the harbor and all its beauty would be forever lost.
- While I appreciate concept of the proposed park, the value and peacefulness of a park next to the loading dock for the large hotel will be greatly diminished with the constant traffic in this area (loading dock, hotel car and taxi traffic).
- The traffic impacts on Atlantic Ave. are of great concern. As you know, we already have traffic issues in this area, so the addition of a large scale hotel can only increase this problem exponentially. It is already difficult to cross the street in this area to get into the North End, and additional idling traffic cannot be good for the children who use the playground.
- The addition/continuation of the harbor walk should be a "given" no matter what type of project may ultimately go forward.

Thank you for your consideration of the neighborhood concerns as you assess the very significant impacts of this proposed project. Significant development is occurring elsewhere throughout this great city, so I hope you will consider preserving the highly valuable open space and harbor access in the bigger picture of proposed development.

Respectfully,

Mary Sanderson

134 Fulton Street
Boston, MA 02109



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Potential Development

1 message

Thu, Oct 1, 2015 at 5:25 PM

Cathy Rocheleau <cathyrocheleau@yahoo.com>

Reply-To: Cathy Rocheleau <cathyrocheleau@yahoo.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>, "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flarty@boston.gov" <Michael.F.Flarty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@cityofboston.gov" <stephen.murphy@cityofboston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@cityofboston.gov" <salvatore.lamattina@cityofboston.gov>, "deirdre.buckley@state.ma.us" <deirdre.buckley@state.ma.us>

October 1, 2015

To: Elected and Appointed Officials in the City of Boston and State of Massachusetts
 RE: Lewis Wharf potential development

Dear All Concerned,

Thank you for your service to the City of Boston and/or the State of Massachusetts. I understand that there are many challenges that you deal with daily, however I kindly request that you carefully consider the potential hotel development project at Lewis Wharf and how it will affect the North End / Waterfront neighborhood.

It seems to me that the Boston Redevelopment Authority (BRA) and city planners work diligently to create neighborhoods like the North End / Waterfront. Considering we now have a great neighborhood, I am concerned that a project like the proposed hotel could endanger many qualities the neighborhood has to offer. Some of my concerns include the following.

The increased traffic will worsen an already difficult traffic situation in the area, possibly becoming an issue for public safety due to ambulances, fire trucks and police vehicles not being able to respond to an emergency in a timely manner. Increased traffic will also hinder local businesses and commuters.

The waterfront is an area that many people visit. The proposed hotel would visually and physically block the harbor from the street and discourage pedestrian access.

Lewis Wharf and nearby Wharves such as Commercial, Lincoln and Union are primarily residential. Introducing a large scale hotel in that area would greatly diminish the quality of life for the residents. The hotel project proposes outdoor spaces such as bars, rooftop lounge, restaurants and function space that are adverse to the mostly residential environment.

The rich history of the area would be diminished with such a development impinging on the old, historic wharf buildings.

Furthermore, there are numerous hotels in the area and it is questionable if it can support another. The nearby Battery Wharf Hotel recently lost their affiliation with Fairmont and the Mandarin Oriental has filed for bankruptcy, despite the supposed lack of hotel rooms in Boston. It would be unfortunate if the project was approved and built despite lack of neighborhood support only to fail commercially.

My specific concern regarding the Boston Redevelopment Authority (BRA) and the Impact Advisory Group (IAG) for this proposal is no one from Commercial Wharf was asked to participate on the IAG even though Commercial Wharf is a direct abutter with 95 units.

In closing, I request that you do not allow this developer to proceed with the proposed hotel project. Thank you for your thoughtful consideration.

Sincerely,
Cathy Rocheleau
Resident of Commercial Wharf, Boston, MA



Christopher Tracy <christopher.tracy@boston.gov>

Opposed to Lewis Wharf Hotel

1 message

emintzbcjh@comcast.net <emintzbcjh@comcast.net>
To: christopher.tracy@boston.gov

Fri, Oct 2, 2015 at 12:02 PM

Christopher Tracy
Project Manager, Boston Redevelopment Authority
One City Hall Plaza
Boston, MA

Re: Citizen Opposition to Lewis Wharf Hotel

Dear Mr. Tracy,

Thank you for the careful attention you gave citizen concerns about the proposed Lewis Wharf Hotel Project at the recent meetings with the BRA.

Redevelopment is not needed for the North End/Waterfront historic neighborhood. The proposed large hotel will not contribute to or improve the neighborhood environment, aid in Boston tourism, increase the tax base, or provide needed employment to Boston citizens.

In fact, the hotel will diminish the neighborhood (a tourist magnet) and provide absolutely no benefit to the City or its citizens. It is totally unnecessary and worse, counterproductive. Even without presenting a model the developer's pictures demonstrate that a long stretch of Atlantic Avenue and adjacent North End will be totally cut off from Boston Harbor - a necessary and public owned resource. The prime historic location, existing and direct public access to the waterfront, and its majestic Harbor will be sacrificed for the economic gain of the current scoff law owner, his surrogates, and a chain hotel.

Approval of this project would be contrary to the mandate of the BRA emphasizing improvement and its prior commitment to earlier area redevelopment from warehouses and docks to upscale residential. It would deprive citizens of already strained street access and egress by basically making a parking lot entrance into a street directly across from one way Commercial Street, reduce livability due to increased noise from both construction and traffic, cut off the neighborhoods elderly housing from first responders, and reduce water access to everyone with its totally huge bulk and location over water creating a wall across the water.

Recently I was stuck in traffic with an ambulance siren blowing for several minutes under the parking garage on Congress Street. No one moved. Currently, the improving Boston economy has created all hour tie ups entering or leaving the North End via Atlantic Ave, Hanover St. and Cross or Surface Streets, due partially to artery exits there. These will likely increase blocking use of a currently narrowed Atlantic Avenue.

I believe that any increased tax revenue will be offset by a decline in value, and thus revenue, of the high end condos surrounding the hotel. I believe citizens who pay extremely high taxes currently due to their residential location, access to both downtown and the harbor will immediately seek tax abatement if this project gains BRA approval. This may result in a net loss to the City.

No argument put forth by the developers holds up to even superficial scrutiny. Needed hotel space ? There are already three luxury hotels within 1/2 mile of this proposed giant. Buzz in the neighborhood is that the one on Battery Wharf sold several times is not filling its rooms. Most tourists arrive by tour buses (usually parked near the proposed new street), foot or public transport. The recent Olympic bid exposed many other potential needed redevelopment areas where hotels could be located. Court action in opposition will leave plenty of time to build elsewhere. Parking ? The additional new spaces will be quickly filled by hotel guests and staff, leaving little if anything for citizens. Jobs ? Other new high rises already approved should fill any gap currently existing.

10/29/2015

Citizens do not have the resources to fight large, wealthy business interests seeking only their own gain. We should have and badly need the support of those publicly created institutions and elected officials created for and dedicated to the well being of Boston's citizens. Thank you for your public oriented, fair review and denial of this unnecessary project.

Sincerely,

Evvajean Mintz
Unit 10E, 63 Atlantic Ave.
Boston

October 2, 2015

Christopher Tracy, Project Manager
(christopher.tracy@boston.gov)
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Re: Opposition to Proposed Lewis Wharf Hotel Project

Dear Chris,

I write to you today as a ten-year resident of the North End Waterfront neighborhood **in opposition** to the proposed hotel project on the De Normandie property on Lewis Wharf. Here are my reasons:

Commonwealth Tidelands Endangered.

The land in question is subject to a public trust. The Supreme Judicial Court, in *Boston Waterfront Development Corp. v Commonwealth*, 378 Mass 629, (1979) explicitly affirmed the concept that the original grant of the Lewis Wharf land in question was made subject to a public trust that the land be used for commerce dependent on access to the harbor, or "marine related uses." That law has never been changed. For the developer to suggest that walling off of the waterfront with a massive, private, hotel project somehow honors the public trust because he proposes to install a 12 foot walkway around the project is almost laughable, if it were not so serious. The current owner of the property was very aware of the public trust imposed upon his title when he purchased the land. It should not be allowed to be spoiled for the profit a landowner who has for over 20 years ignored the pleadings of his neighbors and breached his agreements with the DEP. To allow a development to be built out over Commonwealth Tidelands sets a statewide precedent for Tidelands desecration, and potential environmental danger for the entire coastline of Eastern Massachusetts.

FEMA "V" Zone Designation/ Safety Concerns:

At the very least it is incumbent on the BRA to review the High Hazard Flood V Zone requirements in the Boston Zoning code. To gloss over this, as the Developer has, in the face of a future of rising tides is to put our neighborhood and the safety of our residents in harm's way. *Note to Developer, to his point at last week's IAG mtg: "wave attenuation by marina docks" does not mitigate water/property damage/risk for human safety in a High Hazard Velocity Zone.*

Laughably Inadequate PNF :

The information contained in the PNF is entirely inadequate for the BRA to address the question of whether the hotel project complies with zoning. The PNF submitted by the developer is totally lacking in providing the necessary information for the BRA or anyone else to properly evaluate whether the Hotel Project complies with zoning, unless the extent of your analysis is to accept the statement from the proponent that

"The Project has been designed to comply with the Code's dimensional requirements and its principal hotel use is allowed at this site."

There have been three different meetings of the IAG, and at each meeting, IAG members have asked for specific dimensions on plans, as well as a demonstration of how the project actually complies with zoning. This has not been forthcoming, other than the reply that "the plans and the buildings have been drawn to scale." **It is irresponsible, and a grave disservice to the citizens of Boston for the BRA to continue with this PNF unless and until the proponent provides plans that show clear dimensions of each component of the project, along with tables comparing dimensional requirements of the Code against those of the Project, including FAR, front, rear and sideline setbacks, elevation of existing grade (Boston City Base), flood elevation, proposed floor base elevation and any other requirements of the Code.** Based upon the proponent's failure to provide this critical information at three separate meetings, the PNF should be rejected.

Historic Cultural Landscape in Danger.

The proposed hotel project *will forever* desecrate one of the most *historically significant sites in America: the land along the North End waterfront of Boston Harbor.*

Boston is a city that counts heritage tourism as an integral driver of our economy. That is certainly the case in the North End. This part of Boston, and particularly the Harbor waterfront, is extremely valuable for its *historic significance*.

It was here on Lewis Wharf that General Marquis de Lafayette landed, arriving to assist in the winning of freedom for our new nation. It was here that clipper ships arrived and departed Boston, importing goods from around the world to feed, clothe and build our nation, and exporting American goods, contributing to our local economy.

Just say "NO"....

There are many additional and important technical issues that call for rejection of the PNF and will cause the project to fail under the standards of Chapter 91 and those of the Conservation Commission. But one simple, important fact could not be more clear. It has been expressed over and over at meetings of the IAG and throughout the community, from the initial presentation at a NEWRA meeting, to the upcoming Article 80 Public Forum:

The massive scale of the Hotel Project is entirely inappropriate for our historic residential neighborhood. Our neighborhood stands to lose much, much more than it would ever gain with such a project.

Almost 900 concerned residents of Boston have signed a petition against this project, confirming this fact. The North End, surrounded by the waterfront, serves as a wonderful place to live and work, and one of the most highly visited areas for visitors to our city. From the water perspective, Commonwealth tidelands are subject to a public trust, and this has been the case since the founding of our country. The neighbors of the abandoned pilings and the land at the end of Lewis Wharf are willing to work with anyone who will propose a project that

honors the public trust of Commonwealth Tidelands and is in keeping with the historic waterfront. This is not such a project.

BRA: Please reject the PNF and say "NO" to the Hotel Project.

As a Bostonian who cherishes my city, my neighborhood and the Historic North End Waterfront, I am opposed to the Proposed hotel development on Lewis Wharf.

Cynthia B. Malm
63 Atlantic Avenue
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

Fri, Oct 2, 2015 at 8:56 PM

amontoni4hockey@aol.com <amontoni4hockey@aol.com>
To: Christopher.Tracy@boston.gov

Dear Mr. Tracy:

I write you with grave concern regarding the proposed hotel and parking garage at Lewis Wharf

I lived in the North End during my younger years and very much enjoyed it. I recently decided to move back into the North End, purchasing a condo at Lewis Wharf. I was drawn back by many aspects, including; the sense of neighborhood, access to and views of the waterfront, the locals.

I am very concerned that this proposed hotel development will destroy all that drew us back to the North End and will cause others like us to consider other alternatives. That all that drew us to purchase and invest in the North End will be destroyed. For us, and we believe for many others, this development will negate way too much of the appeal of the North End as a full time or part time residence.

Our concerns are several:

- Traffic and noise will be detrimental for not only the several years of construction, but for all years thereafter as hotel traffic is constant, 24 x 7, and impersonal.
- The placement of this development clearly would effectively wall off all immediate neighbors from the waterfront.
- The impact on the neighborhood will be negative. It will drive increased transient visitors and loose all appeal to potential future residents.

•
For all these reasons, I strongly encourage that this proposed development be denied.

Sincerely,

Andrea Montoni
420 Lewis Wharf
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Opposed to Lewis Wharf Project.

1 message

Sun, Oct 4, 2015 at 9:48 AM

Marilyn Ross <northendmar@gmail.com>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us

Representative,

We have lived in the Prince building for 17 years and have watched development on the waterfront and are opposed to any further development now at Lewis Wharf. It will increase congestion and noise in an already densely populated area.

Please vote against the Lewish Wharf proposal.

Thanks for your consideration in this important matter.

Sincerely,

Marilyn and Mitchel Ross

Unit 8C Prince Building.

-

Charles M. Malkemus DDS, JD.

63 Atlantic Avenue 7B

Boston, Ma. 02110

Drmalkemus@aol.com

(617)742-6277

October 2, 2015

Dear Representative Aaron M. Michlewitz:

As a member of the Massachusetts House of Representatives from the 3rd Suffolk District, within the city of Boston, Massachusetts, I would respectfully request that you read my concerns in this letter and I hope that my views along with other residents of Atlantic Ave would be considered before approving a MASSIVE construction project.

The proposed building expansion at Lewis Wharf is going to impact my home-life; a 21 year experience of living in the North End/Waterfront of Boston, to a point of despair and hardship. Living here, at The Prince Building, a historical building (Prince Spaghetti Factory) on the Waterfront is a special experience in maintaining the authenticity of this charming community of Boston North End and of the Waterfront.

You have been here many times on the campaign trail. Why would you want to vote to negatively impact your constituents and visitors, alike, who contribute to the unique character of our section of Boston.

Let us consider what I find problematic:

1) The impact of construction will effect:

a. Traffic

There already is too much traffic in the area after a 20+ year Bid Dig Project that left this road surface plagued with more traffic than originally planned on the reduced lanes. Now you would want to add to the volume of cars, taxi's, buses, tourists & their vehicles, bikers, pedestrians, children from daycare centers, animals that are leashed-walked here-from an already over saturated Waterfront path and Atlantic Ave? Atlantic Avenue needs no more traffic, unless you want total gridlock.

b. Rats

Construction displaces the, already, huge rodent population to swarm the streets, the sidewalks, the restaurants, and parking areas, moving into our building to survive. Why should we have to tolerate this health hazard?

c. Construction mess itself

The machinery, the filth and trash generated not accounted for, the huge equipment, the noise pollution, the air quality with the digging, the workers and all their trash, the dirt on the roads after the equipment leaves? Do you think the City is going to pick up the mess created on a daily basis? Where is the environmental impact study regarding this issue?

d. Environmental Impact

Where does it show that the water, that rising tide impact, that birdlife, that harbor-life are not going to be adversely affected during and after this construction? Why would you build a hotel in a flood -plane, where is this environmental impact study?

e. The separation of community from the waterfront

Why do just hotels command a private money making view for themselves? Why is the community negatively thought upon as non-identities, WE ARE THIS AREA? The current community has supported the development and improvement of Boston. Having areas to walk, as residents and as visitors alike, the waterfront, to walk your dog, to have a view of the beautiful harbor will be changed forever ?

In closing, I maintain that Plans for the waterfront developed over 50 years ago should have no relationship to our current status of living on the Waterfront and in the North End, which is filled with real community support, encouragement and quality of life living. When the BRA considered this development over 50 years ago, this area was totally different then it is NOW. By considering voting in favor of this obscene project proposal threatens my 21 year living experience and that is not why I've spent my time, money and effort supporting and improving a thriving community all these years. Boston may need more hotels, but why this community needs one is beyond my intelligence. Please do not vote in favor of this building project and I would request that you make your decision on this project sooner rather than later.

Sincerely,

Charles M. Malkemus
Resident, 63 Atlantic Avenue, 7B, Boston, Ma. 02110

October 4, 2015

Response to JW Capital Partners LLC's submission of the **Lewis Wharf Proposal**.
My initial reaction follows:

Under **3.3 Urban Design** of this proposal, are listed key urban design objectives:

- *Create New Public Spaces*
- *Reinforce Historic Context*
- *Connect the Waterfront to the City*
- *Promote Year-Round Use of the Site*

The description of this **project as presented** **does just the opposite** - it would create a massive wall, diminish green spaces, visually disconnect the Waterfront from the city, and definitely undermine historic context. The Central Wharf building was taken down to make way for the New England Aquarium, India Wharf to build Harbor Towers. Presently Long Wharf / Custom House Block and Union Wharf are listed on the State and National Registers of Historic Places. The wharves between Long and Union, where the original structures also still stand, should be included and protected as well as a district - and called the **Boston Historic Wharf District**.

Existing Public Green space – presently the Lewis Wharf apron boasts areas of lawn, manicured flower beds and mature trees that are home to native songbirds. Along the South side, inviting pathways meander, leading locals and visitors alike from Atlantic Avenue to the open expanse of water at the East end. This proposal would require destruction of close to half of this public space, as the proposed re-location of the private pool would result in the destruction of those mature trees, and **reduce** the size of a much used public green space.

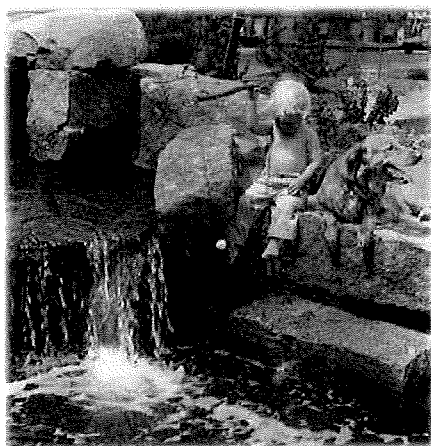




The ersatz "park space" on the North side of this proposal are patches of disconnected obligatory grass and tree areas, which look to be akin to narrow, un-usable center strips on a divided highway. The adjacent proposed traffic pattern / ramp plan to access the garage and service the proposed hotel suggests 24/7 use by cars and trucks, with the resultant lights, exhaust and noise. What now sits as a parking lot appears in the proposal (Figure 2.2) as a mostly paved traffic area.

There are neglected spots of previous efforts to green up the eastern end – from a small section of "Harborwalk" sidewalk painted green - to an overgrown former fountain.

(Shown below in mid-seventies, and in its present condition)



Although the present owner has let some maintenance slip, what results is a run-down charm – most visitors feel a sense of discovery of a special link-to-the-past place, complete with granite block seats with spectacular wide-open access to the water's edge. To replace this rough-around –the-edges appeal with an enclosed bar, ballroom, etc. entirely would result in a sterile, less special place. There is certainly a middle ground / compromise to be found.

At this location, the proposed allotment for the Sailing Center does not seem to be enough space for this thriving, wonderfully interactive maritime use, which presently occupies most of the North finger pier - all in one location.

Expansion of the marina as proposed is a wonderful idea.

Sight lines - Now you see it ...– There are presently views from Atlantic Avenue to the end of Lewis Wharf - of ships passing by – and the shore of East Boston / Logan Airport beyond. The proposed development would block these views – by creating a **massive wall**.



(U.S. Coast Guard Barque Eagle passing by recently would not be visible as it is above if the proposed hotel were to be built, and this mature landscaping would likely be destroyed during construction.)

Scale of the proposed buildings –

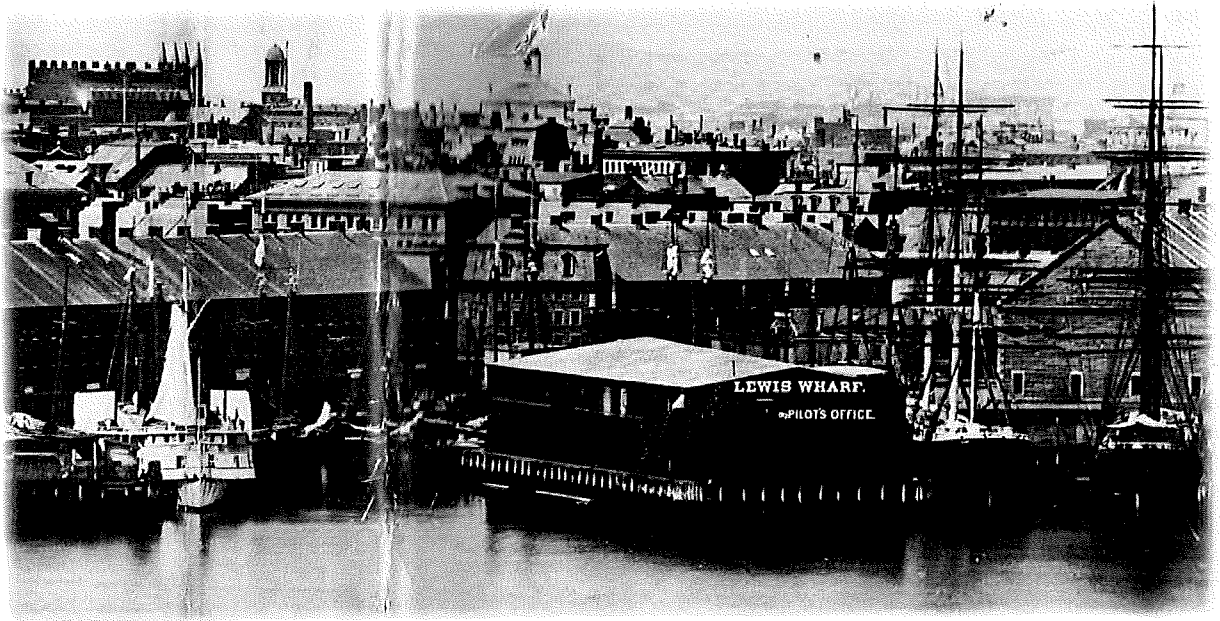


2-2 Project Description –

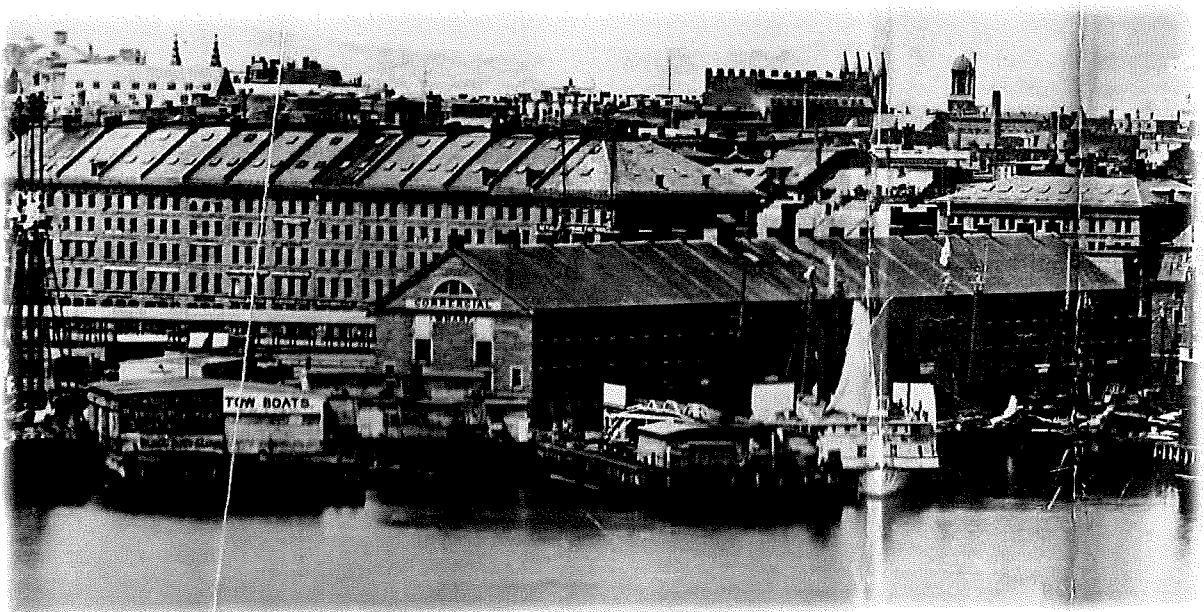
"...and the City of Boston Municipal Harbor Plan (the "Harborpark Plan"). These building heights and layouts will reflect the historic wharf buildings that once occupied these finger piers..."



These sheds once housed various marine related activities, but as the result of years of neglect and nature taking its course, the former buildings fell into the sea.



Before the Rosebud building and north pier sheds existed, the cover of W.H. Bunting's book, "**Portrait of a Port Boston, 1852-1814**" illustrates the step-down scale of previous buildings at the ends of Lewis Wharf and Commercial Wharf – about half the height of the grand granite wharf buildings – the step-down continues outward to floats and boats – gradually.



Going forward...

The intent of this letter is to show how the proposed project contradicts the developer's stated objectives.

There should NOT be a hotel on Lewis Wharf – the proposal submitted shows that to be financially feasible, such a project would destroy a primarily residential, mixed use slice of our collective front yard.

Thank you for your consideration,
Jean Eisenstadt – (Prince Building – since 1968)

P.S. – Questions that should be asked – just for a start -

- There is no swimming pool planned for the Hotel (?) shown in the proposal – are there plans to make the private Lewis Wharf pool accessible to hotel guests?
- In the underground parking lot, there are only 65 spaces allotted to Monthly passes, of the total 379 spaces – wouldn't that be a very small number for residents/businesses/customers at Lewis Wharf - especially when they would be deprived of any parking during the 3+ year construction?
- Isn't the prospect of roof-top activity combined with (1.4.2 – "... will support a more vibrant 24-hour area...") a frightening concept for this residential area? This needs to be defined.
- This proposal is lacking in considerable detail – in particular, will there be a model?
- Why use brick at all?
- The proposed hotel would have 277 rooms / 187,000 sq. ft., (average room size – 675 sq. ft.) sitting on open moving water, where guests are likely to enjoy the occasional thud and shudder from the ocean below. Shouldn't said rooms be designed as luxury cabins or staterooms at half that size – (average room size – 337 sq. ft.) with top-shelf nautical décor and spectacular / intimate ocean views, thereby reducing the building to half its proposed mass – closer to the average 26 ft. height of the former pier structures?
- Under 3-27 – Construction Noise – "...using appropriate mufflers on all equipment..."- is there any way to soften the sound of pile-drivers?



Christopher Tracy <christopher.tracy@boston.gov>

I oppose Lewis wharf hotel

1 message

Judy Smith <judyrsmith@me.com>
To: Christopher.Tracy@boston.gov

Mon, Oct 5, 2015 at 3:18 PM

My husband and I have lived in the prince building since 1973, our entire adult lives. We appreciated the development shaped by the bra and have supported your predecessors allowing our input on the park size, design of Marriott and other development. In retrospect, the neighborhood input shaped key elements of quality in our lives and the great appeal to visitors and new residents. Our children grew up with the park and we co founded the Boston sailing center. We have given and enjoyed the fruits of our work.

DeNormandy has been a lousy neighbor and should not be allowed to ruin the historic sense of the wonderful wharves.

You are aware that our neighborhood will keep this hotel travesty in court until the developed backs out. Save us all time and money by showing your wisdom in maintaining our historic character.

Thank you,
JR Smith
63 atlantic Ave
02110



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSE the Lewis Wharf Hotel Project

1 message

Mon, Oct 5, 2015 at 3:23 PM

Kenny, Ryan <RKenny@cetllp.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>
 Cc: "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flarty@boston.gov" <Michael.F.Flarty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "CDowns@milkywayjp.com" <CDowns@milkywayjp.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landsmark@comcast.net" <ted.landsmark@comcast.net>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "alexander.strysky@state.ma.us" <alexander.strysky@state.ma.us>

Dear Mr. Tracy,

As a concerned North End resident, I write in opposition to the Lewis Wharf Hotel Project. This project will undoubtedly have a negative effect on the aesthetics of the neighborhood and will have a detrimental impact on the quality of life of many North End residents.

Thank you,

Ryan Kenny

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Cetrulo LLP Boston MA



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

Rachel Jacoff <rachelja@aol.com>
To: christopher.tracy@boston.gov

Tue, Oct 6, 2015 at 2:55 PM

Dear Mr. Tracy:

I have written to you and the BRA earlier, but since I am unable to go to the meeting on October 7 I want to write yet again. The more I study the proposed development of Lewis Wharf, the more inappropriate and even dangerous it appears. As others have said, it threatens our neighborhood in many ways—: by increasing traffic, by impeding views of the waterfront, by increasing noise and pollution, by privatizing space that has been public, and by radically changing the nature of access to the waterfront.

There is another concern that I want to raise here. Construction of the planned massive underground parking facility threatens the stability of the Lewis Wharf historical building. There is no way of knowing how the underground excavation would weaken and damage the existing structural girding of the building.

The careless, dishonest, and unspecific way the developer has presented his plans, has made us all suspicious and distrustful. We are counting on you to monitor the proposals and their possible damaging effects on the neighborhood that we cherish.

Yours truly,
Rachel Jacoff
627 Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

I Oppose the Lewis Wharf Luxury Hotel Project

1 message

Tue, Oct 6, 2015 at 8:55 PM

Mark Tommey <mtommey74@yahoo.co.uk>

Reply-To: Mark Tommey <mtommey74@yahoo.co.uk>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Cc: "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "Michelle.Wu@boston.gov" <Michelle.Wu@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "CDowns@milkywayjp.com" <CDowns@milkywayjp.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landmark@comcast.net" <ted.landmark@comcast.net>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "alexander.strysky@state.ma.us" <alexander.strysky@state.ma.us>

Dear Mr. Tracy,

As a 6-year resident of the North End and Boston City tax payer (as well as a relatively new US Citizen), I am strongly opposed to the proposed Lewis Wharf luxury hotel development.

There are several reasons for my opposition to the development, but among the primary factors is the substantial increase in traffic that would be caused on Atlantic Ave and Commercial St if the development goes ahead. Currently during rush hour, traffic on Atlantic Ave often backs up from the Greenway all the way past Lewis Wharf, and this situation will happen much more often with the increase in traffic related to the development.

It is for exactly the same local traffic issues that the City of Boston has so vigorously opposed the Wynn Casino development in Everett with multiple lawsuits.

Additionally, the development would significantly eliminate the views and natural vistas of many of the residents of the current North End/Waterfront and thousands of residents of Boston and visitors who enjoy the waterfront every day as they walk along Commercial Street and Atlantic Avenue.

The businessmen proposing this poorly planned and ill-conceived development have no consideration for the interests of the local community and the future of the North End neighborhood. We look to the BRA to protect our interests, in the same way that Mayor Walsh did for the whole City of Boston when he refused to sign the host city contract for the Olympics.

If you have any questions, or require any addition information please do not hesitate to contact me.

Yours Sincerely,

Mark Tommey
63 Atlantic Ave, Apt 6B
Boston, MA, 02110
617-816-6588



Christopher Tracy <christopher.tracy@boston.gov>

I Oppose the Lewis Wharf Hotel Project

1 message

John Reilly <jfreilly3@comcast.net>

Wed, Oct 7, 2015 at 9:16 AM

To: Christopher Tracy <Christopher.Tracy@boston.gov>
Cc: Anthony Petruccelli <Anthony.Petruccelli@masenate.gov>, Maria Puopolo <Maria.Puopolo@masenate.gov>, maria lanza <maria.lanza@boston.gov>, Michael F Flaherty <Michael.F.Flaherty@boston.gov>, shaikh hasib <shaikh.hasib@boston.gov>, stephen murphy <stephen.murphy@boston.gov>, bernadette lally <bernadette.lally@boston.gov>, Ayanna Pressley <Ayanna.Pressley@boston.gov>, Michelle Wu <Michelle.Wu@boston.gov>, eric white <eric.white@boston.gov>, jessica tauber <jessica.tauber@boston.gov>, salvatore lamattina <salvatore.lamattina@boston.gov>, exec@newra.org, secretary@newra.org, info@newncboston.org, "end, Save" <saveournorthendwaterfront@gmail.com>, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD 02 <IVPD_02@ibew.org>, ted landsmark <ted.landsmark@comcast.net>, alexander strysky <alexander.strysky@state.ma.us>

Dear Christopher,

I'm writing this e-mail to express my opposition to the hotel at Lewis Wharf in the North End. I recently learned that JW Capital Partners has filed a proposal to build a luxury hotel on the waterfront, in an area that has historic buildings and one of the last locations that still allows access and views to Boston Harbor.

This area does not need another luxury hotel separating the North End from the waterfront. The proposed plans that I've seen have the hotel extending into Boston Harbor which it takes more away from the historic harbor.

This doesn't seem to be a project that is improving the neighborhood but more a project of greed and profits to a developer that will ultimately cater to wealthy clientele. Yet again we are taking the waterfront from the residents of the North End, and Boston, to offer it to wealthy hotel guests, similar to Battery Wharf.

The North End residence will be left with a massive building to look at, instead of the waterfront and harbor, along with the traffic congestion (similar to Battery Wharf) and an increased noise level that are associated with hotels. The location for the proposed hotel is in a residential area, filled with historic buildings, and access to views of the harbor.

The North End is a thriving neighborhood made of local shop owners and families, this is the charm of the North End and what drives tourism to Boston's North End, adding another luxury hotel diminishes this charm, cheapens the neighborhood and caters to corporate America.

I urge you to stop this project completely.

Sincerely,
John Reilly (Long time North End Resident)



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf hotel

1 message

jmreilly40@comcast.net <jmreilly40@comcast.net>
To: Christopher.Tracy@boston.gov

Wed, Oct 7, 2015 at 10:11 AM

Dear Mr. Tracy,

I am writing to implore you to consider the serious repercussions of building a hotel on the harbor in front of Lewis Wharf. As a member of the design team which will affect the Boston Waterfront for generations to come, I ask you to consider the following before you continue:

1. This hotel plan is the **ONLY** plan which will be built directly **IN FRONT OF** another building. While the developers like to dwell on the heights of the other wharves, they neglect to mention that **not one** has been built directly in front of another wharf.
2. To add insult to injury, the aggrieved wharf is, unfortunately, an historic building much beloved for over 200 years by the city of Boston.
3. The charm and the essence of the city, which appeals so much to tourists, will be compromised by big city developers who have not once mentioned even noticing what Boston has to offer as opposed to all other cities with a waterfront.

My brother just got back from a visit to Quebec City in Canada. He raved about its charm and individuality, citing the intelligence of the city planners in not allowing boring modern changes to rob the city of its quaintness. Surely, we can do the same here in our unique metropolis.

If you look at old maps of Boston, you may remark on the many changes over the centuries. You will also notice that Lewis Wharf was there even then; a beacon of the colonial era that should not be covered up or altered in any way.

I hope you will listen to my plea.

Sincerely,

Joanne Reilly
Waterfront Resident
Lincoln Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf development

1 message

Wed, Oct 7, 2015 at 11:37 AM

Erik Lund <elund@pbl.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>, "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@masenate.gov" <Aaron.M.Michlewitz@masenate.gov>, "Patrick.Lyons@masenate.gov" <Patrick.Lyons@masenate.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@cityofboston.gov" <stephen.murphy@cityofboston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@cityofboston.gov" <salvatore.lamattina@cityofboston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "ted.landwmark@comcast.net" <ted.landwmark@comcast.net>, "cdowns@milkywayjp.com" <cdowns@milkywayjp.com>
Cc: "McNeil, Barbara J." <mclineil@hcp.med.harvard.edu>

To Members of the Lewis Wharf IAG and the BRA,

While I am writing this letter in opposition to the Lewis Wharf hotel proposal as a long-time North End resident, my views are informed by five years serving on a planning board, by service on Mayor Menino's Greenway Completion Task Force, by long-time advocacy for subsidized and moderate income housing, by tenure as a director on the board of WalkBoston for fifteen years and as a member of Fulton Court's board of trustees for that same period, and by experience as a trial lawyer who has litigated numerous zoning cases.

Nothing in the proposed Lewis Wharf proposal commends itself to the North End neighborhood or to the City of Boston or to any rational long-range planning objectives. Its impact on traffic, not just in the North End, but in the City as a whole, will be major, and will add to the unbelievable gridlock we are already experiencing in the Seaport District and its spillover into the City and surface roads on both sides of the Greenway. The North End, moreover, is unlike the Seaport in that the latter has the possibility of relief if existing roadways are put into use and others developed to the south and west. The North End has no such relief possibility because it is tightly enclosed in every direction, its traffic flow is already at maximum capacity and the addition of the traffic to and from the proposed development will exceed the saturation capacity of the North End's street and traffic system. The traffic studies relied on by the developers are outdated and irrelevant, created before we were able to assess the impact of the massive amount of development that has occurred and is still occurring in the Seaport District. This proposal should not be allowed to move forward without taking current traffic conditions into account.

One of the gems of the City, for both residents and visitors, is its Harborwalk, which was created in the context of the Greenway, and was most recently extended under the Charlestown Bridge on one end and across the Charles River, and on the other end out into the Seaport District -- but the Harborwalk itself has already come a cropper because of the deterioration of the Old Northern Avenue bridge, which is now out of service. Several solutions have been proposed, some that would include putting the bridge back into vehicular use, as well as for the Harborwalk. If put back into vehicular use, the traffic will empty onto Atlantic Avenue along the Greenway and into the North End, creating still more North End traffic. The Lewis Wharf proposal should not be allowed to move forward so long as the solution for the Old Northern Avenue bridge is up in the air and its impact unknown.

Apart from traffic concerns, the Lewis Wharf proposal will diminish and have a long-term negative impact on the Harborwalk and its use because of interference with pedestrians' sightlines and harbor views caused by the huge buildings built out into the harbor. This is not an insignificant matter because it has to do with a key aspect of the City's presentation to the public and the feel of the City.

Moreover, the developers' presentation implying, as it does, that it can develop the parcel as proposed as a

matter of right and because of plans and permits decades old is misleading and flatly untrue, just as Lewis Wharf's attorney has described in detail in her letter. Variances and Special Permits must be obtained, and the concerns described in residents' letters and in this one militate against the granting of those variances and permits. Should the proposal be allowed to move forward, the prospect is for years of expensive litigation, something which will serve no one's interests, including, not least, the City. Before there are any changes to the Lewis Wharf area, there needs to be an extended dialogue between the City and North End residents, and an updated planning process which will take into account traffic conditions and other planning considerations as they exist today, not as they existed in the past.

Finally, the developer has shown no need for further hotel rooms in the North End (as contrasted, for example, with the needs of the Seaport District). The Battery Wharf Hotel, a quarter-mile away, is already underutilized. Should the proposed Lewis Wharf hotel be built and have an adverse effect on the Battery Wharf Hotel, the North End itself will suffer consequences. The Lewis Wharf proposal should not be allowed to move forward until there has been a showing of current need for hotel rooms in the North End and what the competitive impact is likely to be.

In short, the Lewis Wharf proposal has failed to demonstrate current traffic impact, current need, no adverse impact on pedestrian interests and an unqualified right to build. It is at best premature, and it should not be allowed to move forward.

Sincerely,

Erik Lund

#5W

100 Fulton Street,

Boston, MA 02109

Erik Lund

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Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Sandra Caso <vze2fm58@verizon.net>
To: christopher.tracy@boston.gov

Thu, Oct 8, 2015 at 7:35 AM

Christopher Tracy, BRA,

I am in support of having a Hotel and Park area at Lewis Wharf. As a lifetime North End Resident I recall when the area along the Waterfront (Commercial and Atlantic Ave) was a series of warehouses and freight yards. Since the 1950's the area has been redeveloped into an attractive location for Residence and Business. However the opportunity for improvement present itself in that location for a third hotel at the Lewis Wharf , such establishment will only add to the attractiveness and value of the area.

Sincerely,

Sandra Caso



Christopher Tracy <christopher.tracy@boston.gov>

Lynne Prives, Owner at Mariner Condo, Boston Waterfront

1 message

Lynne Prives <lynneprives@gmail.com>
To: christopher.tracy@boston.gov

Thu, Oct 8, 2015 at 10:28 AM

Re: Proposed JW Capital Partners Project Lewis Wharf /new hotel etc.

Dear Chris:

I have lived at the Mariner since 1987. I did attend the meeting at Nazzaro Center last evening.

I am one voice but did want to express my opinion as a designer. I feel the proposed JW Capital project is value added to the North End in its design and function, while being visually pleasing and adding much needed underground parking. and public space to the area.

It is also consistent in taking into account current Climate Change and EPA standards, etc. Battery Wharf is a fine example of comparable condos, hotel rooms, etc. which has worked well in the neighborhood after more than a 10 year struggle with changing developers and designs. While I stayed only to hear a few of the negative responses at the Microphone, it seems to me many people are stuck in the 1960-1970, 1980 guidelines which are not of the times in 2015.

Observe Cambridge and the height for example of the new Google Building on Ames Street because Cambridge has come to realize older thinking and neighborhoods should embrace new thinking and technology. Guidelines when the MIT Media lab were built or the Marriott are not those of 2015.

I totally support the project. Please call on me if I can assist on the YES side.

Regards,
Lynne PrivesLynne A. Prives
SERVICES BY DESIGN
300 Commercial St. Apt. 505
Boston, MA 02109
lynneprives@gmail.com
310-666-4935 mobile
617-720-2507 home



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf Development

1 message

Thu, Oct 8, 2015 at 12:42 PM

Seifer, Amy D <amy.d.seifer@verizon.com>

To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>

Cc: "SaveOurWaterfront@gmail.com" <SaveOurWaterfront@gmail.com>

Dear Mr. Tracy:

I write to you to voice my strong opposition to the proposed development at Lewis Wharf.

I am a Waterfront resident owner at Commercial Wharf who will be directly impacted by this large scale project. First, let me say that I am by no means anti-development in any broad sense. My husband is a construction executive, and I am a corporate attorney who represents the interests of a Fortune 15 company. I am a proponent of big business, job creation and tourism, and if this project were to scale, if I were not certain that it would have numerous disastrous consequences for our North End waterfront community, I would stand down. But I am confident that this proposal, with which I am now quite familiar having attended several meetings at which the plans were presented, will have numerous ill-effects on our community, and I love this neighborhood and its residents.

I urge you to listen to the voices of those of us who stroll these streets each day, walk our dogs and play with our kids on the green spaces, support our local businesses, clean up our parks, volunteer in nearby nonprofits that help our seniors and others who are underserved, and give money to local charities. *WE are the life-blood of this community*, not developers who will soon move on to the next project, or the occasional traveler who will sleep in yet another hotel here and then go on to their next destination. We invest our hearts, money and resources in this neighborhood, and we know better than any real estate mogul, environmental expert or traffic consultant what is best for our home turf.

Here are just a few major issues with the proposal:

- The magnificent sight of Boston Harbor in this swath of the waterfront will be utterly walled off from the North End: I watch each day as hundreds of residents and tourists alike stand in the open area between the Sail Loft and One Lewis Wharf and sit on the benches and take photos of the utterly Unobstructed view of our beautiful Harbor. This view will be all but obliterated if you are on Atlantic Ave. You will only see the narrow swath of marina where boats are docked; the water vista will be gone. I take no comfort that people can turn off of Atlantic and go thru the development to enter the "glass connector" building owned by the hotel to look out.
- Anyone who is familiar with the pedestrian enjoyment of this area knows that it is a wholly inadequate alternative. This waterfront is a prized treasure and we should not be treating it as expendable or replaceable. Once ruined, it is gone.
- Traffic congestion on this swath of Atlantic Ave is dreadful. The developers' comparison to the Battery Wharf hotel traffic flow is insulting. There are so many distinguishing characteristics--- including the fact that that area

10/29/2015

City of Boston Mail - Proposed Lewis Wharf Development

does not feed *directly* off of the insane traffic from the surface road, the BW hotel has FAR fewer beds, and there is nothing major generating traffic on the other side of Battery Wharf, whereas Lewis is right smack in the middle of our neighborhood. How on earth would hundreds more delivery trucks and taxis and ubers permit emergency vehicles to pass? It is already bumper to bumper many hours of the day.

- A hotel this size will generate more noise and more trash than we already have and which is simply unsuitable for an area already so developed. We must already patiently contend with revelers leaving bars and hotels that are plentiful here; now we will be subjected to hundreds of guests attending events in the ballroom spaces described by the developer. We have enough venue space at Long Wharf and Battery and several more luxury hotels literally around the corner on Atlantic Ave, including Rowe's Wharf and the Intercontinental, to name just a few. Please preserve the *residential* quality of our neighborhood!!

I urge you to listen to those of us who care so deeply about this wonderful place that is our home. Please do what you can to stop this irresponsible and short-sighted proposal from being approved.

Thank you.

Amy Seifer

39 Commercial Wharf #8

Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Fwd: Proposed Lewis Wharf Development

1 message

Thu, Oct 8, 2015 at 3:36 PM

Alan Seifer <alan.seifer@alliedbuilding.com>
To: Christopher.Tracy@boston.gov
Cc: SaveOurNorthEndWaterfront@gmail.com

Dear Mr. Tracy:

I write as a North End Waterfront owner/resident to express my strong opposition to the proposed development at Lewis Wharf. I have enjoyed this part of Boston's

incredible waterfront for many years, even before making this neighborhood my home. As a boater who docks my boat at Commercial Wharf, and a participant for years in activities at the Boston Sailing Center, I am passionate about the beauty and accessibility of this area to residents and tourists. It is a unique and historical swath of waterfront, and it is an integral part of why this is such a special place to live and to visit. The proposed development would cut off the beauty of a good bit of the harbor which can now be seen without obstruction. It would restrict waterfront access, cut off our neighborhood from the historic connection to the harbor, and irreparably change the character and nature of this neighborhood by increasing traffic, noise, trash and all other manner of congestion.

I fully appreciate that this land is developable and it won't remain as it is now. But there is an opportunity to show leadership and responsibility in facilitating the development of a project that is more suitably scaled and in sync with the residential area that surrounds it. I have attended the meetings and heard the presentations, and the large hotel with event venues in it is simply the wrong use for this parcel and will cause great harm to an area that is nothing short of a national treasure.

I urge the BRA to do what it can to stop this development in the interests not only of the residents of this area, but all the citizens of the Commonwealth who love to visit down here, as well as the tourists who celebrate the many special attributes of this area right alongside us.

Alan Seifer

39 Commercial Wharf #8

Boston 02110

-
Thanks,

Alan

10/29/2015

City of Boston Mail - Fwd: Proposed Lewis Wharf Development

Alan Seifer | | Allied Interior Products Division
alan.seifer@alliedbuilding.com | Ph: 508-879-1000 | Cell: 617-212-3362
Allied Building Products | 40 Waverly St. | Framingham, MA 01702



Christopher Tracy <christopher.tracy@boston.gov>

Lewis wharf project

1 message

Thu, Oct 8, 2015 at 5:24 PM

Doreen MacDonald <damacd29@hotmail.com>

To: christopher.tracy@boston.gov

Cc: Doe <damacd29@hotmail.com>

As a long time resident of the north end, I am against the project planned for Lewis wharf.

This is a neighbor, we already have a number of hotels in the surrounding area and I am not in favor of building another one practically in my back yard. I understand the project will create jobs, a park, parking etc. but long after the construction workers move on to the next neighbor, we, the residents, deal with the effects of increases traffic and noise as well as another ugly high rise in our harbor.

Thank you.

Doreen MacDonald
142 commercial street
Apt. 605
Boston, Massachusetts. 02109
617.367.1661

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf project comment

1 message

Jennifer Slesinger <jfslesin@gmail.com>
To: christopher.tracy@boston.gov

Fri, Oct 9, 2015 at 10:00 AM

Dear Mr. Tracy:

I live at 10 Thacher St. in the North End. I use the harbor walk on a regular basis for walking, running, and reading and want to declare my support for the proposed project. Having a better harbor walk link and a park at Lewis Wharf will be a great benefit.

With these types of projects, the opponents are often far more vocal and organized than those who support or are indifferent to the project. I hope that the BRA recognizes this fact and does not stall this project because of the NIMBYism of abutters.

I attended the Lewis Wharf public meeting on Wednesday (but did not receive the sign in sheet before I left). I came to the meeting without having seen the detailed renderings or heard coherent arguments on either side. I left feeling convinced that the project will be beneficial to the North End at large. Those against the project claimed that the project does not fit in the neighborhood. However, the proposed project resembles several other neighboring wharf parcels, which I do not believe cause any great negative impact on the neighborhood in terms of noise, traffic, or unsightliness.

The green space, harbor walk connection, tax income, and jobs seem like worthwhile outcomes of the project. My one concern would be the environmental impacts of additional building on the harbor and the sustainability of such a building with projected sea level rise and extreme weather- but I imagine those will be looked into during the planning and permitting process.

Thank you for your consideration of my comments.

Sincerely,

Jennifer Slesinger



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Proposed Development

1 message

TERESA A MIRABITO <teresamirabito@gmail.com>
To: Christopher.Tracy@boston.gov

Fri, Oct 9, 2015 at 10:33 AM

I have been a resident of the North End for forty years, and have course witnessed many changes most for the betterment of all in the community and city of Boston. The propsed hotel development is not for the betterment of the community by any stretch, even monetarily. I am very opposed to the proposal to build a hotel at Lewis Wharf.
The main reasons include:

- Excessive massing; the buildings are much too large for the area.
- Excessive Density to an already highly dense area (population density in the North End is one of the highest in the city
- The need for an additional hotel in this area is nil. Within one mile there are five hotels: the Intercontinental, Boston Harbor Hotel, Marriott Long Wharf, Bostonian, Battery Wharf Hotel.
- Additional rooms are provided by FOUR smaller hotels locally owned.
- Traffic is already overburdening the area; more is unmanageable. No credible traffic pattern information has been provided by the developers.
- Air quality will deteriorate.
- **More importantly, a massive hotel LACKS CONSIDERATION OF COMMUNITY NEEDS.**
- The North End/Waterfront, especially the wharves, is a Historic Area. Openness to the wharfs from the water should be preserved as well as views from the street to the harbor.
- The photo presented at the Meeting on October 7th, also on the lower right corner of the flyer was absolutely misleading.
- It is very difficult to see how this development fits into a larger city development plan.

Thank you.
Teresa Mirabito



Christopher Tracy <christopher.tracy@boston.gov>

I oppose the Lewis Wharf Hotel Project

1 message

Fri, Oct 9, 2015 at 12:41 PM

Sarah Taymore <taymore.ss@us-email.net>

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us, "C. Michael Malm" <CMalm@davismalm.com>, Bruce Taymore <keeponfishin@aol.com>

I am a 30 year 'transplant' to the North End. Every day I marvel at how living in the city can feel so safe and beautiful. The atmosphere and community easily rival small town America. As such, retaining this sense of self is why I question both the need and impact of the proposed 277 room hotel at the end of Lewis Wharf.

Historically, a community could absorb a large jump in usage because the existing footprint had capacity to grow. In fact, we would embrace a large influx of economic opportunity and esthetic improvements of the dilapidated piers. BUT, the North End no longer has that capacity. In fact, decisions by the City of Boston have negatively impacted our traffic flow and ability to travel the very short distances around the neighborhood. Seriously, 25 minutes to drive from the Charlestown bridge to the Marriot Hotel.

Additionally, the previous development of the sister piers to Lewis Wharf including Burroughs and Battery with similarly large hotels and/or condominiums was set back from existing structures and homes to current neighbors. The pure, in your face, location and size of the proposed hotel is simply too intrusive.

Given our views of the negative impact of this proposed hotel, we strongly oppose any further progress on approving, much less actually executing the construction.

Please make every effort to STOP THIS PROJECT from moving ahead.

Sarah S. Taymore

c: 617.529.3992 email: taymore.ss@us-email.net



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

Ron Salett <rsalett@gmail.com>
To: Christopher.Tracy@boston.gov

Fri, Oct 9, 2015 at 3:41 PM

October 9, 2015

Re: Stop the hotel project at Lewis Wharf

Dear Mr. Tracy,

I am writing to express my opposition to the proposed new hotel project on Lewis Wharf. I attended the public hearing at the Nazzaro Center in the North End on October 7 but the two minute limit to speak was not nearly enough to convey my concerns.

I am vehemently against this project for many reasons but want to specifically deal with the devastating effect it will have on the Boston Sailing Center (BSC). The BSC was founded nearly 40 years ago and has become a premier boating center. I have been a member for 15 years and recognize how lucky we are to have such an operation in Boston. In my attempts to sail when traveling to other cities, I have discovered that none of them have a facility like the BSC to provide access to the public for recreational boating.

To understand the negative impact of the hotel project on the BSC, it is important to understand the service the BSC provides. The club always provided a world class sailing experience but it has become much more since the new owner took control about eight years ago. The BSC operates approximately 70 sailboats of many different sizes. Here is a list of some of the services the BSC provides:

- Members can join at different skill levels and cost points. There are hundreds of members from all around the greater Boston area that belong to the center and use the boats every day. Members are allowed to bring guests at no charge.
- The BSC offers the finest boating instruction in the area. Courses are available for sailing at different levels, boating rules and regulations, safety, navigation, night time boating, and many more. The courses integrate class room lessons with on the water practical experience. Many hundreds of members and non-members have taken these courses which make for much safer boating in Boston Harbor.
- The BSC also caters to the public by offering boat charters. Non-members and local businesses can get out on the water and a competent captain is provided.
- The center organizes a racing series on many evenings.
- There is a racing series for women.
- There are many social events for members and non-members. These include brunches, dinners, parties, and racing.

All of this provides access to the waterfront and brings hundreds of people into the city and neighborhood. It is affordable and makes boating available to the many that can't justify the expense of owning their own boats.

Currently, the BSC offices, class rooms, and social area are located at the docks in close proximity to the boats. The developers of the hotel project have proposed that the BSC operations would be located on Atlantic Avenue and the boats would be located beyond the large hotel buildings. The plan puts the two as far apart as possible. This separation is devastating to the BSC successful operations.

- Currently, the on-site staff has a clear and quick view of the inner harbor. This is imperative to maximizing the safety of the boats and sailors.
- The instruction provided by the BSC consists of class room and on water experiences which require close proximity.
- Safe operation of the boats requires intense maintenance. Interaction between the sailors and the BSC staff for each sailing event is facilitated by the close proximity.
- Sometimes conditions warrant staff assistance when boats are leaving or returning to the docks. Having staff located close to the docks is essential.
- The upper level of the current BSC facility provides a location for social events. This area is used for the brunches, dinners, and parties. Many of these events are linked to races which can be watched from this vantage point.

I would like to provide one last but important note about the BSC. For many years the BSC has run a number of open houses each season. Although they certainly help to attract new members, they have become much more than that to the community. These open houses provide free sailboat rides to the public. It's a great way for the BSC to give back to the people that live and visit the greater Boston area. I have also given back by volunteering to skipper a boat for these open houses. I take 5 to 7 groups of eight guests each out on the boat all afternoon. That's about 50 guests and I have a chance to talk to them about the experience. This is what I have discovered:

- People come from the city and the suburbs to attend these events. Hundreds of people come to North End.
- The groups consist of residents, college students, and tourists.
- Some come every year as an annual outing.
- Many are willing to wait 2 to 3 hours for the ride. Some wait at the end of Lewis Wharf and watch the boats. Others venture into the neighborhood bars and restaurants until called.
- Some are interested in sailing and end up taking lessons to become safe boaters.
- The BSC provides refreshments at no charge on their upper level while people are waiting or after their adventure. They enjoy the view of the harbor and the boats.
- The majority of the guests just want access to the water. They have a great view of the city and all enjoy steering the boat. People of all ages are drawn to the ocean.

Separating the boat docks from the BSC operations would have a dreadfully negative impact on these open house events. The logistics might make future events impossible.

In conclusion, it is obvious that this developer has no idea about the operation of the BSC. Their proposal has a devastating effect on all BSC operations. Please do not allow this long standing, successful, community minded institution to be ruined by this hotel project. The BSC is one of the last remaining places that truly provide access to the Boston waterfront. It is important that we preserve it. Thank you.

ANTHONY J. LOCHIATTO
100 FULTON STREET, UNIT 3W
BOSTON, MASSACHUSETTS 02109
Office 617- 557-0088; Mobile 617-512-1090; Home 617-523-5204
anthonylochiatto@msn.com

By electronic mail
Christopher.Tracy@boston.gov

October 09, 2015

Mr. Christopher Tracy, Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201
Christopher.tracy@boston.gov

RE: Lewis Wharf Proposed Hotel Project ("Lewis Wharf Hotel")

Dear Mr. Tracy,

I am writing you to express my strong opposition to the current proposal to build a large hotel and function facility behind Lewis Wharf. I want to thank your office for hosting several meetings to help the public become familiar with this project. I approached the project with a very open mind. At the first couple of meetings I just listened. At a recent meeting on September 30, 2015, I made a few comments toward the end of the meeting. I also viewed a video of the recent meeting on October 07, 2015. These meetings and my own investigation and experience lead me to conclude that this project will have a negative impact on the area.

I am very familiar with the North End Waterfront area. My grandparents lived in the North End, my mother was raised here and I spent weekends as a young child in the neighborhood. For over 19 years I have lived at Fulton Court on 100 Fulton Street. I live there with my wife and two children, and own the residence. I also own a small office condominium at Lewis Wharf where I have conducted my law practice for nearly 15 years. I walk between Fulton Street and Lewis Wharf almost every day and usually numerous times a day. I also spend a great deal of time in the general Waterfront/North End area, and I drive both to and from the area regularly. My reasons in opposition are as follows.

The Lewis Wharf Hotel will disconnect a large portion of Atlantic Avenue and other areas from the harbor. This is much more than the loss of private views of a limited number of people. As I pointed out at the meeting on 9/30/15, the hotel project will essentially block views of the harbor from the Sail Loft to past the Pilot House. The developer's own models confirm this. Although not everyone in those areas has a direct water view, there is a line of sight which allows people to see the harbor and feel a

Christopher Tracy, Project Manager
October 09, 2015
Page 2.

connection to it just by walking on Atlantic Avenue or parts of Commercial Street. From the far side of Atlantic Ave. you can see boats passing by and you know that the harbor is there. Three important corridors of sight will be blocked off by the hotel and the two-story building on Atlantic Avenue near Starbucks which is part of this project. With the erection of the two story building and the hotel, which will exceed 70 feet in height, the connection to the harbor will be greatly diminished. This will change the feel and character of the area negatively and permanently.

Regarding traffic, I see what it is like all year long. I drive in it, I see it from my office window and I walk along Atlantic Avenue and other areas to witness it firsthand. It has been my experience that during weekends and certain peak times we have a real traffic problem along Atlantic Avenue and Commercial Street. Part of the problem comes from log jams that occur at the area where Atlantic Avenue intersects with Cross Street. Traffic from that area can be backed up down Atlantic Avenue all the way to Battery Wharf on Commercial Street and beyond. Cross Street itself can be extremely congested and slow moving. I found the development team's use of a day in October years ago during non-peak hours to be very irresponsible, since it does not present a fair representation of what traffic is like in this area. It is more likely that the hotel and 300 room function hall will negatively affect traffic during peak times when it is already at its worst. Most weddings and functions will take place on weekends or during peak hours and add a dramatic increase in traffic when the neighborhood will be unable to absorb it. This raises safety concerns on several levels. Cross walks will be blocked with more traffic and drivers will become more impatient and try to circumvent traffic to avoid bottlenecks, putting pedestrians and drivers at risk. Some drivers will likely try to avoid traffic by driving through the interior of the North End. Furthermore, emergency vehicles will be hampered. The Seaport District sets an example of how much a project like this can add to traffic congestion. While the traffic there is bad, at least there are some options to redesign traffic patterns. As someone pointed out to me, the North End area does not have the capacity to absorb this extra traffic by adding another roadway.

It also appears that this project will fragment existing green space rather than enhance it. The developer claims that the project will "almost double", the green space. This figure is extremely misleading, even if we accept it as technically true. The south side of Lewis Wharf already has a large open uninterrupted green space which is open to the public. That space will be divided and greatly reduced since the swimming pool will be moved far from the hotel area and will divide this beautiful green space into two small unconnected sections. Furthermore, the pool will be a visual barrier as it will likely need a fence and will be raised above ground. The pool area that will sit in the middle of current green space will also be closed at least 9 months of the year. Clearly the south side of Lewis Wharf will experience the destruction of an attractive area of green space. On the north side there already is a green section with trees and a grass area where

Christopher Tracy, Project Manager
October 09, 2015
Page 3.

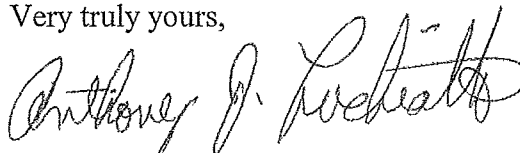
people can walk dogs. There is a nice pathway leading to Starbucks and another leading to the harbor walk. Any addition of green space where the current parking lot is located will be fragmented around a roadway, an entrance ramp to underground parking and a rotary for hotel traffic, and not add much benefit. So, while the claim of almost double green space sounds nice, the reality is not very impressive. For me this calls into question other claims and assumptions of benefitting the area.

I also question some of the representations that have been made that the project does not need any variances and that it is compliant with building requirements. Instead of providing a legal analysis I defer to points made by Attorney Jamy Buchanan Madeja in her letter dated October 02, 2015. Please consider that we are talking about building on the ocean. There are environmental and public access issues that need to be addressed. I greatly appreciate that you have stated that the BRA would seek its own legal opinion and not just rely upon the developer's assertions. This claim should be scrutinized, just like claims of no impact on traffic and almost doubling of green space.

There are numerous other concerns. A project of this size will create a significant disruption over a long period of time. That would be justified if the end product conferred a benefit to the area. For the above reasons, it does not seem that it will. I am aware that some people may argue that the hotel will add jobs. I suggest that the benefits to the community are overstated in this regard. Furthermore there are likely better areas for such a large project that are close by and do not involve building on the ocean and degrading the resource that we have in Boston Harbor.

I greatly appreciate the process that the BRA is using to receive input on these issues. Thank you for taking these views into consideration. Do not hesitate to contact me with any questions.

Very truly yours,



ANTHONY J. LOCHIATTO

Cc: by electronic mail to:
Brian Golden, Director, BRA, Brian.Golden@boston.gov
State Representative Aaron Michlewitz, aaron.M.Michlewitz@mahouse.gov
State Representative Anthony W. Petrucci, Anthony.Petrucci@masenate.gov
Councilor Salvatore LaMattina, Salvatore.LaMattina@boston.gov



Christopher Tracy <christopher.tracy@boston.gov>

I oppose the Lewis Wharf hotel project

1 message

Joe Kozyra <jekozyra@yahoo.com>

Sun, Oct 11, 2015 at 1:04 PM

Reply-To: Joe Kozyra <jekozyra@yahoo.com>

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Cc: "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <Ayanna.Pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "secretary@newra.org" <secretary@newra.org>, "info@newncboston.org" <info@newncboston.org>, "Brian.Golden@boston.gov" <Brian.Golden@boston.gov>, "Tammy.Donovan@boston.gov" <Tammy.Donovan@boston.gov>, "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>, "Timothy@timothyburke.net" <Timothy@timothyburke.net>, "IVPD_02@IBEW.org" <IVPD_02@ibew.org>, "Ted.Landsmark@comcast.net" <Ted.Landsmark@comcast.net>, "cdowns@milkywayjp.com" <cdowns@milkywayjp.com>

Mr. Tracy,

I am a resident of the North End Waterfront and I am opposed to the proposed 300 room luxury hotel project on Lewis Wharf.

The construction of two 55 foot tall buildings on this site would obstruct neighborhood access and sight lines to the Harbor, but my main concern is with the increased traffic that this project would add to our neighborhood streets. The increased traffic from the proposed hotel project would make a bad traffic situation worse on Atlantic Ave and Commercial St. This would not be just an inconvenience to residents like myself, but could also create a public safety issue if emergency vehicles were forced to deal with the increased traffic load.

I urge the BRA to not allow this project to move forward.

Thank you.
Joseph Kozyra
63 Atlantic Ave



Christopher Tracy <christopher.tracy@boston.gov>

Comments on Proposed Development at Lewis Wharf

1 message

STEPHEN <smgansler@comcast.net>

Sun, Oct 11, 2015 at 4:13 PM

To: Christopher Tracy <Christopher.Tracy@boston.gov>, Anthony Petruccelli <Anthony.Petruccelli@masenate.gov>, Maria Puopolo <Maria.Puopolo@masenate.gov>, mayor@boston.gov, maria lanza <maria.lanza@boston.gov>, Michael F Flaherty <Michael.F.Flaherty@boston.gov>, shaikh hasib <shaikh.hasib@boston.gov>, stephen murphy <stephen.murphy@cityofboston.gov>, bernadette lally <bernadette.lally@boston.gov>, Ayanna Pressley <Ayanna.Pressley@boston.gov>, eric white <eric.white@boston.gov>, jessica tauber <jessica.tauber@boston.gov>, salvatore lamattina <salvatore.lamattina@cityofboston.gov>, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD 02 <IVPD_02@ibew.org>, cdowns@milkywayjp.com, Ted.landsmark@comcast.net, "Lyons, Patrick" <Patrick.lyons@mahouse.gov>, "Michlewicz, Aaron" <Aaron.M.Michlewicz@mahouse.gov>

To Members of the Lewis Wharf IAG and the BRA:

I am writing to provide my comments on the proposed Lewis Wharf development project. They are based upon both awareness of the IAG process and a review of the Project Notification Form.

I would like to support appropriate development over the pilings to the east of the historic Lewis Wharf building and over the parking lot to the north of the historic building - but I am opposed to the proposed project (two hotel buildings with a connecting building plus an additional Atlantic Avenue streetside building plus a large marina) because of their substantial size and intended purposes. Combined, they will almost completely wall off existing views of the harbor from the sidewalk of Atlantic Avenue to both the north and the south of the historic Lewis Wharf building and will inhibit and discourage pedestrian access to the waterfront. The project will drastically increase vehicular traffic along Atlantic Avenue and Commercial Street and throughout the North End neighborhood.

Based on the scope of the proposed development, the number of automobiles and trucks carrying hotel customer, guests and employees and vendors and trash haulers to and from the site every day would have a substantial negative impact on a traffic and parking situation that is already choking the North End neighborhood. As was revealed at the September 30 IAG meeting, the developer's traffic and transportation analysis is not based upon current data and is just not credible. I agree with concerns expressed by others about the obstacles police, fire and emergency medical vehicles will face not only at Lewis Wharf but throughout the North End. I believe that vehicles travelling into the site are apt to be so numerous that at times they will back up onto Atlantic Avenue. They will be a danger to pedestrians using the sidewalk and Harborwalk and especially to the children and adults who live in the historic building.

I also believe that the developer's assertions about the amount of additional open park space to be created by the project are at best misleading. In fact, the project contemplates a significant reduction in the size of the beautiful park, currently enjoyed by North End residents and tourists alike, on the south side of the historic Lewis Wharf building. I believe that the developer's renderings of what the north side of the historic building underestimate the amount of paved area necessary to provide adequate access to, and truck drop off/pick up space for, the historic building. Where will the parking garage attendant's booth be? And just how big is that proposed new streetside building? This last question is illustrative of a serious problem of non-disclosure. At the first "informal" IAG meeting on August 12, IAG members expressed concern about the lack of spatial details in the developer's project renderings, and requested renderings with specific dimensions, elevations which take into account current federal requirements, and a scale model. These were promised but, to date, never delivered.

I would welcome development of these sites if it:

- (1) Does not involve a hotel with its attendant traffic,
- (2) Is less dense,
- (3) Preserves both existing park/open space and views of the harbor from the street, and

(4) Protects tourists and residents walking around the Harborwalk and into the historic Lewis Wharf building.

More specifically:

A hotel, luxury or otherwise, is an entirely inappropriate use of the site, and structures of any purpose as massive as those proposed are also inappropriate. A marine use would be ideal. There must be no streetside building along Atlantic Avenue. It would block access to any park that may be built in the area of the current parking lot and block views of the harbor from the street. If the Sailing Center needs space, then the developer can provide it either in the buildings being constructed over the pilings or in the commercial space in the historic building. At the September 30 IAG meeting, the developer's representative asserted that the developer did not control any of the commercial space in the historic building. That is irrelevant but, more importantly, it is in direct conflict with the developer's assertions last December when Mr. Moriarty of JW Capital Partners LLC ran for election as a Trustee of the Lewis Wharf Condominium Trust on the basis that his firm has an ownership interest in the commercial space.

There must be no reduction in the size of the existing park on the south side of the historic building. The developer must reinstate preexisting commitments to provide parking spaces to residents of the historic building – by setting aside for lease (or condominium purchase) one space for each residential unit in the historic building. It is hard to believe that a 379 space garage would be adequate to meet the minimal parking needs of the proposed hotel and marina plus meet the commitments to the residents of the historic building, not to mention the desires of other North End residents to have access to garage space. While we await a transportation and parking study based upon accurate data, I would guess that the minimum number of garage spaces needed would be well in excess of 500.

Any building to be constructed over the pilings should be limited in height to approximately the height of the buildings that originally occupied those sites. There should be no connecting building between the structures being built over the pilings. Hotel lobby and elevator access issues may dictate the need for a connecting building, but that should be no more than a good reason not to build a hotel at the site. If the buildings must be connected, the connecting passageway should be built below ground. There should be at least twelve feet of green space between the sidewalk along the north side of the historic building and the driveway into the development. The driveway into the development must be widened near the main entrance to the historic building to allow for temporary parking by delivery trucks, moving vans and residents picking up or dropping off groceries, children, people with disabilities and other related purposes.

The developer must commit in an appropriate recordable document to preclude the use for social purposes of the roof of any structure built over the pilings.

If the developer determines that it is not financially feasible to develop the site with the foregoing conditions, then the owner of the property should honor his obligations with respect to building out the Harborwalk and providing parking to residents of the historic building but not otherwise develop the site.

Thank you for your consideration of my comments as you evaluate this matter.

Sincerely,

Stephen M. Gansler
440 Lewis Wharf
Boston, MA 02110
781-467-9791



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Brad and Diane Straus <casastraus@yahoo.com>
Reply-To: Brad and Diane Straus <casastraus@yahoo.com>
To: Christopher Tracy <christopher.tracy@boston.gov>

Sun, Oct 11, 2015 at 6:17 PM

Hello Mr. Tracy,

I have written to most of the public officials as well as to you re; The Lewis Wharf Project. After much thought and research I have come to a conclusion that might not be something you have had time to look into. That is:

Within a small and dense area we have the following educational, historic and commercially viable neighborhood infrastructures.

Schools: North Bennett Street School, St. Johns School and Eliot School.: Churches; st Leonards, Sacred Heart, St Stephens and Old North church. We have The Paul Revere House, the burying ground, Old North and the three Granite Wharves. For Public enjoyment we have the Skating rink, Bocci courts, Mirabella Pool, Baseball field and the Lewis wharf parks as well as the abutting Columbus Park. We have a nursing home and several elderly housing facilities. We have privately owned restaurants as well as many fresh produce ,meat/poultry/fish and staples markets.

If this doesn't constitute a neighborhood...what does?

For what purpose would a large scale development benefit anyone here? It would disrupt the very core of what defines a neighborhood.

Should not the BRA concentrate on improving areas that need development? You have done well at the Seaport and Washington Street/Downtown crossing. Areas of empty non performing commercial structures. Why would you not be looking at areas of abandoned property instead of disrupting a viable residential/commercial neighborhood?

Some development would be welcome, but, not the scale of the proposal.

Respectfully,

Diane A Straus

Lewis Wharf #632

Dear Mr. Tracy

October 12, 2015

We write in opposition to the Proposed Lewis Wharf Hotel.

We are sure that you have heard from many people who oppose this development and that they have noted issues of noise, traffic, current resident's loss of quiet enjoyment of their properties both during construction and operation of the hotel and blocking both view of and access to the harbor by the public. These and many other issues that we have not listed are genuine concerns and should be taken into account.

We would like to highlight some other issues that we have not heard raised or discussed:

-The developer has not disclosed who will own and operate the hotel and parking lot once the development has been completed or even if there have been discussions with any companies in the hotel business. As a result, area residents have no idea of with whom they will have to deal in the future.

-Based on the lack of success of the hotel at Battery Wharf, there is no assurance that the initial hotel operator/owner or any of their successors will survive. Indeed, there is good evidence that there is not a need for an additional hotel in the North End/Waterfront.

-As soon as the development has been completed, the developers will collapse the corporation under which the development has been built. Once that corporation ceases to be in business, it will be almost legally impossible to "reach" the individuals responsible for any issues that arise unless "gross negligence" can be proven. That will leave it to the neighborhood and/or the City of Boston to deal with the issues that will undoubtedly arise.

-The current owner of the property on which the development will be built has thumbed his nose at the City of Boston and the Commonwealth of Massachusetts for many years on issues of public interest and safety. Allowing this project to proceed will enable him to enrich himself indirectly in a way that he would not have been allowed to accomplish directly. In addition, it would allow him to escape the responsibilities to the City he has ignored for so long.

-The tax revenues anticipated by the developers will not be realized. If this project is completed, the residents of the buildings it

affects (Lewis Wharf, Pilot House, Prince Building, Commercial Wharf, The Mariner and others) will file for tax relief as a result of their properties being devalued.

In short, allowing this project to proceed will create issues with which the area residents and the City will have to deal without the ability to hold the perpetrators to account.

Sincerely,

Jann E. Leeming Arthur D. Little
537 Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Dear Mr. Tracy.

1 message

Anna Ragusa <annaragu@comcast.net>

To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>

Cc:

"cdowns@milkywayjp.com, anthony.petrucelli@masenate.gov, maria.puopolo@masenate.gov, aaron.m.michlewitz@mahouse.gov, patrick.lyons@mahouse.gov, mayor@boston.gov, michael.f.flaherty@boston.gov", "cdowns@milkywayjp.com", "anthony.petrucelli@masenate.gov" <anthony.petrucelli@masenate.gov>, "maria.puopolo@masenate.gov" <maria.puopolo@masenate.gov>, "aaron.m.michlewitz@mahouse.gov", "patrick.lyons@mahouse.gov" <patrick.lyons@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "michael.f.flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>

Dear Mr. Tracy.

10/7/2015

I am a property owner in the North End Waterfront neighborhood and I am strongly opposed to JW Capitol Partners proposed Hotel Development on Lewis Wharf.

This proposal would cause gridlock and impact traffic throughout the North End from exit 23, down North Street, onto Lewis Street, to Commercial Street directly across Atlantic Avenue into the new proposed 379 parking spaces. These one way Streets plus Atlantic Avenue would never be able to handle the amount of traffic from the Central Artery to the Hotel.

This development seeks to change the nature and character of our historic residential waterfront neighborhood.

This development is not appropriate for the historic enclave of the North End Waterfront area.

The large scale development would be built on historic tidelands of Boston Harbor. These tidelands must be maintained for public use and enjoyment for all.

Sincerely
Anna Ragusa
63 Atlantic Avenue
Boston, Massachusetts. 02110

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project Propisal

1 message

Barbara Bean <bambean@aol.com>

Mon, Oct 12, 2015 at 9:48 PM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Mr. Tracy,

Thank you for attending our North End neighborhood meetings.

I am writing to request that you please pass on my thoughts to the representatives of the BRA.

I do not support the proposed plans for Lewis Wharf.

I am an MGH nurse. My first job was here in the North End more than 50 years ago. I loved the neighborhood at first sight, and have owned an apartment here for more than 18 years.

Please do not allow the proposed Lewis Wharf huge commercial venture to impact us who love this small residential neighborhood.

The years of truck traffic during construction, and hundreds of out of towners partying late into the night if this project happens, will seriously disrupt all that we value as we go about our daily lives.

I have a friend who was hit by a construction vehicle from the last big project here and was hospitalized for six months. The current "normal" traffic is already dangerously impacting our quality of life.

The carbon monoxide coming out of a huge proposed, underground parking garage, and fumes from idling construction and delivery trucks are a hazard to everyone, young and old in the neighborhood, but especially bad for so many seniors with already compromised health in this small neighborhood area. There are three large buildings within 2 blocks of this site that are currently dedicated to housing for elderly, ill and infirm.

South Boston was open space, unused space. That current construction has enhanced that area.

This project will seriously and negatively impact a small, historic, and oldest residential neighborhood in our beloved Boston.

Sincerely,

Barbara M. Bean

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

Save Lewis Wharf

1 message

Eileen Logan <elogan@trinitynet.com>
To: Christopher.Tracy@boston.gov

Tue, Oct 13, 2015 at 7:58 AM

Please add your voice to save Lewis Wharf. As a resident of the waterfront, I can tell you that the number of hotels, car /taxi/uber traffic and pedestrian/tourist crowding on the street is getting out of hand. Yes we need to improve the area, but no to another major hotel.

Thank you
Eileen Logan
617.966.9611



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf and Waterfront Development - BRA

1 message

Joseph Zeinoun <zeinoun@hotmail.com>

Tue, Oct 13, 2015 at 10:51 AM

To: Christopher.Tracy@boston.gov

Cc: saveournorthendwaterfront@gmail.com, deirdre.buckley@state.ma.us

Dear Mr. Tracy,

As a resident of the North End / Waterfront for the past 24 years, and with the support of more than 1,000 residents and elected officials, I am writing to your attention to reject the proposed Lewis Wharf Hotel development that the Boston Redevelopment Authority (BRA) is currently reviewing.

This extensive development would have the following negative consequences to our community and our historic Boston Harbor:

1- Obstruct access and view to waterfront

- Wall off the waterfront by restricting waterfront access and eliminate the historic connection of the neighborhood to the Harbor.
- Restrict waterfront access and remove free public access to the existing public space enjoyed by Boston residents and many visitors. This would result in reduced free and open public space on the North End Waterfront as the developer ONLY offers 'publicly accessible' (enclosed space) instead of 'public space' (open space).

2- Safety access for for public emergency services due to increased traffic congestion (during and after construction)

- Increase traffic and public hazards due to the additional vehicle trips per day, adding to the existing continuous congestion observed on Atlantic, Commercial and around the Greenway corridor.
- Construction will block already congested traffic, and create total gridlock in the immediate 1 mile radius of this zone for a period of 4 to 6 years, potentially causing safety issues for emergency services access

3- Environment (air, water) and noise pollution

- Create public health risks due to lengthy construction schedule (6 years minimum), thereby increasing toxic emissions that would harm our environment and the overall public health.
- Hurt the environment by developing over Commonwealth tidelands into the Harbor, which might endanger precious marine life and natural resources.
- Open restaurant, bar, and roof decks with no specific rules set by the city would give the developer or operator of this facility the ability to organize events at any time of day and night, which would generate significant noise towards the entire residential neighborhood

4- Precedent setting to other areas of the city

- This project would set a dangerous statewide precedent for building on decayed and abandoned pilings, not intended for private development.
- Additionally, this project would effectively privatize open water by construction of a luxury hotel (on decayed and 180 year-old abandoned pilings hundreds of feet out into the Boston Harbor) would effectively be putting private interests before public benefits.

I am directly soliciting you support and action to reject this proposal so we can maintain our waterfront neighborhood quality, so we can all live safely in this unique environment.

Thank you.

Best Regards,
Joseph Zeinoun
528 Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Opposition

1 message

James Labeck <james.labeck@me.com>
To: Christopher.Tracy@boston.gov

Tue, Oct 13, 2015 at 1:04 PM

Dear Mr. Tracy,

I live in Charlestown and work on the waterfront, and would like to express my strong opposition to the proposed hotel development at Lewis Wharf.

The proposed development is far too large, and introduces scale and density at the water's edge that is inappropriate. The historic uses of the ends of piers were shipping related buildings of modest scale, that preserved the prominence of the masonry wharf buildings, and served as connections to the harbor for the city. This project destroys that historic relationship.

Placing luxury hotels over Commonwealth tidelands, in a zone designated by FEMA as the most hazardous, would represent a disregard for resiliency and adaptation to climate change, that the city and commonwealth have been trying to advance. The Mayor, BRA and all city agencies must embrace their own ideals expressed in numerous, recent planning efforts.

Boston Living With Water (2013)—This is the first time in human history that external conditions will change significantly over the course of a building's lifespan. ...approximately 30 percent of Boston lie within 8' of today's high tide and, without intervention, will be at risk of chronic saltwater flooding by 2100.

The Boston Harbor Alliance, Preparing for a Rising Tide (2013)—...under high-end scenarios, Boston will have to prepare for the current "100-year storm surge" increasing to at least a 20% likelihood of occurring in a given year around 2050 and possibly as frequently as high tide around 2100.

Greenovate Boston 2014 Climate Action Plan—Mayor Walsh—"...in the fall of 2012, Hurricane Sandy struck.... Had the storm hit just five hours earlier, Boston could have experienced similar losses [to New York City]. We were not better prepared than New Jersey or New York—we were lucky, and luck is not a policy we can count on."

Boston Natural Hazard Mitigation Plan (2015)—Based on the record of previous occurrences, coastal flooding in Boston is a high frequency event as defined by the 2013 Massachusetts State Hazard Mitigation Plan. This hazard may occur more frequently than once in 5 years (greater than 20% per year).

2015 Climate Change Adaptation Strategy Report, MAPC—Climate Change Adaptation Objectives: #2 Redevelopment within the Region will be located outside the highest hazard areas most vulnerable to climate change (flood hazard zones, velocity storm surge zones, etc...).

This is just a sampling of the work that has been done to determine an intelligent path forward in the face of climate change. The burden is now on the city and commonwealth to follow through and use the plans that have been created. Development along the waterfront can not continue as it has in the past. There is a responsibility to the residences of coastal communities to not place further property and people in harms way, hampering disaster response and recovery efforts, which will only become more frequent.

Thank you,

James Labeck
24 Russell Street
Charlestown

JOANNE M. HAYES-RINES
65 E. India Row, Apartment 24F
Boston, MA 02110

(617) 523-7034 home

(617) 283-0981 cell

October 13, 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

RE: Lewis Wharf Development Project

Dear Mr. Tracy:

I oppose the proposed development of Lewis Wharf for the following reasons:

- 1) The waterfront belongs to the public at large and the public's enjoyment of Boston's waterfront is increasingly being restricted to a walkway, which is what the Lewis Wharf project proposes.
- 2) The Lewis Wharf development proposal provides for a many sectioned "park" that faces a street with no sightline to the water. The supposed 1 1/4 acre "park" is really small sections of grass separated by a driveway and garage entry. It's not a park.
- 3) Compare the use of one of the most active and best used spaces on the waterfront — Christopher Columbus Park — with the amount of activity of the landlocked Rose Kennedy Greenway. Neighbors and visitors alike are drawn to the water's edge and the opportunity to enjoy it in a waterfront park.
- 4) The recent building boom, blessed by the BRA and other licensing authorities, is taking place with absolutely no additional transportation infrastructure as evidenced by the traffic gridlock on Commercial St., Atlantic Ave., and the Seaport area. A 300-plus room hotel will bring more traffic to an already congested area.

Lewis Wharf should be creatively developed with primary consideration to the public's use of waterfront land.

Sincerely,





Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf hotel project

1 message

Ron Salett <rsalett@gmail.com>

Tue, Oct 13, 2015 at 3:08 PM

To: Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, Christopher.Tracy@boston.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, ayanna.pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, janet.knott@cityofboston.gov, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, cdowns@milkywayjp.com, matthew.beaton@massmail.state.ma.us, phu.mai@massmail.state.ma.us, Nicole.Leo@cityofboston.gov

October 13, 2015

Re: Stop the hotel project at Lewis Wharf

To All Concerned Parties:

Please forgive my informal address but I am sending this to many community officials.

I am writing to express my opposition to the proposed new hotel project on Lewis Wharf. I attended the public hearing at the Nazzaro Center in the North End on October 7 but the two minute limit to speak was not nearly enough to convey my concerns.

My love for the North End neighborhood began long ago. In 1951, my father and uncle opened a butcher shop at 65 Salem Street. The following year, 1952, I was born. Twelve years later, I began working in the store every Saturday and my connection to the neighborhood was immediate. I've been coming to the North End for the last 50 years. I am strongly against the Lewis Wharf hotel project.

I've watched many changes occur over the years. The produce markets are gone and you can no longer buy oranges at 5 for 29 cents. The meat and fish markets are gone. The European Restaurant on Hanover Street is no longer there. My father's store, Salett's Market, had a fire in 1970 and was forced to relocate. Now Pauli's is at 65 Salem Street and sells the best lobster roll in the area. The streets are now filled with many of the finest Italian restaurants. I'm not opposed to change as long as we are mindful of the effects.

The North End is steeped in history, culture, and character. It is a gem in the City of Boston. There are precious few neighborhoods like the North End remaining. It is a magnet to foreign tourists and people from all around New England. It is a highlight along the freedom trail with the Old North Church and Paul Revere's house. Hundreds of patrons are walking the streets with their Mike's Pastry boxes. With all the changes, the neighborhood has mostly maintained its look and charm.

The waterfront is an important piece of the North End. People are drawn to the ocean. In some places, the waterfront development has been wonderful. The old buildings have been salvaged and restored for offices, apartments, or condos. In other places, newer buildings fall a little short of maintaining the old character. This developer has attempted to make the new hotel buildings architecturally pleasing to the surroundings but they just don't fit. The hotel buildings will block the views of the harbor from almost every vantage point.

Lewis Wharf is one of the last remaining places that truly offers access to the harbor for the public. The developer has stated that the hotel and marina will provide public access to the waterfront for everyone. I think it is quite clear that the statement is absurd. Hotels are for their paying guests and clients. They don't want strangers hanging around their property. Marinas are for the boat owners and most often have locked gates. All we have to do is look at other waterfront hotels in the city to know that they do not provide access to the public.

I don't live in the city. However, my wife and I come to the city often for theater, dining, boating, festivals, etc. We are usually accompanied by friends or family and almost always find ourselves in the North End. We are avid travelers and meet people from all around the world. When they come visit us to see Boston, the North End is constantly their favorite place. Maybe it's because they can sense our feelings for the neighborhood.

I have been criticized for voicing my opposition to the project as an "outsider". I think it is important to realize that the North End belongs to everyone in the greater Boston area. It is a unique and special place. It is up to all of us to protect and preserve it for visitors and for future generations.

My final point is about improving the beauty of the Harbor Walk along Lewis Wharf. We don't need this massive hotel complex to accomplish that goal. All we need is for the current property owner to abide by the existing rules. The city officials should take a stronger stance on forcing compliance.

To conclude, this is not the right place for a new hotel. I am writing to you because you are in a position to stop this development project on Lewis Wharf and save the character of the neighborhood. Thank you.

Regards,

Ron Salett



Christopher Tracy <christopher.tracy@boston.gov>

Opposed to Lewis Wharf Devopment

1 message

Boyle J. <jackboylejr@comcast.net>
To: Christopher.Tracy@boston.gov

Tue, Oct 13, 2015 at 3:16 PM

Christopher.Tracy@boston.gov

Opposed to Lewis Wharf Hotel Development (10/13/15)

Why does the City & BRA Continuously push for Hotel & Commercial Development of Boston's Unique Waterfront?? Please STOP; if Boston needs more Hotel space , I'll immediately suggest COMPLETING a 'Destination Hotel' @ Logan Airport. That could be Constructive Development!!

Boston does NOT Need or Benefit w/ another INTRUSION on our Waterfront!!! PLEASE STOP-STOP-STOP-STOP-STOP-!!!!

Respectfully Submitted

John J. Boyle Jr. (197 8thSt. Flagship#430 Charlestown, MA 02129
jackboylejr@comcast.net



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf hotel plan

1 message

tim mauro <tim_mauro@hotmail.com>

Tue, Oct 13, 2015 at 4:32 PM

To: "Christopher.Tracy@boston.gov" <christopher.tracy@boston.gov>, "deirdre.buckley@state.ma.us" <deirdre.buckley@state.ma.us>, "Alexander.Stryisky@state.ma.us" <alexander.stryisky@state.ma.us>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "Michael.F.Flaherty@boston.gov" <michael.f.flaherty@boston.gov>, "shaikh.hasib@boston.gov" <shaikh.hasib@boston.gov>, "Stephen.Murphy@boston.gov" <stephen.murphy@boston.gov>, "bernadette.lally@boston.gov" <bernadette.lally@boston.gov>, "Ayanna.Pressley@boston.gov" <ayanna.pressley@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "jessica.tauber@boston.gov" <jessica.tauber@boston.gov>

Dear elected official,

Please register my plea to oppose the Lewis Wharf development plan. I reside at Commercial Wharf and I currently live in dread of this looming giant intrusion, for reasons that have been well elucidated at all the public meetings. I greatly hope you will consider the wishes of the residents who have come to love the North End and wharf communities with their historic, rustic feel, and residential atmosphere.

Please, I implore, vote against this awful thing.

Sincerely,

Tim Mauro, 47 Commercial Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

Armand Thiboutot <armandthiboutot@aol.com>

Tue, Oct 13, 2015 at 4:54 PM

To: Christopher.Tracy@boston.gov, deidre.buckley@state.ma.us, Alexander.Stryski@state.ma.us
Cc: saveournorthendwaterfront@gmail.com, takefive1030@aol.com, Anthony Petrucci
<Anthony.ptrucci@masenate.gov>, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov,
Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Salvatore.LaMattina@boston.gov,
exec@newra.org, info@newncboston.org

Dear Ms. Buckley and Messrs. Tracy and Stryski,

We would like to register our deep rejection of the oversized project being proposed at Lewis Wharf.

Cordially,

Patricia and Armand Thiboutot
100 Fulton St., 4v
North End
Boston, 02109

Patricia

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

JW Capital Partners Lewis Wharf Development

1 message

Steve Johnson <rsoxwon@gmail.com>

Tue, Oct 13, 2015 at 7:38 PM

To: Christopher.Tracy@boston.gov, Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@masenate.gov, Patrick.Lyons@masenate.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@cityofboston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@cityofboston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landwmark@comcast.net, cdowns@milkywayjp.com
Cc: SaveOurNorthEndWaterfront.@gmail.com

To Members of the Boston Redevelopment Authority,

I want to express to you my objection to the proposed development of Lewis Wharf by JW Capital Partners. If the intent is to beautify the waterfront and create access to more open space this proposal falls far short of that goal. A hotel in this area would wall off the waterfront, create increased traffic, create a 7x24 environment with taxis, limos etc. Please take a walk on a Friday night and look at the lines of traffic trying to get into the existing parking lot. Their proposal stating a slight increase in traffic is a joke and not realistic. This is a neighborhood area and we deserve the right to have a quiet time during evening hours without having parties on their open roof deck bar, weddings, bridal parties etc. that will disrupt and destroy our North End neighborhood. The reason I bought my condo in the North End was the fact it is a family neighborhood and reflects all that is good with Boston. Please do not destroy this beautiful character of the Boston waterfront by surrendering it to accommodate the Marriott hotel Chain.

Respectfully yours,

Steve Johnson
Unit 635
Lewis Wharf
28 Atlantic Ave
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

No Hotel on "lewis wharf"

1 message

Jean Thrall <jmthrall@mac.com>
To: Christopher.tracy@boston.gov

Tue, Oct 13, 2015 at 8:16 PM

"I vigorously oppose the development for all of the reasons others have indicated."
I do not appose development...just no hotel. Too disruptive to the neighborhood!

Jean Thrall
Union Wharf
jmthrall@mac.com



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

amontoni4hockey@aol.com <amontoni4hockey@aol.com>
To: christopher.tracy@boston.gov, brian.golden@boston.gov

Tue, Oct 13, 2015 at 8:27 PM

Dear Mr. Tracy and Mr. Golden:

I have already written to you but I wanted to add one more thought on the proposed Lewis Wharf development. I walked down to the end of the wharf yesterday and sat there observing the surroundings and trying to envision a 5 story sprawling hotel there. It totally would wall off the water that is now so open to the public. How do you think the owners of Lewis Wharf condos at the end of the building, that paid the highest price for the best view would feel with their views "totally" gone, yes, totally gone. Not right! Not Fair! I am not one of those owners, my view wouldn't be impacted that much but my quality of life will be with traffic, noise, construction, etc., etc.

I lived at Long Wharf during the construction of the Marriott. Terrible rat problems in the the Long Wharf buildings, they were crawling all over the building! Putting an underground parking garage there will be incredibly disruptive to the area!

Please I ask for your support in supporting our neighborhood quality of life! No hotel, no garage....thank you for your time!

Sincerely,

Andrea Montoni
420 Lewis Wharf
Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

Richard A Montoni/MAXIMUS <RichardMontoni@maximus.com>

Tue, Oct 13, 2015 at 8:30 PM

To: "Christopher.tracy@boston.gov" <Christopher.tracy@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>

Dear Mayor:

As a native from Massachusetts and a proud owner at Lewis Wharf, I am gravely concerned that the proposed development at the end of Lewis Wharf is ill advised for the many reasons expressed by the many neighbors and the community. I oppose the initiative.

Thank you,

Richard A. Montoni



Richard A. Montoni
Chief Executive Officer
1891 Metro Center Drive
Reston, VA 20190

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Christopher Tracy <christopher.tracy@boston.gov>

No Hotel at Lewis Wharf!

1 message

jennifer peppe <jenniferpeppe@yahoo.com>

Tue, Oct 13, 2015 at 10:28 PM

Reply-To: jennifer peppe <jenniferpeppe@yahoo.com>

To: "Christopher.tracy@boston.gov" <Christopher.tracy@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>

Cc: "mcneil@hcp.med.harvard.edu" <mcneil@hcp.med.harvard.edu>

I'm writing as a resident of Lewis Wharf (unit owner of unit 638), in opposition to the proposed development. I've lived at Lewis Wharf for 3 years; however, have lived in and owned property in the North End since 2001 (both North Margin Street and Fulton Street). Additionally, my family had a business on Hanover Street for 30+ years and although I did not live here during all of this time I have had strong ties since my childhood. I am in opposition to the development of the proposed hotel for the reasons that have been iterated and reiterated at the meetings held at the Nazzaro center and elsewhere. Concerns pertaining to noise, traffic, safety, congestion, etc. that a development of this size would generate. If effort were to be placed on enforcing the current property owner's obligations which have somewhat shockingly gone unmet for almost 2 decades (i.e., the harbor walk), then Lewis Wharf could be beautified for all to enjoy without any 'development' at all.

In short, I favor use of the Lewis Wharf land by the public and am always happy to see families playing on the lawn on the south side (where we have a family of rabbits!), dog owners with their dogs on the north side in what has become a local dog park, and couples and families sitting on the wall by the so-called 'dilapidated' pier eating their lunches and taking pictures of the harbor. What I cannot support is a project of the size and scope of the proposed hotel, in our historic and very special neighborhood.

In opposition,
Jennifer Peppe
Lewis Wharf, Unit 638



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSE the Lewis Wharf Hotel Project

1 message

Nate Crampton <nate.crampton@gmail.com>

Tue, Oct 13, 2015 at 11:34 PM

To: Christopher.Tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us, Jenn Work <jrmcrampton@gmail.com>, Nate Crampton <nate.crampton@gmail.com>

October 13, 2015

Dear Chris,

I'm writing you to express my concern with the proposed "Hotel" development at Lewis Wharf.

My family and I have lived in Boston's Historic North End for over 12 years and love Boston and the North End. We want the neighborhood to continue to be seen as a place where people come to visit, live and raise their families.

Lewis Wharf is a part of Boston's history built in the early 19th century and in 1973 renovated by Carl Koch, who kept the great heritage intact. We recently went for a sail on the Adirondack III and cruising around the harbor as we approached Lewis Wharf, it disturbed me that it could be completely obstructed from the water, the historic viewpoint from the water.

As someone raising a family in North End, I'd love to see more families staying in the North End. Boston's history and culture is something I'm proud about and want to instill in my children. This proposed massive luxury hotel with almost 300 rooms, 300+ person ball room, and 150 seat restaurant goes completely against keeping families in the North End because it takes away from our quality of life.

I'm against the proposal because it:

1. Completely blocks Lewis Wharf from the water
2. Doesn't promote keeping families in Boston
3. Increases traffic in an already congested part of Boston
4. Blocks off the harbor from the North End

5. Increases noise & light pollution at all hours including night

There are so many other options than the proposed hotel for this historic landmark that will truly benefit the neighborhood. As representatives of the people I hope the BRA sees this and stands against the proposal, we all deserve something better.

Sincerely,

Nate Crampton

North End Resident

63 Atlantic Ave

Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

Betsy McCombs <betsy.mccombs@sothebysrealty.com>
To: christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 12:03 AM

I am writing to oppose the development for all of the reasons others have indicated. I have been a resident of Lewis Wharf for 40 years. Building a hotel at the end of Lewis Wharf will wall off the harbor, create huge issues with traffic congestion, trash and noise.

Betsy McCombs
438 Lewis Wharf
Boston, MA

--
Betsy McCombs
Vice President, Residential Sales
Gibson Waterfront Sotheby's International Realty
220-230 Commercial Street
Boston, MA 02109
617-725-1981 ext 105
617-725-1983 (fax)
617-835-7240 (cell)
www.betsymccombs.com



Christopher Tracy <christopher.tracy@boston.gov>

not another hotel

1 message

crawloff@cs.com <crawloff@cs.com>
To: Christopher.Tracy@boston.gov

Wed, Oct 14, 2015 at 4:39 AM

we have enough hotels. please.

crawloff@cs.com

October 8, 2015

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

RE: Lewis Wharf

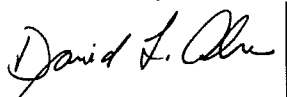
Dear Mr. Tracy,

I have attended almost all of the Lewis Wharf Development meetings and have a few comments about the design of the project. First of all I'm a big pedestrian, I'd rather walk anywhere in Boston than ride. My average Lewis Wharf to Fenway Park walk is 48 minutes. That being said when you walk as much as I do you notice and hear a lot. My comments about the Lewis Wharf project came out of the October 7 Neighborhood Meeting at the Nazzaro Center. The last couple of neighborhood gentlemen that spoke focused on how buildings traditionally step down as they move closer to the waters edge, this made me realize something. If one of the goals of this project is to complete the Harbor Walk, the Harbor Walk needs to be inviting to visually entice folks out to the end of Lewis Wharf.

I've noticed that when tourists are walking along Atlantic Ave (from Columbus Park) they generally, stop mid way between the Sail Loft and Lewis Wharf and say "there's nothing down here". I believe that many of these tourists walk from Quincy Market into Columbus Park and then along Atlantic Ave. Coming from that direction much of the architecture they see is colonial Boston Waterfront style architecture. It is my opinion that the Lewis Wharf Hotel buildings as designed are not going to draw people to walk out to the edge of the piers. I think the design has to be more in line with Quincy Market or the building on Long Wharf next to the Chart House. Without creating an "Epcot Lewis Wharf" if the buildings were re-designed to be more reminiscent of "waterfront" buildings. For example a three story structure with sloped roofs and chimneys or sloped roofs with dormers and chimneys might create enough visual interest to get people to walk out to the edge of Lewis Wharf.

The design as it is now is too contemporary and I doubt will draw people out there, the buildings look too modern for that block of Atlantic Ave. Commercial Wharf, Lewis Wharf the Pilot House (original) and Union Wharf all have that 200 year old Boston Harbor look. This particular block is too close to the tourist areas to not continue the traditional style waterfront architecture. Some visual interest is necessary to make people want to explore that side of the park. The architecture has to tie everything together so that people can realize and enjoy the preservation that has taken place in the last 30 years. If this end of Atlantic Ave. becomes a connection from Columbus Park it may get folks to explore further down towards the Battery Wharf area and maybe help complete the Harbor Walk and spur some interest in the Battery Wharf commercial spaces.

Thanks for all your time and effort thus far,



Dave Alves
533 Lewis Wharf
Boston, MA

(email: daam617@gmail.com)



Christopher Tracy <christopher.tracy@boston.gov>

: Oppose Lewis Wharf Development

1 message

Larry Knight <vlknight1@verizon.net>
To: Christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 9:38 AM

Subject: Oppose Lewis Wharf Development

Dear Sir:

We oppose the Lewis Wharf development for all of the reasons others have indicated, but particularly the added traffic congestion and the blockage of the waterfront from the North End.

Larry and Valerie Knight
326 Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Proposed Lewis Wharf Hotel Development

1 message

Sachs, Robert <RSachs@pilothouse.com>

Wed, Oct 14, 2015 at 10:08 AM

To: "Christopher.tracy@boston.gov" <Christopher.tracy@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "brian.golden@boston.gov" <brian.golden@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>
Cc: Caroline Taggart <ctaggart55@comcast.net>

Dear Mayor Walsh and BRA officials:

My wife Caroline Taggart and I have been North End/Waterfront residents and taxpayers for more than 35 years. During this period we've lived at four different North End/Waterfront locations (Battery Street, Commercial Street, East India Row and Commercial Wharf) and for the past 32 years have resided on Commercial Wharf. My office has been on Lewis Wharf since 1979 and when Caroline and I first moved to Boston we both worked in what was the old two-story Tow Boat building at 54 Lewis Wharf where a five-story 70 foot high hotel is now proposed to be built. Having lived and worked in the North End/Waterfront neighborhood since the late 1970's, we hope you will seriously consider our views and reject this project. We believe they are representative of the views of most of our neighbors and co-workers.

We believe that the proposed hotel will wall off North End vistas from Boston Harbor, compound already mounting traffic congestion and destroy the quality of life for those of us who have chosen the North End/Waterfront as our homes and/or places of business. One only has to look at the traffic congestion that regularly occurs on Atlantic Avenue and Commercial Street, to appreciate the additional impact that a 300 room hotel/restaurant complex will have on neighborhood residents trying to get to and from their homes and offices.

Lewis Wharf is one of the few remains places on the Waterfront where pedestrians walking along Atlantic Avenue can still enjoy Boston Harbor views. The same is true for North End residents and visitors walking down Fleet Street. These views would be eliminated by the five story, 70 foot tall hotel and the new building that the developers propose to add near the entrance to Lewis Wharf. The proposed hotel would also wall off Boston Harbor from Commercial Wharf, Lewis Wharf, the Prince Building, and Union Wharf. Many of us who live in these buildings are long time neighborhood residents, not real estate speculators who care little for the quality of life in the neighborhood and return to their suburban homes at night.

We share your desire for the North End/Waterfront neighborhood to continue to be a vibrant part of Boston and believe this could be better accomplished by true water-related development including an expanded marina, enlarged sailing center and waterfront park. Indeed, such development would attract people traveling by boat and foot rather than cars and trucks. In any case, however, the City should not permit development of structures that exceed the height of buildings that historically existed at the east end of Lewis Wharf. The old Tow Boat Building and storage shed next to it, where a piling field exists today, were one-third to half the height of the proposed hotel, including mechanical systems.

The flow of taxis, trucks and service vehicles coming in and out of the proposed Lewis Wharf Hotel will create grid-lock conditions, especially during morning and evening rush hour and bad weather. The addition of a traffic light would not do anything to mitigate the situation. During rush hour vehicles are already backed up through at least two traffic lights trying to get to the Central Artery or Charlestown Bridge from Lewis Wharf. (With the addition of the bike lane several years ago, vehicular traffic heading south towards the Central Artery is already reduced to a single lane between Lewis Wharf and The Central Artery) The Lewis Wharf hotel/restaurant complex will make an increasingly bad situation much worse, creating a bottleneck as vehicles enter and exit Lewis Wharf and try to turn onto Atlantic Avenue from Commercial and Fleet Streets or the 2 Atlantic garage.

Quality of life is perhaps a more difficult concept to define but for those of us who have made the North End/Waterfront neighborhood our homes and/or places of work, it is what makes living in this part of Boston special. It's having the ability to walk to a neighborhood restaurant, grocery, wine shop, pharmacy or cleaners, winding one's way through the historic North End or along Atlantic Avenue; walking through the Greenway or on Harborwalk along Boston Harbor. It's the low scale of the neighborhood compared to the concrete and glass hi-

10/29/2015

City of Boston Mail - Proposed Lewis Wharf Hotel Development

rise structures being built in the Seaport District. One of Boston's strength's is the diversity of its neighborhoods. The proposed Lewis Wharf Hotel threatens one of the City's most most historically significant and livable neighborhoods. For the above reasons, we hope you will weigh heavily the views of North End/Waterfront residents, and reject this proposed development.

Thank you for your consideration.

Sincerely,

Robert Sachs

Sent from my iPad



Christopher Tracy <christopher.tracy@boston.gov>

Projected Hotel on Lewis Wharf

1 message

Dori Gelt-James <dmicro@mac.com>

Wed, Oct 14, 2015 at 11:19 AM

Cc: Christopher.tracy@boston.gov, brian.golden@me.com

October 14, 2015

Dear Sirs:

Having been a resident of Lewis wharf since 1978 and the North End since 1976 I've seen a tremendous amount of change over the years (some good, some not so good) that I did not oppose. This includes the large-scale Pilot House project built next to Lewis Wharf several years ago. This is the first time that I've felt compelled to write to the BRA or any other entity regarding construction in the North End. This situation however is unique because of the enormous impact it will have on the North End and Waterfront communities (and of course, Lewis Wharf), and I vigorously oppose the new project on Lewis Wharf for several reasons:

The waterfront like many other neighborhoods in Boston is an historic area and adding more commercial space will jeopardize not only the unique culture of the North End and the Waterfront (which makes it so popular with tourists and residents alike), but will create more noise and traffic for those of us who want to live in what is now a relatively quiet residential neighborhood. The increased traffic, environmental issues posed by the proposed project, and potential public safety hazards including, but not limited to, the accessibility for ambulances and fire vehicles to gain access to Lewis Wharf and the proposed hotels are among my concerns.

I would like to stress that my husband and I live on the North Side of Lewis Wharf and we are among the few residents whose views will NOT be impacted in any way by the projected hotel and other commercial buildings. We still feel however that the overall damage that would be done to the North End/Waterfront neighborhood and to Lewis Wharf specifically is unacceptable, view or no view. Thank you.

Dori Gelt-James

Dori Gelt-James
423 Lewis Wharf
Boston MA 02110
tel: 617 227 2480
mobile: 617 852 6216

dmicro@mac.com



Christopher Tracy <christopher.tracy@boston.gov>

North End Waterfront

1 message

Jessica Conway <jessicakonway@gmail.com>

Wed, Oct 14, 2015 at 11:32 AM

To: Christopher.Tracy@boston.gov

Cc: saveournorthendwaterfront@gmail.com, Victoria von Rinteln <victoria.vonrinteln@yahoo.com>

Hi Christopher,

I'm reaching out on behalf of all of my roommates. I grew up in Chicago, attended Boston College, and have now lived in the city of Boston for over 3 years. I live in the West End and spend a lot of time in the North End. Part of the reason I decided to stay in Boston after graduation and chose the West End is it's proximity to the North End and the beautiful views my roommates and I are able to enjoy all year long.

The proposed hotel would not only commercialize and crowd a beautiful part of the city that all Boston residents care about protecting, but also jeopardize the beautiful waterfront views that Bostonians, transplants (like me!), and tourists hold near and dear to our hearts. The North End is a historic part of the city that shouldn't be tainted by a large-scale construction project like this. I understand that tourism is a large source of income for the city, and it's an important part of what makes Boston so amazing. However, there are plenty of other ways to update this area and even add additional commercial structures while maintaining it's accessibility to both tourists and residents and keeping the beautiful views of the water safe.

Thank you,
Jessica Conway



Christopher Tracy <christopher.tracy@boston.gov>

(no subject)

1 message

casey riddles <demonrock@me.com>

Wed, Oct 14, 2015 at 11:45 AM

To: "Christopher.tracy@boston.gov" <Christopher.tracy@boston.gov>, "mayor@boston.gov" <mayor@boston.gov>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>

Cc: "mcneil@hcp.med.harvard.edu" <mcneil@hcp.med.harvard.edu>

I'm writing as a resident of Lewis Wharf (unit 638), in opposition to the proposed development. I've lived at Lewis Wharf for 3 years now, and on Fulton Street for 2 years prior to that. Since 2001, I've worked in the North End and am very familiar with the neighborhood/community. I am writing to convey my concerns pertaining to noise, traffic, safety, congestion, etc. that a development of this size would generate. In short, I am in opposition to the development of the proposed hotel for the reasons that have been raised repeatedly.

Casey Riddles
Lewis Wharf, Unit 638

Sent from my iPhone



pressley

14 October 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Dear Mr. Tracy,

I am writing as a property owner and a business owner at Lewis Wharf. I am not comfortable with the proposed hotel development on wharf pilings as I am worried that it will set precedents along the North End waterfront that will be disastrous to the scale that makes our city so livable and the harbor and its activities so attractive.

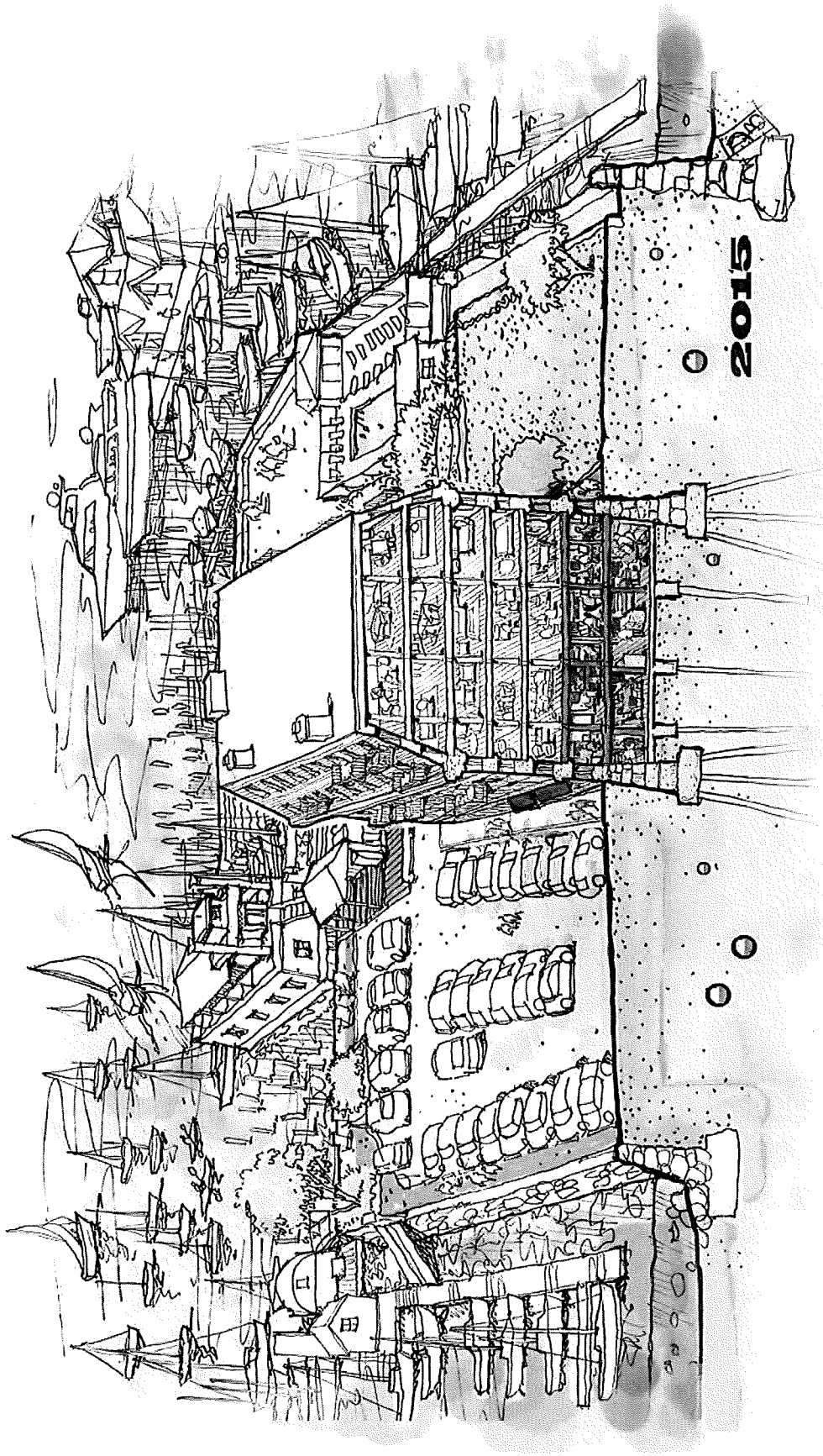
Just two years ago we achieved the longtime dream of purchasing space adjacent to the Lewis Wharf bowling green, the premier open space on the Boston waterfront. Once we arrived we found that it was better than we had imagined. From my desk I observe thousands of strollers, joggers, young and old, with and without cameras, sails briefcases, morning noon and night. All enjoying Boston Harbor and its workings, and the historic architecture. Lewis Wharf was Boston's very first condominium. We came here with no expectation that things were about to change. Now, as we look around we are beginning to realize the people putting together the development proposal are going to create three years of living hell for us as they build two shoeboxes that will throw a wet blanket over the waterfront's scenic values and choke out business for at least two to three years. So far in the BRA review process I have not received any BRA meeting notices or meeting notes, nor have I been contacted. Nothing.

When I went to the most recent hearing I could hardly get in the door thanks to the packing by labor union members clamoring for more jobs. The talk around me was about their plans to pack a meeting in Cambridge the following night. In 1793, the first organized labor group in America came together to find ways to become better shoe makers (Society of Journeymen Cordwainers) When one looks at Boston's skyline it is difficult to see how the jobs card deserves to be played here.

Sketching the before, during and after images helped me to see the absolute disruption by the proposed construction and some of the shortcomings of the solution.

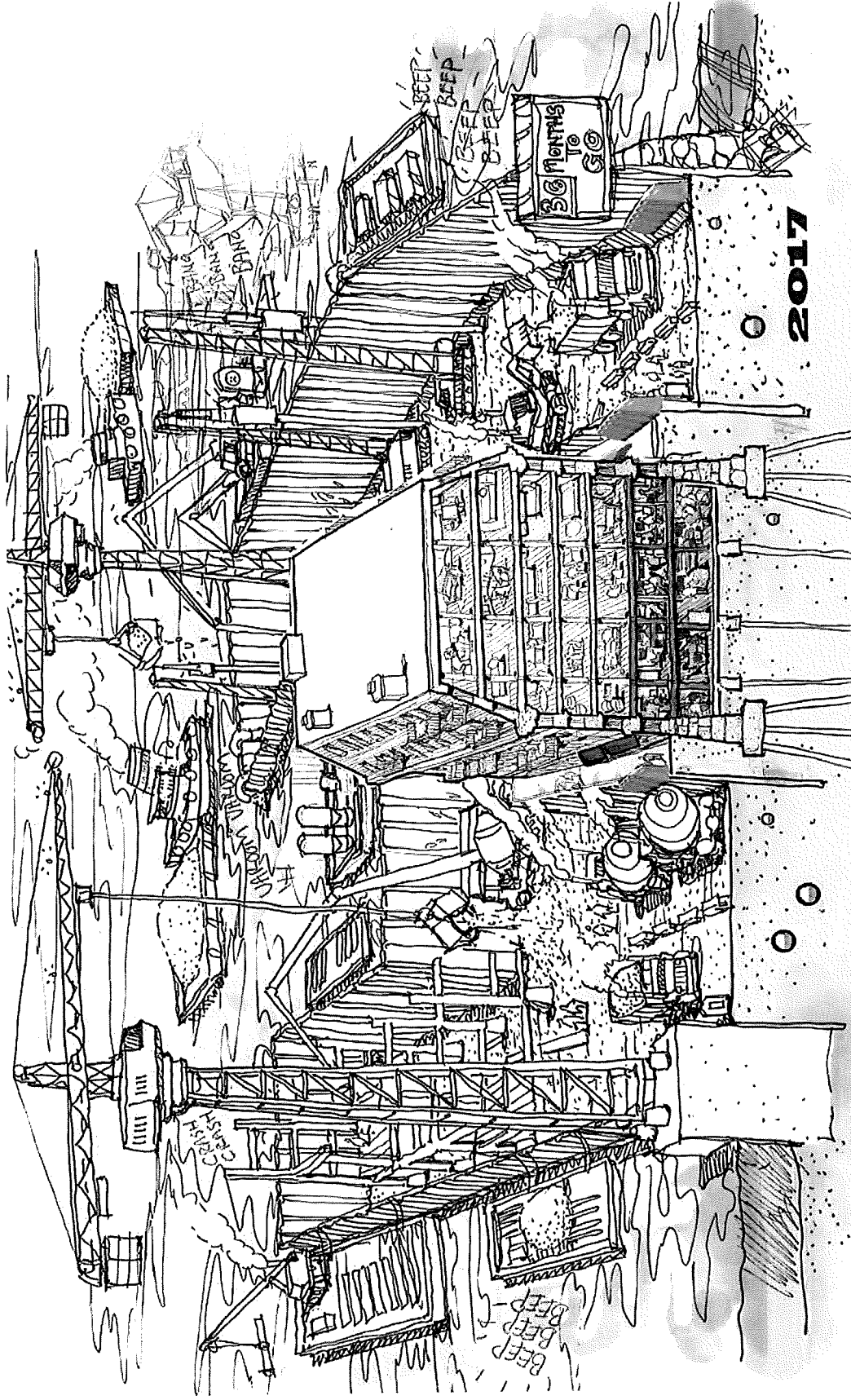


pressley



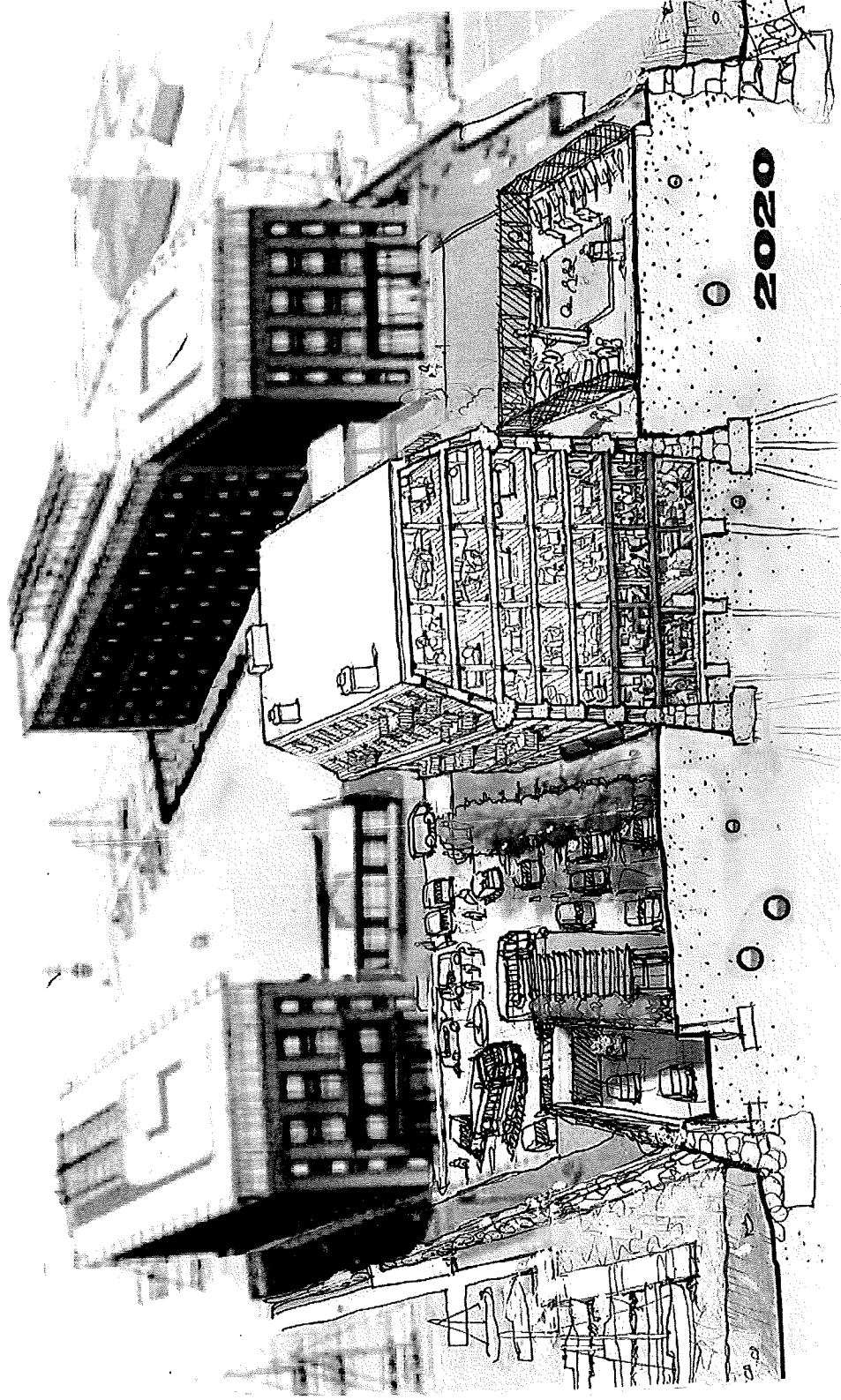


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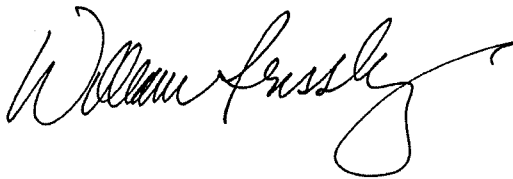
I am stunned by the lack of compassion by this Brinks Job.

Look at the proposal. The proponents could have improved the sidewalk, the street edge the parking lot, and then the Harborwalk...but didn't. All the better to gain support for their development promises. Today, the swimming pool at the end of the bowling green is surrounded by opaque fence that blocks water views. One can be a swim member for \$100 if they live or work at the Lewis Wharf. The pool is open three months a year, and often empty. Always vacant on cool or rainy days. Who needs it? Who wants it? The plan calls for it to be moved in front of my window. What will we see when the privacy fence is erected?

Now that we have paid for the harbor cleanup, I can't help but think about all the others along the North End waterfront who will face the same issues if developers can build on wharf pilings in the North End. And in other neighborhoods surrounding the harbor.

Please search for ways to improve this situation.

Respectfully,

A handwritten signature in black ink, appearing to read "William Pressley". The signature is fluid and cursive, with a long, sweeping tail that loops back under the main body of the name.

William Pressley, FASLA, LEED AP
President



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Hotel

1 message

Kevin Merriam <kevin.m.merriam@gmail.com>
To: christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 12:35 PM

Mr. Tracy,

I grew up outside of Boston, and moved to the city six years ago. Similarly, my girlfriend moved here from Philadelphia, attended Emerson College, and has now lived in Boston for five years. We live in the Fenway area, and love spending time in the North End.

Lewis Wharf is key to the North End neighborhood. For my girlfriend and I-- who live and work away from the Harbor-- Lewis Wharf is our access to the waterfront. While many other area wharves have hotels or other buildings, Lewis Wharf uniquely offers waterfront open space to Boston residents like us and other visitors. We urge you-- please don't block this open space with another luxury hotel. This neighborhood does not need another one-- especially not one of this size, scale, and density.

While we agree that the current site is not what it should be, the current owner should not be rewarded for failing to keep up his part of the Harborwalk. We, like many others have expressed, would support a more fitting development, like a true park or improved Harborwalk. But we do NOT support this proposed luxury hotel project on Lewis Wharf.

Thank you for your time,

Kevin Merriam
20 Hemenway St.,
Boston, MA 02115

--

Kevin Merriam // Boston, MA



Christopher Tracy <christopher.tracy@boston.gov>

Strong Objection to the Proposed Lewis Wharf Hotel

1 message

Richard Whiteley <richard@whiteleygroup.com>
To: Christopher.tracy@boston.gov
Cc: Barbara McNeil <mcneil@hcp.med.harvard.edu>

Wed, Oct 14, 2015 at 1:03 PM

Mr. Tracy,

I have been a resident in the North End for over 30 years and have attended all but one of the local meetings regarding this proposed development. While the sailing school/marina is mentioned in a review of the project no one has pointed out the implications of increasing the size of the Lewis Wharf Marina. In order for it to prosper it is my guess that we will see more sailing students and racing events requiring additional parking than is currently used by the sailing center. I can't imagine by increasing the size of the sailing facility more pressure will not be placed on an already crowded parking situation.

Respectfully,

Richard Whiteley

Lewis Wharf 534

A handwritten signature in black ink that reads "Richard".

Richard Whiteley

The Whiteley Group

617-699-1141

richard@whiteleygroup.com

www.whiteleygroup.com

www.corpshaman.com



Christopher Tracy <christopher.tracy@boston.gov>

Lewis wharf hotel parking and all renovations

1 message

mlowens722@aol.com <mlowens722@aol.com>

Wed, Oct 14, 2015 at 1:05 PM

To: Christopher.tracy@boston.gov

live at 312 Lewis Wharf. This project would devalue my property.
The noise level from trucks cabs people would be tremendous. The congestion on Atlantic would be
horrendous. My view of the harbor would be obliterated. This idea would harm the neighborhood.

Manfred Lowenstein



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development comments

1 message

Thomas N Tillotson <tnt@healthco.net>
To: christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 1:42 PM

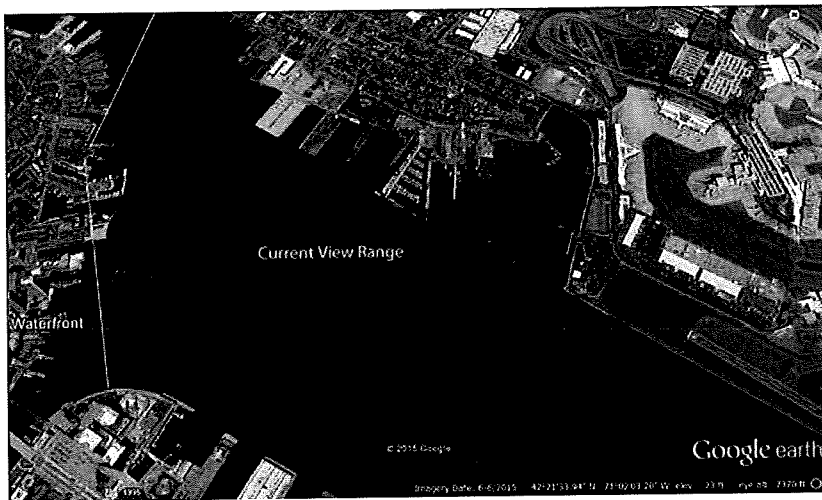
Mr Tracy,

My wife and I have been on Commercial Wharf for 45 years and do not support the proposed development. Our condominium sits directly across the channel from the South Building which will completely block our north view of the harbor and almost all of the Lewis Wharf building itself. We are also on the eastern end of the building which will be the most affected by any outdoor noise. However, we are not against development of the site and recognize that the detriment to our quality of life may be insignificant in the face of significant public benefit that could ensue from appropriate development of the site. Whether the current proposal presents such appropriate development is, of course, the subject of the current public review process. Within this process, we would like to focus our comments on the development's impact on a constituency that seems to have been under-represented in the meetings and hearings to date, namely, the users of the harbor and the Harborwalk.

According to the Boston Harbor Association, use of the harbor is the fastest growing segment of Boston tourism. Private boating, water taxis, sailing tours on tall ships, Harbor Islands tours and the many varieties of general boat tours attract hundreds of thousands of visitors annually. In addition, there are the vast number of users of the Harborwalk. In the words of the three Northend/Waterfront elected officials who have expressed their concern about the appropriateness of the current project, these visitors come to our part of the harbor "not because of what it may become, but because of what it is now". Through luck or design, Boston has held on to a significant section of its historic waterfront in such a way that the view afforded harbor and Harborwalk users is much the same as they might have seen arriving by sea 150 years ago. The stretch of granite and brick building from Long Wharf to Union Wharf, represent this iconic view of historic Boston. Further, development around these structures has been complementary with a general motif of large building in the background sloping down to smaller, and not occluding, buildings as they approach the water giving one the impression that the entire city is connected to the water and not just the water's edge buildings as in so many other coastal cities.

For example, consider the following before and after views from the harbor and Harborwalk:

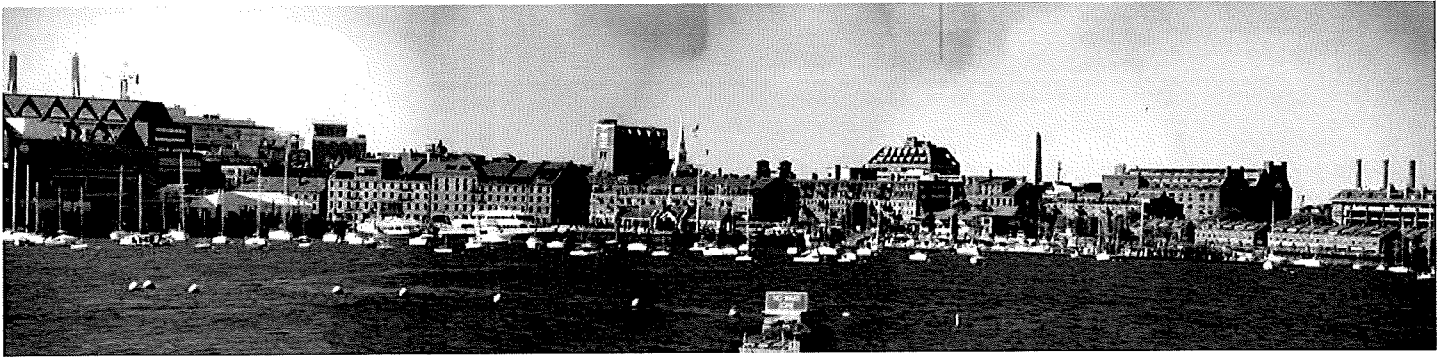
Lewis Wharf viewable from harbor range today:



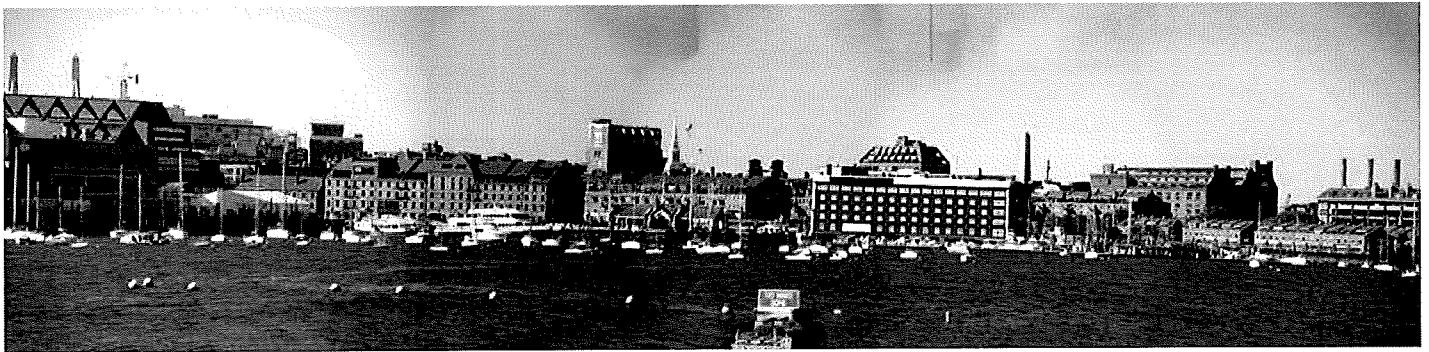
Lewis Wharf viewable range from harbor after (essentially hiding Lewis Wharf historic granite building from harbor users and tours):



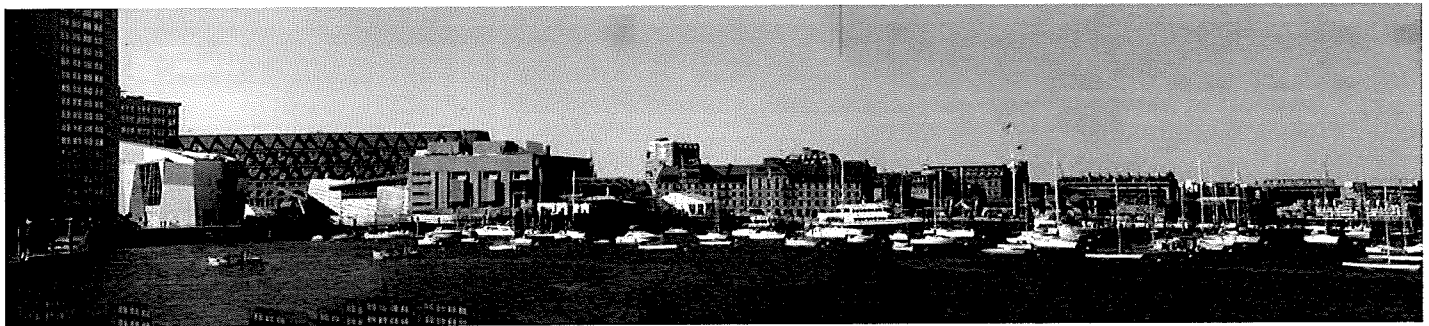
View from World Trade Center now:



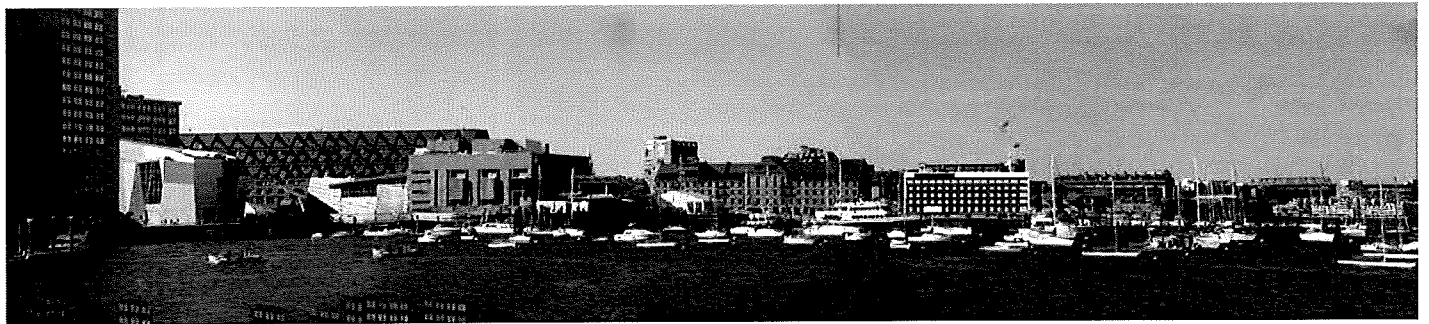
View from World Trade Center After (blocking out Lewis Wharf and Pilot House):



View from ICA



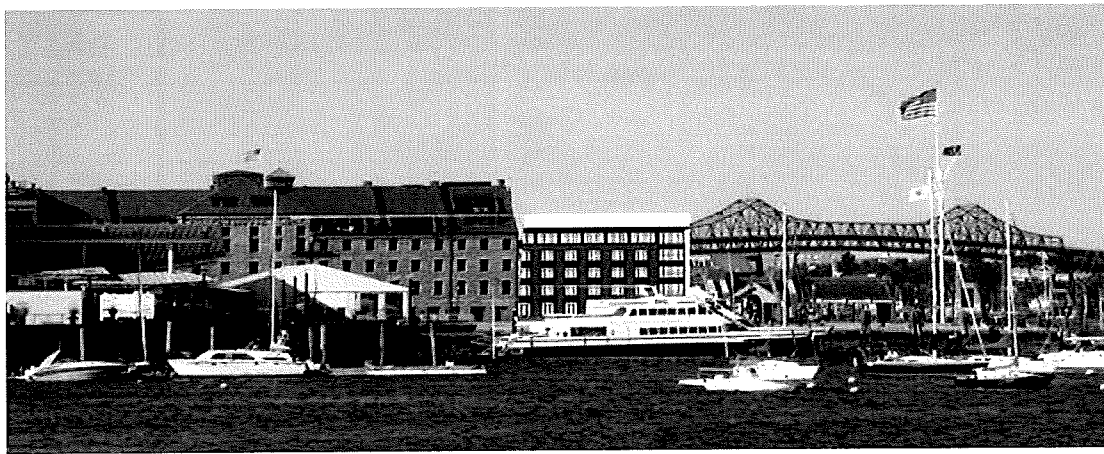
View from ICA after (occluding Lewis and Union wharves and Pilot House):



View from Rowes Wharf:



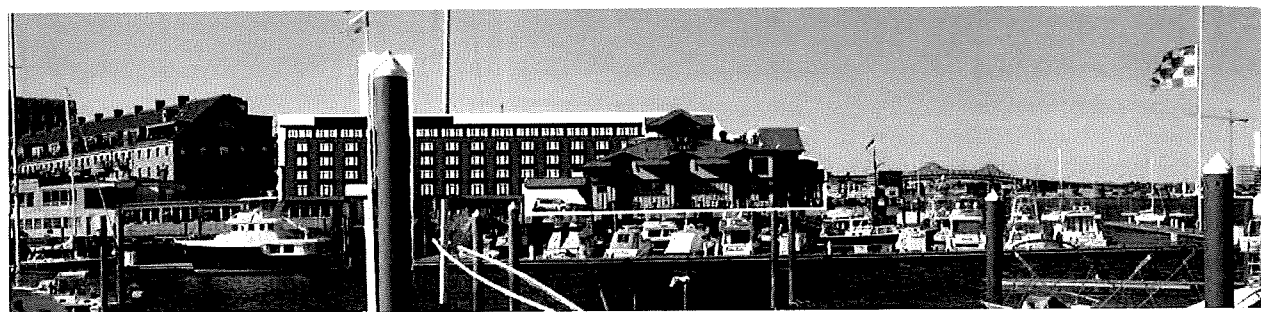
View from Rowes Wharf after:



View from Long Wharf:



View from Long Wharf after (occluding Lewis Wharf, Pilot house)



View from Pilot House Harborwalk:



View from Pilot House Harborwalk after:



As can be seen from these examples, the proposed buildings will become a focal point for almost ALL of the harbor and Harborwalk users with significant impact on the iconic historic wharf views. Will it be enough to negatively impact the economic benefits from harbor and Harborwalk users? That point can only be known once it is reached and then it is too late. However, is this a step in that direction? Definitely, and it would be foolish, in absence of overwhelming offsetting benefits, to willingly venture down that path! We would suggest that this project falls far short on that scale.

According to BostonUSA.com, visitors to Boston are running in the 16 Million per year range of which 61% are tours and general leisure. In 2013 these non-commercial visitors spent in excess of \$11 Billion, generated more than 73,000 jobs with a payroll exceeding \$2 Billion and generated almost \$600 million in state and local city taxes. The developer touts 150 jobs and \$7.4 million in taxes. This clearly fails the test of overall significance to offset the potential risk.

One also has to ask the question, given the decades long efforts by BRA and the city to create Harborwalk, why the BRA would now turn around and willingly degrade it? It now takes a couple of hours to traverse one end to the other. The Lewis wharf improvements to that small section of the Harborwalk at the expense of the quality of the experience of more than half of the rest also fails the test of overall significance to offset the potential risk.

Thank you for your attention.

Thomas and Deborah Tillotson
Commercial Wharf



Christopher Tracy <christopher.tracy@boston.gov>

Opposition to Lewis Wharf project

1 message

emintzbcjh@comcast.net <emintzbcjh@comcast.net>
To: christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 2:06 PM

Dear Mr. Tracy,

Thanks again for your time last Friday. You fulfilled an important BRA mission by reaching out to the public, in this instance me.

I have reread, twice, the simplified version of Article 80 you provided. It is clear that the authority of the BRA to support and encourage neighborhood redevelopment is awesome. I remember the "old days " when development meant copying colonial era architecture in scale, materials, height etc. Change was needed and Boston got it and benefited.

Article 80 also limits BRA authority by listing many conditions that it must consider before granting its approval. This reflects the reality that public input and a variety of considerations can provide necessary data. Like all good things over use can defeat the purpose and that is the present situation. The neighborhood facing proposed change does not need further " redevelopment " to cure the " ills " of a staged parking lot and rotting pilings. A 1/4 mile Harbor walk around oversized and inappropriate buildings should not validate the fact that the current owner has ignored his legal responsibility to provide his section of the harbor walk for several years. I believe you are already fully aware of the numerous arguments by the public against the proposal.

I hope that the consideration of current factors like access to the ocean and drastically increased traffic will override the messy parking lot and phony increases in parking availability. Factors of importance change over time as shown in the recent West End (a notable historic area)- way too late - reconsideration.

One important event that I failed to mention from the EPA meeting last Thursday night was the strong opposition of a Boston Sailing Club long time employee. He said the building for it on Atlantic Avenue was counterproductive since employees needed to be on the water to observe conditions affecting the boats NOT out of water sight on Atlantic Avenue. He feared the future of the club under the large hotel management. His testimony resulted in Mr. Adams standing, coming towards him and demanding to know if his testimony was personal or "authorized". I sat nearby and was quite surprised by this over response.

The BRA and public are being misled by proponents artist renderings showing the south side of Lewis Wharf open to the Harbor while totally ignoring the substantial Marina Hotel directly across from the proposed LWH and currently also partially blocking the harbor view. This combination and the angle of the narrow slip access space leaves no part of Boston Harbor visible from the street between the south side of Lewis Wharf and Commercial Wharf. Leaves the viewing benches with a closed in view. The "rendering" inaccurately shows this narrow channel as wide open with a barely visible hotel in the far distance. I think the tiny distant hotel may be at the airport. The actual facts of this section of Atlantic Avenue speak for themselves.

Thank you for your consideration of this further letter in opposition to the Lewis Wharf Hotel project as presently described.

Sincerely yours,

Evvajean Mintz
63 Atlantic Avenue
Boston, MA



Christopher Tracy <christopher.tracy@boston.gov>

Re: Press Release

1 message

Bill Stokes <bstokes343@gmail.com>

Wed, Oct 14, 2015 at 2:08 PM

To: Sydney Asbury <sydney@northwindstrategies.com>, Christopher.Tracy@boston.gov, Wade Edwards <wedwards@bostonsailingcenter.com>

To the BRA re the Lewis Wharf project

My name is Bill Stokes and I write to you as a 19-year member of the Boston Sailing Center. I am also a forty-five year resident of Boston who greatly appreciates the wonderful opportunities provided by Boston Harbor.

I am deeply concerned that the proposed hotel project would, in the end, put the Sailing Center out of business by restricting access and dramatically increasing costs. The Sailing Center, 38 years at Lewis Wharf, is very well-known and respected in the sailing community. It provides a unique service quite unlike any other sailing venue in Boston, or really anywhere I have ever traveled. Its location right on the water provides the necessary opportunity to offer lessons and to supervise novice sailors who might need assistance, as well as a gathering place for seasoned sailors and guests alike.

As a long-term member, I volunteer at each of the Open Houses sponsored by the Center. On busy days we offer sailboat rides to over 1,000 people and I have taken out as many as 50 or more people over the course of a long day. Given the number of open houses per year, I have certainly taken out many hundreds of guests over the past ten years. It is our pleasure to introduce more people to the beauty of the waterfront.

I urge the Boston Redevelopment Authority to hear the concerns of so many members at the Boston Sailing Center and stop this project from moving forward. Simply put, this massive hotel project will squeeze out the Sailing Center putting it out of business. Thank you for your time and consideration.

Sincerely

Bill Stokes

292 Park St.

West Roxbury, MA 02132

On Wed, Oct 7, 2015 at 10:54 AM, Bill Stokes <bstokes343@gmail.com> wrote:

19th year. West Roxbury.

On Oct 7, 2015 10:42 AM, "Sydney Asbury" <sydney@northwindstrategies.com> wrote:

Thank you so much, Bill. How many years have you been a member of the Sailing Center and where do you currently live?

Sydney

On Oct 7, 2015, at 9:48 AM, Bill Stokes <bstokes343@gmail.com> wrote:

I'm happy to be quoted with just those words, if you would like. Bill

On Tue, Oct 6, 2015 at 8:33 PM, Sydney Asbury <sydney@northwindstrategies.com> wrote:
Ron and Bill,

Thank you again for your willingness to attend tomorrow night's meeting. In follow-up to the meeting we'd like to issue a press release on Thursday morning highlighting some of the key take aways from the evening. Attached below is a draft release that includes a quote from a Sailing Center member. Would either of you be willing to lend your name to this quote or something similar?

Sincerely,

Sydney

ANDERSON AQUINO LLP
COUNSELORS AT LAW
240 LEWIS WHARF
BOSTON, MASSACHUSETTS 02110
(617) 723-3600

—
FACSIMILE (617) 723-3699

John J. Aquino
jj@andersonaquino.com

By Email Transmission

October 14, 2015

Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Plaza
Boston, MA 02201

Re: Lewis Wharf Hotel Project

Dear Mr. Tracy:

I write to express my strong opposition to the proposed Lewis Wharf hotel development. Contrary to the recent statements by the developer that this project will provide “Access for All”, the development as proposed will have the exact opposite effect: it will limit direct access to the waterfront at Lewis Wharf to paying customers of a luxury hotel and upscale restaurant and multiple bars.

At each of the public meetings convened by the BRA to discuss the development, the developer’s representatives have stated that the project will open up the waterfront and be accessible to all. One could also easily reach the same conclusion by viewing the renderings of the project on the developer’s website or by watching its slick video. What the renderings fail to reveal, but what the developer will confirm if (and only if) asked, the one story (rising 26 feet in height from ground level) connector building is designed to house the hotel’s lobby bar. For the developer to suggest that the operator of this 4-5 star luxury hotel will allow any and all members of the public to use the space to enjoy the views of the waterfront without paying the going rate for food or beverages, strains the credulity of all but the most gullible. The most telling comment the developer has made is that the connector building is the “heart and soul” of the project.

If the intention is truly to open up the waterfront to provide “Access for All”, the question begging for an answer is “Why erect a connector building at all?” When convenient to do so, the developer will compare this project to the Gunwyn proposed development of the early 1990’s, or to the recently completed Battery Wharf development. The “heart and soul” of both of those projects is/was direct and open access to the waterfront. Perhaps the most telling -- and at the same time outrageous -- statement was made by one of the developer’s representatives at the second IAG

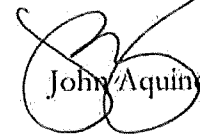
meeting when attempting to describe the connector building to an audience member. It was something to the effect of "Think of the entrance to Rowe's Wharf, just surrounded by a glass building."

Moreover, it is upsetting to me and to many other members of this neighborhood that the developer has had such limited interaction with the community before proceeding with its proposal. I will note that Gunwyn representatives met no less than 78 times with city agencies and community groups in connection with its proposal 25 years ago, including 34 meetings with the Lewis Wharf board of trustees and residents. With respect to the Lewis Wharf residents, this developer has held exactly one such meeting. It is quite clear that the developer has virtually no interest in listening to the legitimate concerns of community members, or in making anything other than cosmetic changes to its proposal. That, in and of itself, should be cause for concern to the BRA.

I believe that the developer is proceeding as if it has the absolute right to construct this project, with or without community support, and that is why this project is nearly devoid of any elements not otherwise required by law. I submit that the development, as proposed, is detrimental to the public's rights in tidelands, which is standard required by Section 18 of M.G.L. ch. 91. I respectfully request you and your staff review carefully the statement of purpose, goals and objectives, as set forth in Section 42A-1 of Article 42A of the Boston Zoning Code, before making a Section 18 Recommendation, based upon all of the criteria set forth in Subsection 1 of Section 42A-5.

Thank you for your consideration.

Sincerely yours,



John Aquino



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Georgianne D'Agrosa <gdagrosa@hotmail.com>

Wed, Oct 14, 2015 at 2:34 PM

To: "Christopher.Tracy@boston.gov" <christopher.tracy@boston.gov>

Cc: "saveournorthendwaterfront@gmail.com" <saveournorthendwaterfront@gmail.com>

Dear Mr. Tracy:

I am writing to say I **do not support** the current project proposed for Lewis Wharf in Boston. I am a Boston resident. I spend a lot of time walking in and around the North End waterfront.

I think the new development is too big for the area. Between vehicular traffic (including tour buses that stop in front of Starbucks), bicycle traffic, Segway tours and pedestrian traffic adding a 277 room hotel with a ballroom and bar in addition to normal hotel room traffic is not only going to add to the current traffic issues, but also be dangerous. There are large groups of people getting off tour buses, crossing the street to begin their tour of the North End right where the Hotel Entrance will be. There are also Segway tours and bicycle tours passing by continually during the peak tourist season. In addition, the vehicular traffic gets very bad as Commercial Street feeds into the JFK surface road to 93 South. This traffic will get worse at the road is narrowed to make room for the protected bicycle paths on either side of Commercial Street. These are the problems I foresee once the hotel is built. The process of building the hotel is only going to exacerbate everything I just mentioned.

There are plenty of hotels in the area, including the Battery Wharf Hotel at the foot of Hanover Street, just a few blocks up on Commercial Street. The Battery Wharf Hotel has been unable to retain a flag. An acquaintance of mine has booked blocks of rooms there on several occasions and has said it is beautiful. The service is spectacular. He never had a problem getting rooms and there are only 150 rooms in that hotel. The Marriot Long Wharf is also not far from Lewis Wharf in the opposite direction of Battery Wharf. There are 4 additional hotels currently approved by the City of Boston.

The current plan is going to block off the waterfront from the neighborhood. While I agree that the parking lot and pilings are not attractive (and should be maintained by the current owner, but are not) the two wings of the hotel with the "connector building" are going to completely wall off the water from the street.

A hotel proposal does not have to wall off the waterfront. The Boston Harbor Hotel at Rowes Wharf did a nice job of keeping the neighborhood open to the waterfront with the arch.

There is also the environment to consider. Building the hotel on the tidelands could not possibly be good. All the construction is going to disrupt the marine life.

This hotel is too large for this North End neighborhood for all the reasons that I mentioned above. I do not support the project.



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf, Proposal JW Capital Partners, LLC

1 message

Normand F. Smith <nsmith@burnslev.com>

Wed, Oct 14, 2015 at 3:25 PM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Boston Redevelopment Authority

1 City Hall Square

October 14, 2015

Boston, MA 02201

Dear Mr. Tracy,

The City of Boston and the BRA have done an excellent job of preserving historically important Boston buildings and landmarks. I have been a resident of the Prince Building since 1972, and have witnessed, first hand, the transformation of the Waterfront from an abandoned industrial center to a residential neighborhood that blends with and complements the North End, while preserving some of the most distinctive and historically significant buildings in the City.

During my tenure on the Waterfront, the BRA's plan for the area progressed from high rises on the end of each of the wharves and the demolition of the C2 Parcel, to the preservation of the wharves, and the prohibition of the construction of any buildings on the wharves higher than the previously existing buildings. We went from a high rise hotel South of the Park to the more aesthetically pleasing and historically consistent Marriott Hotel (with the help of the Superior Court).

The proposal submitted by JW Capital Partners now before the BRA is inconsistent with the good work that the BRA has done on the Waterfront heretofore, and inconsistent with the Waterfront Plan developed by the BRA over decades of consideration.

Lewis Wharf, Commercial Wharf and Long Wharf are monuments to the trading and commercial history of the City of Boston. Lewis Wharf is by far the most attractive and historically significant of the three. To date they have been thoughtfully restored, maintaining their connection with the Harbor and with the City.

If built, the proposed hotel buildings will visually disconnect Lewis Wharf from the Harbor. From the water visitors to the City will see two well preserved wharves and the backside of a brick hotel. From the land visitors will see what appears to be a granite wing of a brick hotel, neither of which has a connection with the Harbor.

The proposed hotel does nothing positive for the Waterfront or the City, and is destructive to the Waterfront Plan as executed to date.

Normand Smith

63 Atlantic Ave.

Boston, MA 02110

October 14, 2015

Christopher Tracy, Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Deirdre Buckley, Director
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 9000 (9th Floor)
Boston, MA 02114

Re: Lewis Wharf Hotel Project

Ladies and Gentlemen:

As an owner of property located in the historic Lewis Wharf, I am writing this letter in opposition to the project being proposed by JW Capital Partners to construct a luxury hotel on the Lewis Wharf site.

The project being proposed for Lewis Wharf represents a continuation of a process begun some time ago of walling off the harbor from residents and visitors of the City of Boston. While I don't believe this has been done intentionally, I do believe that time and time again, the planners of this City have failed to see the importance of keeping the waterfront open and visible from the City. The proposed Lewis Wharf hotel development would significantly eliminate the natural vista enjoyed by Boston residents and thousands of visitors who pass this area of Commercial Street and Atlantic Avenue. Such a large scale project built upon the historic tidelands will change the nature and character of this historic residential waterfront neighborhood.

The proposed project would also greatly restrict waterfront access and ultimately destroying the historic connection of neighborhood to harbor. This is a public space that is ingrained in our country's history as an important port and Boston's present-day as a quaint neighborhood.

Not only would the proposed hotel development wall off the water, but the extensive construction is also likely to bring toxic emissions that may endanger our environment and the health of the many residents and families who call this Wharf home.

Furthermore, traffic congestion near the North End/Waterfront has worsened in recent years, especially along Atlantic Avenue. Existing poor intersection conditions and narrowing lanes already create traffic accidents, gridlock, and unsafe conditions for pedestrians around

residential neighborhoods. All of these conditions will likely worsen with the proposed development of a Lewis Wharf hotel with 300-400 parking spots. Development like this may be appropriate for other areas throughout our city, but it is not appropriate for the historical enclave of the North End/Waterfront district.

For all of the reasons above, I am strongly opposed to the hotel project.

Very truly yours,

David Anderson

Mary and Keith Mayer
516 Lewis Wharf
Boston, Massachusetts 02110
(617) 742-5180 Home

October 14, 2015

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
1 City Hall Square
Boston, MA 02201

Dear Mr. Tracy:

We are writing to express our strong objection to the proposed five-story, 190,000 square foot, 300 room hotel on Lewis Wharf being developed by JW Capital Partners, LLC. We stand united in opposition to the scale of the project as well as the subsequent negative effect it would have on the quality of life of not only direct abutters, but on the entire neighborhood as a whole. This proposed development would diminish the historic charm of Boston's oldest residential neighborhood, instead of enhance it.

Boston is one of the oldest cities in the United States and the North End neighborhood, settled in the 1630s, is its oldest residential community. The North End's Waterfront has evolved into a vibrant residential neighborhood filled with families, professionals both young and older, retirees and small businesses that take pride in its rich history and access for all. My husband can attest that he has witnessed this area of the North End change over the last twenty years that he's been a resident. Our neighborhood sees thousands of visitors on a daily basis riding on the Duck Boat tours or on the Boston Trolley Cars. In addition, private coaches disperse hundreds of tourists in front of Lewis Wharf to explore the waterfront, Christopher Columbus Park, Faneuil Hall and the eateries and historic sites nestled in and around Hanover Street.

I think of my maternal great grandfather, Thomas D. O'Connor who began a construction company in 1904 and the impact that he and his sons, especially my grandfather, Austin O'Connor, had on Boston and in the North End. Their construction projects were thoughtful and reflected the input of the residents and community partners. One example is St. Stephen's on Hanover. In 1965, it was completely restored to its original Bulfinch design by Richard Cardinal Cushing as a tribute to its great Christian heritage beginning in 1714. In 1970, the Boston Society of Architects presented its award for Historic Preservation to Cardinal Cushing in recognition of his service to the whole community in restoring this historic building. It wasn't knocked down and converted into a hotel or high rise, it was and remains an anchor of the North End.

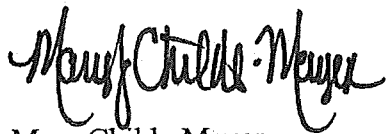
Our neighborhood is a conflation of Boston's wharves and buildings that reflects the cherished past of sailors and mariners. Preservation of the open space directly on the harbor is what we hope is achieved, not the plan that was submitted last month to the BRA. By the end of 2015, there will be another 1,000 hotel rooms in the Boston area with another 2,200 expected in 2016 and beyond according to BostonUSA.com. The North End area currently has 13 hotels and 2 bed and breakfasts that offer close to 3,000 rooms. The project submitted last month for BRA consideration is not a project for access for all; it's access for those who pay.

The current owner of the open land surrounding Lewis Wharf, Phillip DeNormandie has a history of non-compliance and had been the subject of previous enforcement action involving Lewis Wharf with the City of Boston. I find it ironic that the groups he sold One Lewis Wharf to in 2014, JW Capital Partners and John Moriarty Associates promote that the blight needs to be cleaned up and access created for the Harborwalk are highlighted in a new video JW Capital Partners released last week. They have not been good neighbors or community partners to the residents of Lewis Wharf or the Prince Building with the blatant disregard for garbage and recycling hauling at 4:45am three days a week. One of the principals was quoted in the September 17, 2015 issue of Banker & Tradesman as stating "We've gotten support within the broader North End community as a whole." That statement could not be further from the truth in our opinion or in the opinion of several of our local elected officials.

I would like to echo the words offered by Senator Petruccelli, State Representative Aaron Michlewitz and Councilor LaMattina in their letter of October 7th to the BRA. 'Throughout this process the proponent has continuously asserted that this project is 'as of right' and will not require any variances or mitigation, a statement which has formally remained to be determined. At this time it is imperative that we acknowledge the three crucial levels of process which this project must adhere to: the Article 80, Chapter 91 and the Boston Redevelopment Authority's large project review. The Article 80 process requires a vote of approval by the BRA Board of Directors, Chapter 91 authorization is required by the Massachusetts Department of Environmental Protection, the fact that these approvals and authorizations are needed clouds the argument that this project is 'as of right.'

We absolutely oppose this proposal and look forward to the opportunity to work in unison with the City and our neighbors on potential preservation project proposals for the North End's historic Waterfront area.

Sincerely,



Mary Childs-Mayer



Keith P. Mayer

Cc:

The Honorable Martin J. Walsh, Mayor, City of Boston
Mr. Anthony W. Petruccelli, State Senator
Mr. Aaron Michlewitz, State Representative
Mr. Salvatore LaMattina, Councilor, District 1
Mr. Michael Flaherty, Councilor At-Large
Mr. Stephen Murphy, Councilor At-Large
Ms. Ayanna Pressley, Councilor At-Large
Mr. Brian Golden, Director of the Boston Redevelopment Authority
Mr. Matt Beaton, Secretary of the Executive Office of Energy and Environmental Affairs
Mr. Martin Suuberg, Commissioner of Massachusetts Department of Environmental Protection
Ms. Maria Lanza, Mayors Office of Neighborhood Services
North End/Waterfront Residents' Association
North End/Waterfront Neighborhood Council



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Development

1 message

Samantha Bendetson <samantha.bendetson@gmail.com>
To: brian.golden@boston.gov, Christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 5:55 PM

To the BRA, please include me in the large group of north end residents that are adamantly opposed to the development for all of the reasons others have indicated.

thank you

Samantha

--
Samantha K. Bendetson
28 Atlantic Avenue, Unit. #535
Boston, MA 02110
(c): (617) 529-7229
Email: samantha.bendetson@gmail.com



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf

1 message

Gladstone, Ileen <IGladstone@geiconsultants.com>
To: "Christopher.tracy@boston.gov" <Christopher.tracy@boston.gov>

Wed, Oct 14, 2015 at 6:47 PM

Mr. Tracy

As a resident of the North End Waterfront and Commercial Wharf I want to express my opposition to the proposed Lewis Wharf project. This is an inappropriate development for this neighborhood. A 270+ key hotel will bring excessive traffic, noise and safety concerns to a neighborhood whose infrastructure is already stressed. The scale of the proposed project will also create a wall to the waterfront. The City has been diligent during the development of the waterfront to ensure access, which includes enjoying its beauty from many perspectives. This project will eliminate the few locations where the panoramic views of the harbor can be observed from along Atlantic Ave.

I am not opposed to development of the finger piers of the Wharf or the land at the end of Lewis Wharf, but we need to find a project of the right scale and one that is not a burden to existing neighborhood.

Ileen Gladstone

33 Commercial Wharf

igladstone@geiconsultants.com



Christopher Tracy <christopher.tracy@boston.gov>

Proposed development of a hotel at Lewis Wharf

1 message

Ramona Lunt <luntr@aol.com>

Wed, Oct 14, 2015 at 6:52 PM

To: brian.golden@boson.gov, Christopher.tracy@boston.gov, mayor@boston.gov, maria.lanza@boston.gov

I want to add my voice to the many who have written to express vigorous opposition to the proposal to build a 300-room luxury hotel on the waterfront directly in front of Lewis Wharf. I completely agree with the nature of the objections raised by many in opposing the development including, inter alia, the considerable increases in traffic, noise levels emanating from the public spaces of the hotel and, most importantly, the devastation of a neighborhood environment and of an historic site.

In W.H. Bunting's "Portrait of a Port, Boston 1852 - 1914" Lewis Wharf is described: "Lewis was perhaps the finest of all the great wharf buildings, having been constructed of Quincy granite in the most extravagantly substantial manner during the booming (18)30's". In the 1850's the famous clipper ships sailed from Lewis Wharf to San Francisco. I have some of the broadsides advertising the clipper ship sailings from Lewis Wharf. The historical significance of Lewis Wharf is very precious to many of us; to have it overshadowed by a sterile hotel development blocking it from Boston harbor - and from being viewed by boats on the harbor - is a tragedy. The greatest attraction to tourists visiting Boston is its historic significance. All our historic sites, including Lewis Wharf, should be zealously protected.

Ramona Lunt
#522
Lewis Wharf



Christopher Tracy <christopher.tracy@boston.gov>

The Lewis Wharf Project

1 message

jao18@comcast.net <jao18@comcast.net>

Wed, Oct 14, 2015 at 8:27 PM

To: christopher.tracy@boston.gov

Cc: alagasse79@gmail.com, miller_chris@comcast.net, david@crocini.com, john.j.pregmon@gmail.com, adtagliaferro@comcast.net, imora@barrfoundation.org, ehaddad@bu.edu, anneroach@gmail.com, jrmcrampton@gmail.com, jason825@verizon.net, Madnana12@aol.com, Cathy McDonnell <Catmcdtai@aol.com>, maria.lanza@boston.gov, salvatore.lamattina@boston.gov, michael.sinatra@boston.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, Anthony.Petrucelli@masenate.gov, Donna.Loconte@masenate.gov, michelle.wu@boston.gov, michael.flaherty@boston.gov, stephen.murphy@boston.gov, ayanna.pressley@boston.gov, richard.mcguinness@boston.gov, chris.busch@boston.gov, lauren.shurtleff@boston.gov, david.carlson@boston.gov, michael.christopher@boston.gov, wadams@jwcapitalpartners.com, dwiest@daintorpy.com, carl.ameno@boston.gov, katherine.carangelo@boston.gov, Maria.Puopolo@masenate.gov, heather.campisano@boston.gov, rking@nbss.edu, sas_0726@yahoo.com

October 14, 2015

Christopher Tracy
Boston Redevelopment Authority

Re: The Lewis Wharf Project

I oppose the development submitted by JW Capital Partners LLC for The Lewis Wharf Project. (Proposal)

I have resided on the Boston Waterfront for approximately 48 years. From 1967 through 1969 I resided on Long Wharf. From 1969 through 1972 I resided on Commercial Wharf East.. Since 1972 I have resided in the Prince Building, 63 Atlantic Ave.

Since you have received numerous letters in opposition to the Proposal I will briefly summarize some of the points which contribute to my vigorous opposition. The Proposal is misleading and highlighted by both conflicting information and the lack of detail. There are statements as to green areas, elevations and other elements, but there is no way to determine the basis or to verify those statements. And many statements are conflictive.

For example the Proposal makes numerous reference to 187,000 gross square feet for the hotel. Those references are totally contradicted by Table 2.2.1, the square-foot dimensions for the hotel which totals 210,525 square feet. Further there is no way to determine whether this square footage contains all common areas such as corridors and lobbies within the hotel area.

Another example of a statement in the Proposal that is unsupported is the reference to .60 acres (26,136 sq. ft.) of green space on the south side of the site. It is doubtful that the

green area shown in Figures 2-1 or 2-2 contains the stated square footage.

The statement that the elevation of the building is 55' is misleading since it is based on a grade over water. The Proposal does not detail the grade on land from which the 55' elevation is measured.

Recently in conjunction with a competition sponsored by the BRA, " Boston Living With Water", the Prince Condominium Trust performed a site survey to establish existing elevations and determine the threat of changing climate and rising seas. This survey established that the elevation of the existing sea wall on Lewis Wharf is 14 Boston City Base (BCB). This spot elevation was known by the proponents as evidenced by a survey prepared for Lewis Wharf Limited Partnership relating to Harborwalk dated April 2013 (See Attachment), This site plan refers to 2009 FEMA maps and shows spot elevations at the seawall abutting or a part of the proposed hotel complex. This survey does not refer to the 2013 FEMA maps referred to in the letter of opposition of Bud Ris dated September 24, 2015. The survey clearly shows spot elevations of 8.4, and 8.3. These elevations I converted to BCB are 14.8 and 14.9. This is the grade from which the 55' zoning height is measured. The 55' limitation is not measured from the bottom of the first floor which is over tidal water.

The Proposal also totally avoids the historical relevance of Lewis Wharf, Commercial Wharf, Mercantile Wharf and Union Wharf which were all built in the early 1800s as part of the Boston's maritime history. The hotel complex walls off Lewis Wharf from the harbor it served.

In addition the Proposal is contrary to the 1964 Downtown/Waterfront Urban Renewal Plan which preserved the Lewis, Commercial, Mercantile and Union wharves granite buildings and created a vibrant residential neighborhood. The Urban Renewal Plan required that any redevelopment not exceed the height of the existing buildings on these wharves. The Lewis Wharf granite building was surrounded by sheds that generally did not exceed 20 foot height.

The Proposal also avoids the conclusion of the Massachusetts Supreme Judicial Court in Boston Waterfront Development Corporation v. Commonwealth, 378 Mass 629 in which the court interpreted the "Lewis Wharf Statutes", a Legislative grant, which restricted the use of the seaward area beyond the low-water line on Lewis Wharf referred to as the Baldwin Line. The proposed hotel complex is seaward of the Baldwin Line. The court concluded that the tideland seaward of the Baldwin Line can only be used for a public purpose relating to maritime commerce. A hotel complex is not a structure that meets that definition.

Based on the above deficiencies and the many issues raised by other objecting the Proposal, I urge the BRA to reject the Proposal.

Jerrold A. Olanoff
63 Atlantic Avenue
Boston, MA 02110
Jao18@comcast.net



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Hotel

1 message

Andre Gardner <andregard@yahoo.com>
To: Christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 8:33 PM

Hi Chris,

I wanted to write to express my opposition to the proposed hotel at Lewis Wharf. As a home owner at 63 Atlantic Ave and a business owner with an office at Lewis Wharf I will be impacted significantly on multiple fronts.

My primary objection stems from the traffic implications that will undoubtedly arise from the proposed development. No matter what samples are used to justify the development, there is no substitute for first hand knowledge of how bad things are already. I'm always out walking my dogs and enjoying the waterfront and the increase in the tour buses, trolleys and tourists is already almost unbearable. While I'm sure the city likes the revenue, the neighborhood is already losing its character. It feels a bit like Disney Land without Mickey. I'd invite you to drive down Atlantic Ave in the afternoon on a sunny day. Try the summer if you are particularly inclined to punishment.

The second objection I have to the whole proposal is that it rewards the current owner who has been in violation of the city Harborwalk for years. Why not enforce the mandate that he clean up his property now and address development after he has demonstrated he can be a good and safe neighbor? I'm not against development but I hardly see the value in rewarding him when he has been giving the city the middle finger for the past five years.

John Moriarty seems like a good guy with a good team behind him but unfortunately the proposed development is too much for our small neighborhood which is already stretched to its limits. If the BRA wants to help retain what authentic character is left on the Boston waterfront don't allow this development to proceed. We are more than a tourist destination, we are a community. I fear you will see a lot of exodus should this development go forward and the tourists and the traffic will drive more and more residents away.

Thanks for your time,

Andre Gardner



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Project

1 message

Michele Ura <micheleu08@gmail.com>
To: christopher.tracy@boston.gov

Wed, Oct 14, 2015 at 9:21 PM

Dear Christopher,

As a North End resident for 10 years and a Boston Sailing Center member, I am writing to express my concern over the Lewis Wharf project. It is my belief that any new major development project needs to provide a community benefit in addition to promoting Boston tourism and development.

In this case, I do not believe there is anything more than minimal neighborhood benefits for the residents. In addition, the neighborhood infrastructure cannot support this project and this project only exacerbates these issues

- We have lost a lane on Commercial St for bikes and now have additional traffic congestion
- We have lost a garbage pickup day and have seen an increase in trash on our sidewalks
- With the Greenway, tourism has increased significantly and while this is good for local businesses and I believe tourism benefits our neighborhood, our sidewalks are over crowded and the noise level has risen significantly
- Our public lots are now full often and there does not seem any new net new increase in parking with the project
- The project is focused on the hotel and does not add to the water access enjoyed by residents and tourists. The hotel obstructs waterfront views from many angles and this area of the waterfront will only be visible if you walk around the hotel
- This project creates a high hotel density within a small area significantly changing the make-up of the neighborhood from a resident neighborhood popular with tourists to a tourist destination where people happen to live
- The BSC where I have enjoyed being a member for over 10 years will fundamentally change from a community club that provides sailing for all to a high end yacht club that will be unaffordable for most of the current members

Finally, it seems we have tried this project with Battery Wharf and I am unclear on how this project is any different. Battery Wharf has struggled for years and recently the Fairmont, a respectable hotel brand, withdrew from the location and the restaurant has also changed hands several times.

I hope that you will consider the concerns of the neighborhood residents as you evaluate whether or not to move this project forward. I do understand that the parking lot is an eyesore but I strongly believe that there has to be an alternative to enhancing this space.

Kind regards,

Michele Ura



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Hotel

1 message

Margo Monnier <margomonnier@gmail.com>
To: Christopher.Tracy@boston.gov
Cc: SaveOurNorthEndWaterfront@gmail.com

Wed, Oct 14, 2015 at 11:59 PM

Mr. Tracy:

I am writing in regard to the Lewis Wharf Hotel development to express my opposition for this project.

I have been a resident of the North End for over eight years, and while I believe that Lewis Wharf is in great need of repair, a luxury hotel ultimately promotes private gain and does not serve the citizens of the North End. The voice of those that make up the fabric of the community must be heard on this subject – the ones that create a desirable place to live for citizens and visit for tourists.

The Lewis Wharf Hotel will increase traffic congestion, wall off the waterfront, and detract from existing public amenities. Development of this area needs to be done in a way that respects the residents, acknowledges historic significance, and promotes a spirit of community.

Thank you for your time and consideration of my viewpoint.

Regards,

Margo Monnier

74 Commercial St. #5

Boston, MA 02109



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf proposal: no glass corridor!

1 message

Thu, Oct 15, 2015 at 1:59 PM

Tina Matthew <vics315@yahoo.com>

Reply-To: Tina Matthew <vics315@yahoo.com>

To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>

Dear Mr. Tracy,

I'm writing to express my opposition to the proposed Lewis Wharf hotel development as currently conceived.

I am not opposed to developing the site, which clearly needs work.

Lewis Wharf is one of my favorite places in Boston. Its historic granite building, beautiful water view, and and relatively quiet location make it a jewel within a highly desirable, normally busy part of town. The wharf is equidistant from several much-loved neighborhoods and public spaces, but provides a bit of respite between them.

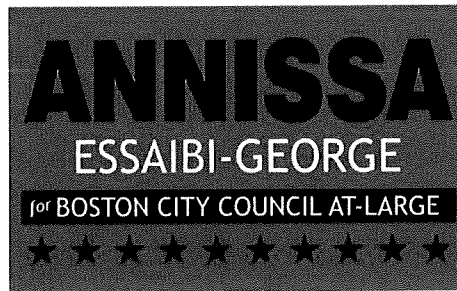
I believe it is important to preserve some of that tranquility for future generations. I strongly support the construction of a viable Harborwalk along the edge of the site. I support an enhanced marina.

I could even support the proposed buildings -- **if they were not connected by a glass corridor**. For me, the corridor is the main problem with this project. It places an unnecessary barrier between the city and the water. Removing the corridor -- which would be easy to do in the context of a two-building facility -- would preserve an open, ground-level sight line to the water, in the tradition of the most celebrated wharves such as Long Wharf.

Boston's current wave of waterfront development has earned it national acclaim -- but only when it has been done with thought and sensitivity. Blocking the ground-level water view from the rest of the wharf is insensitive and unnecessary, so I call for the corridor to be removed from the plan.

Finally, I would also prefer that these buildings hold residences, not hotels. A luxury hotel is not a public amenity; residents are more invested in their neighborhoods than hotel guests. However, I realize that would require a change in the law. So my main call here is to remove the glass corridor and preserve the open public sight line to the water.

Many thanks,
Tina Matthew



October 14, 2015

Mr. Christopher Tracy
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Tracy:

I am writing to state my strong opposition to the proposed 300-room hotel on Lewis Wharf by JW Capital Partners, LLC. Similar to members of the legislative delegation representing the North End and countless neighbors and abutters, I have serious concerns about the negative impact this project would have on the neighborhood.

First, it is imperative that this proposed project goes through the full process outlined by Article 80. I believe that this proposal merits full Article 80 review, despite the developer's insistence to the contrary.

The Boston Redevelopment Authority must also take into serious consideration the almost unanimous opposition to this project from neighbors, abutters, community leaders, elected officials, and local business owners. The developer (and current owner of the property) has let the site fall into a state of disrepair and has similarly ignored the community. In trying to circumvent any sort of public process, they have continued to show a lack of interest in constructing something that will enhance the character of one of Boston's most historic neighborhoods. This proposed hotel would have the opposite effect, and would have a negative impact on the North End/Waterfront and its residents, businesses, and the millions of tourists who visit our City every year.

I urge you to A. ensure that this proposed project goes through the full Article 80 process to give the City ample opportunity to review, and B. listen and take into consideration the complete opposition to this proposal from stakeholders within the community. Thank you for your time and consideration of this matter, and please do not hesitate to contact me directly at (617) 594-1841.

Sincerely,

Annissa Essaibi George
Candidate, Boston City Council At-Large

October 16, 2015

Mr. Chris Tracy
Boston Redevelopment Authority
City of Boston
City Hall
Boston, MA 02201

RE: Lewis Wharf Redevelopment

Dear Secretary Beaton:

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me as a North End Resident and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

I also support the development because it will benefit the local economy. The project is expected to create 300 construction jobs as well as 150 permanent jobs. Upon stabilization, the project will generate approximately \$7.4 Million in City and State Taxes Annually.

I hope the Commonwealth of Massachusetts shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,
Phoebe Tzannes

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,


Krista Nicynski
4 Battery Street Apt 2
Boston, MA 02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

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Sincerely,


Kevin Kenney

74 Prince St.
Unit 4

Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

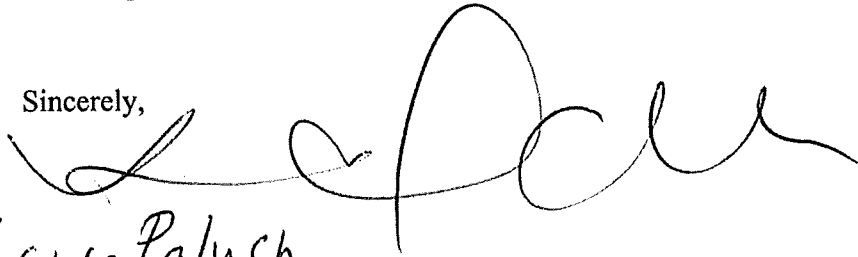
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Sincerely,

A handwritten signature in black ink, appearing to read "Laura Paluch". The signature is fluid and cursive, with a large loop at the beginning and a long, sweeping tail.

Laura Paluch
74 Prince St.
Unit 4
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Kendra Koop

Kendra Koop

100 Richmond St.
Unit 7
Boston, MA
02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,



Alexandra KOOP
48 N Bennet Street Apt 2F
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Sara Finn

48 N Bennet Street, Apt 2F
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


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I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,


Anne Fallon
100 Salem Street
Apartment 7
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

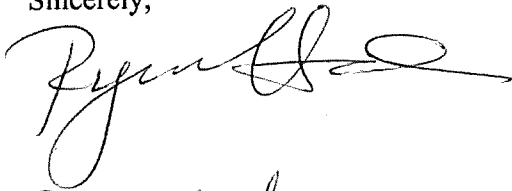
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Sincerely,



Ryan Havel
100 Salem Street, Apt 7
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

A handwritten signature in black ink, appearing to read "Chris Donato". The signature is stylized with large, sweeping loops and a long horizontal stroke at the end.

Chris Donato
108 Richmond St
Unit 7
Boston, MA 02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,



Justin Harlow
4 Battery Street Apt 2
Boston, MA



Christopher Tracy <christopher.tracy@boston.gov>

Full Support | JW Capital Lewis Wharf Development

1 message

Christopher Donato <cdonato@bradvisors.com>
To: "christopher.tracy@boston.gov" <christopher.tracy@boston.gov>
Cc: Will Adams <wadams@jwcapitalpartners.com>

Wed, Oct 7, 2015 at 7:22 AM

Dear Chris:

I wanted to reach out to you directly to state my full support for the Lewis Wharf redevelopment project by JW Capital Partners.

Unfortunately, I will be unable to attend the public meeting tonight due to a charity event conflict but as a long time North End resident, I feel that it is important to highlight my support along with my neighbors whose letters I have attached.

The North End, specifically Lewis Wharf, is in desperate need of a completed Harborwalk, hotel, and green space that is accessible to all local residents and visiting Boston guests. To continue to blockade Lewis Wharf from local access is a detriment to the public good and is only a self-serving measure to the local abutters.

JW Capital Partners thoughtful redevelopment plans of Lewis Wharf is exactly inline with the community environment the North End is so proud of. Please allow this redevelopment as my neighbors and I are in full support. Thank you for your time and consideration.

Best Regards,

Chris

Christopher Donato

Associate | Capital Markets

Boston Realty Advisors

745 Boylston Street | Boston MA 02116

T [617.850.9618](tel:617.850.9618) | F 617.536.9566 | C [617.935.5349](tel:617.935.5349)

cdonato@bradvisors.com|www.bradvisors.com



Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

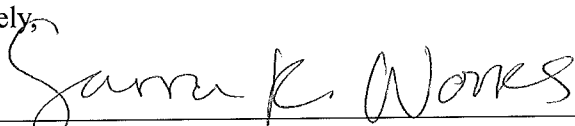
Re: Lewis Wharf

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North End residents will be able to take full advantage of the area's scenery and atmosphere when it is complete. Whether it's a new jogging route, picnicking in the park or gathering with friends, this project brings new ways for residents to enjoy the North End. I hope the Boston Redevelopment Authority shares in the view that this plan will increase the overall quality of life for residents of the neighborhood and will allow JW Capital Partners' development of Lewis Wharf to come to life.

Sincerely,



Print name: Saara Works

Address: 36 North Bennett St #3

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

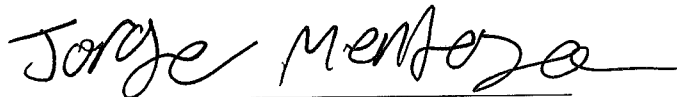
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Sincerely,



Print name:
Address:

Jorge Mendoza JR.
4 Stillman PLACE #3

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

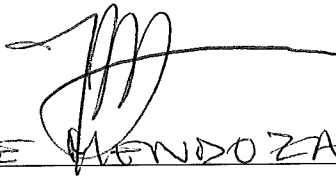
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Sincerely,



Print name:

Address:

JORGE MENDOZA-ITURRACALDE

4 STILLMAN PLACE APT 1

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

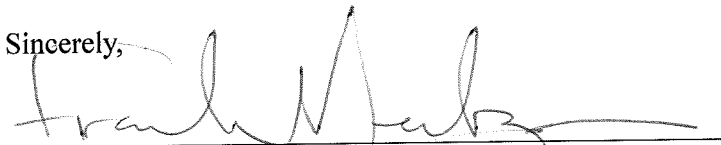
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Sincerely,



Print name:

Address:

Franco Mendez
130 Salem St.
Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Gary Fleming

Address:

7 Lathrop Place
02113

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

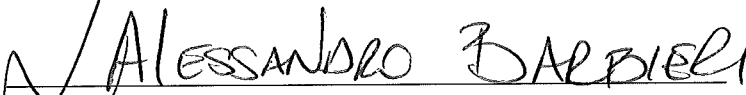
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Sincerely,


Print name: ALESSANDRO BARBIERI
Address: 39 CHANIER ST #3R

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

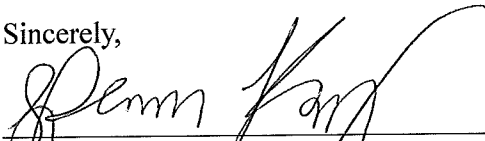
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Sincerely,



Print name: Spencer Koury

Address: 109 Endicott Street.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

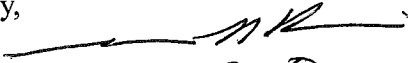
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Sincerely,


MATTHEW R. ORLANDI

Print name:

Address:

224 HANOVER ST.

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

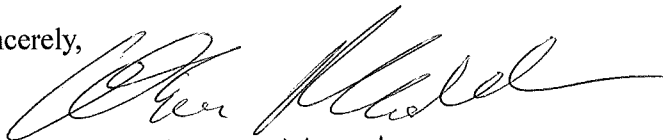
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Sincerely,



Print name: Oliver Madden

Address: 64 N Margin St. Apt. 2F

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,



Print name: Alex Madden
Address: 6A North Margin

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

To whom it may concern:

As a resident of the North End, I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The Development offers significant benefits for me and my fellow North End neighbors, thanks in part to the reclamation of a beautiful waterfront location (currently dominated by a parking lot) for a public park and increased pedestrian access, eliminating years of restricted access to the Harbor. I am very excited that this effort will include the addition of a missing piece of the Harborwalk, which will better connect neighborhood to other areas of the waterfront.

North End residents will be able to take full advantage of the area's scenery and atmosphere when it is complete. Whether it's a new jogging route, picnicking in the park or gathering with friends, this project brings new ways for residents to enjoy the North End. I hope the Boston Redevelopment Authority shares in the view that this plan will increase the overall quality of life for residents of the neighborhood and will allow JW Capital Partners' development of Lewis Wharf to come to life.

Sincerely,



Print name: anne e. altieri

Address: 36 North Bennet St
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,

Raffaele Verocchi

Print name: *Raffaele Verocchi*

Address:

*396 Hanover St
Boston MA 02113*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

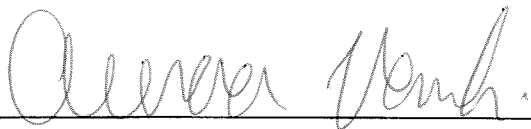
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Sincerely,



Print name:

Aurora Verrocchi

Address:

126 Prince St.
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

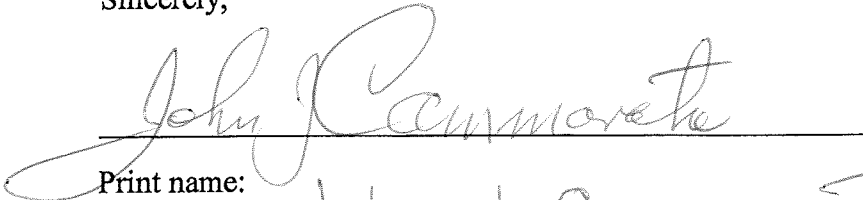
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Sincerely,



Handwritten signature of John J. Cammarata in cursive script, written over a horizontal line.

Print name:

Address:

JOHN J. CAMMARATA
29 CHARTER ST.
BOSTON MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

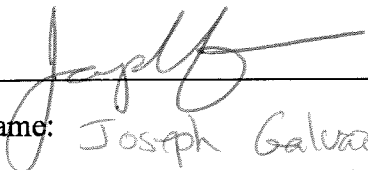
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Sincerely,



Print name:

Joseph Galvao

Address:

16 Hanover Ave
Boston, MA 02109

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Stefan Modzelewski

Address: 496 Commercial St., Boston, MA 02109

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

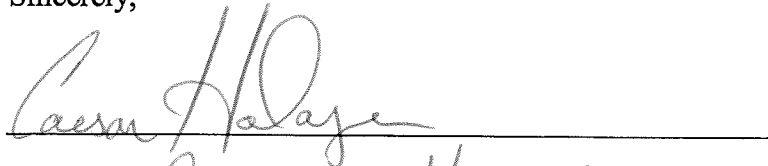
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Sincerely,



Print name: CAESAR HADAYA

Address: 35 N. BENNET ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

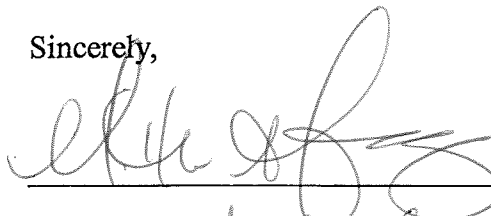
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Sincerely,



Print name: Matthew Garvey

Address: 454 Hanover St. #5
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,


Print name: John Pizzagallo
Address: 30 Charter St,

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

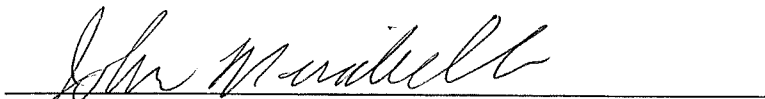
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Sincerely,



Print name:

JOHN MIRABELLA

Address:

190 SALMON ST

BOSTON

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

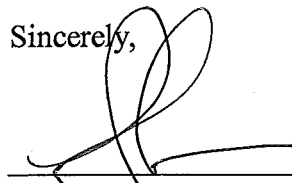
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Sincerely,



Print name:

Frank Murphy

Address:

155 Salem St. Boston ma.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Trecia Puopolo

Address: 4 Cleveland Pl.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,



Print name:

Address: 4 Cleveland Pl
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

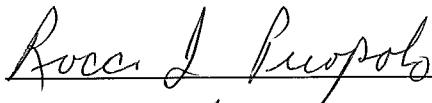
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Sincerely,



Print name: Rocco J Ruopolo

Address: 4 CLEVELAND PL BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

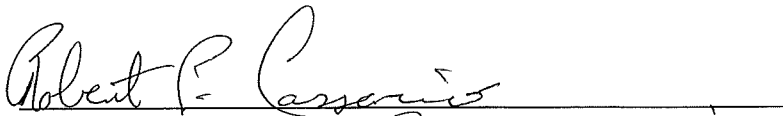
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Sincerely,



Print name: ROBERT P. CASSARINO

Address: 4 CLEVELAND PL.

BOSTON MA. 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: RICHARD PUOPOLO

Address: 4 CLEVELAND PL

BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

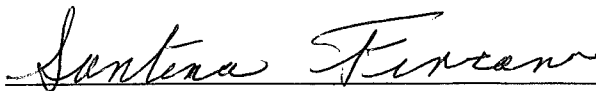
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Sincerely,



Print name: *SANTINA FIRICANO*

Address: *130 ENDICOTT ST
BOSTON MASS
02113*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Patricia J Shea

Print name: Patricia J Shea

Address: 21 Salvation St #1
Boston, MA 02109

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,

A handwritten signature in cursive script that reads "Lorraine Lacolla". The signature is written in black ink and is positioned above a horizontal line.

Print name:

Lorraine Lacolla

Address:

13 Cooper St
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


Re: Lewis Wharf

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Sincerely,



Print name: SALVATORE FRICKANO

Address: 16 HENCHMAN ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Anthony Russo/illo

Print name:

Address: 104 SALEM ST BOSTON MASS 02112

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

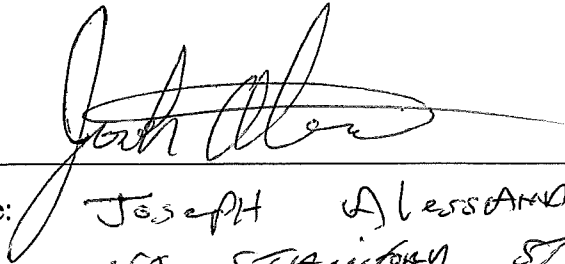
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Sincerely,



Print name:

Joseph Alessandro

Address:

150 STANFORD ST
BOSTON MASS 02114

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

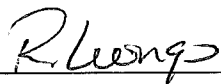
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Sincerely,



Print name: *30 Parmentz st*

Address:

Boston Redevelopment Authority

One City Hall, Ninth Floor

Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to you as a North End business owner to state my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The plan presents tremendous benefits for my business and the North End neighborhood as a whole, thanks in part to the reclamation of a currently dilapidated area that greatly restricts pedestrian traffic, for a beautiful public park along the Harbor and a new piece of the Harborwalk, connecting the neighborhood to other bustling areas of the city.

While the North End is already an iconic neighborhood of Boston, it's not being used to its full potential. With this project, we'll be able to attract many more consumers to the area and increase their enjoyment once they're here. The hotel will put travelers in the heart of the neighborhood and expose businesses like mine to brand new customers. These new additions to the neighborhood will give it a buzz and boost its reputation as a premier destination for shopping, dining and so much more. I hope that you see to it that this project receives the support it needs to succeed and generate additional revenue to businesses like mine in the North End.



Sincerely,

JOVENTIL CRISTÓ

OWNER THEO'S COFF CORNER REST.

Boston Redevelopment Authority


One City Hall, Ninth Floor

Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,
ANGELO A. PAPA
388 HANOVER ST
BOSTON MA 02113

Boston Redevelopment Authority

One City Hall, Ninth Floor

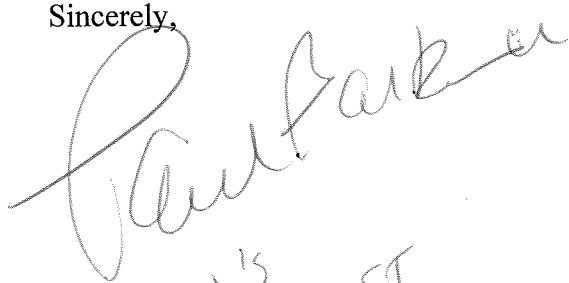
Boston, Massachusetts 02201

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Sincerely,



Paul's
65 Salem St
Boston, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Raffaele Velozetti

*My Cousin's Place
376 Hanover St
Boston, MA 02113*

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Robert D. Eustace

Polcani's Coffee
105 Salem St

Boston Redevelopment Authority

One City Hall, Ninth Floor


Boston, Massachusetts 02201

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Sincerely,



Tara Shea
Cocoanuts

Boston Redevelopment Authority

One City Hall, Ninth Floor

Boston, Massachusetts 02201

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Sincerely,

Angelo Trodella

ANGELO TRODELLA

PUSHCART PIZZARIA

117 SALEM ST

BOSTON, MASS 02113


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,


Frank Scire
64 Salem St
Boston, Ma 02113

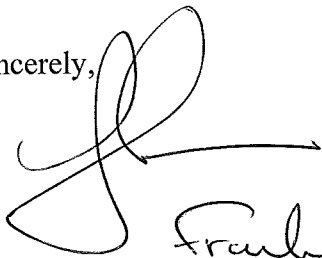
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Frank Mudge
owner

Monica's Salumeria
130 Salem St. Boston Mn.

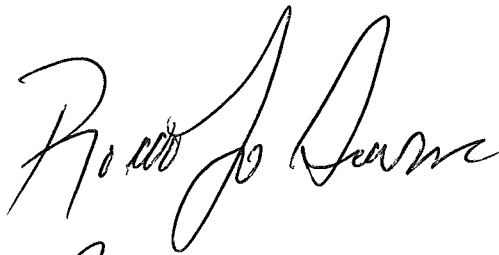
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One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Rocco's BARBERSHOP

167 Salem St

Boston MA. 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

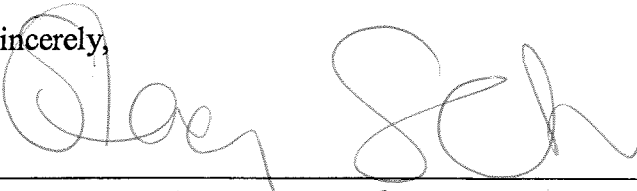
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Sincerely,



Print name:

Stacy Schuster

Address:

33 N. Bennet St.
Boston 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,



Print name: ANDREA SALL'BA
Address: 3510 OPEN ST
BOSTON, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

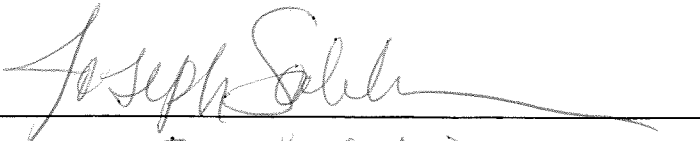
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Sincerely,



Print name: Joseph SOLIBA

Address: 35 CORDE ST
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

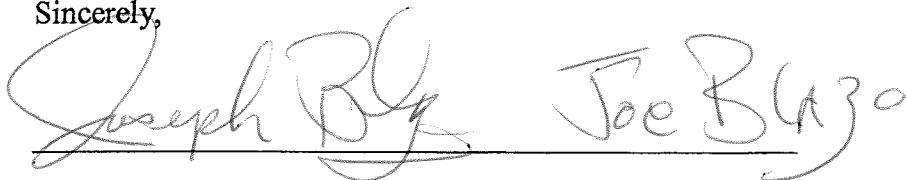
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Sincerely,

 Joseph Blazo

Print name:

Address:

61 PRINCE ST Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Michael D'Elia

Address: 126 Prince street
Boston MA
02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: GERALD J. MORETTI

Address: 211 ENDICOTT ST
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Vincenza R. Aluia

VINCENZA R. ALUIA

Print name:

Address:

*126 Prince Street
Boston, MA 02113*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

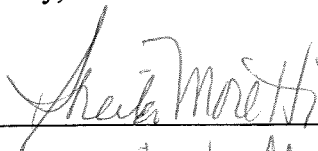
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Print name: Sheila Moretti

Address: 211 Endicott St
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

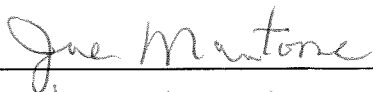
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Sincerely,



Print name:

Joe MANTONE

Address:

15 Margaret St.
Boston, Ma. 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,



Print name: Michele TIRELLA

Address: 95 NO. MARGIN ST.
BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

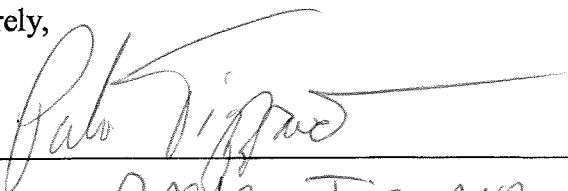
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Sincerely,



Print name:

PAOLO TIZZANO

Address:

79 NORTH MARGIN ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

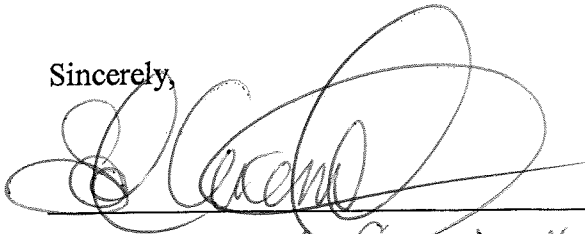
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Sincerely,



Print name:

Sal Cuccinello

Address:

148 Prince St

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

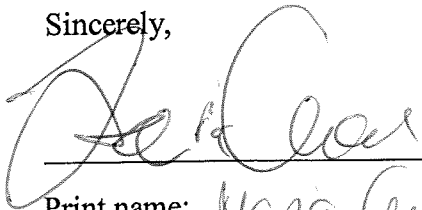
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Sincerely,



Print name: Maria Cecchiello

Address: 148 Pine St

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

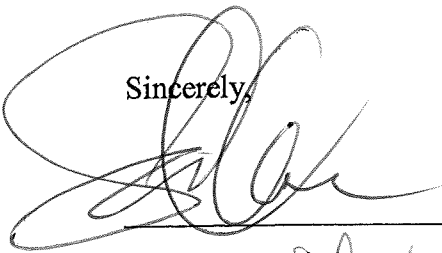
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Sincerely,



Print name:

Address:

Salvatore Cucinello
148 Park

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: JOHANNA COPPOLA

Address: 3 Margaret St.

Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,



Print name: Lillian Ferullo

Address: 130 Endicott St
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Antoinette LaFrazia

Address: 130 ENDICOTT ST 503

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: FRANK A. CONTRADO

Address: 130 BENDICOTT ST

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: MARIE CONTRADO

Address: 9 THACHER CT
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

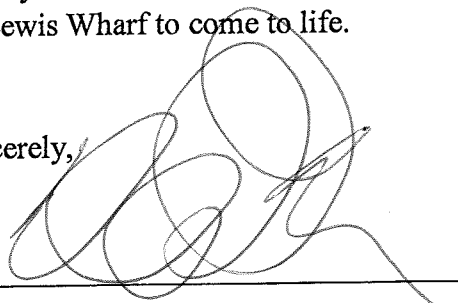
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Sincerely,



Print name: Debbie Mustone

Address: 144 Salem St
Boston MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

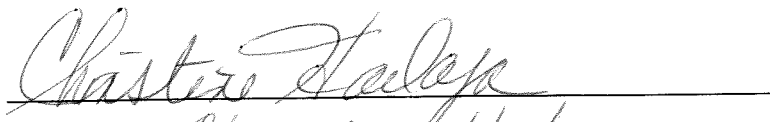
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Sincerely,



Print name: Christine Hadley

Address: 35 No. Bennet St.
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

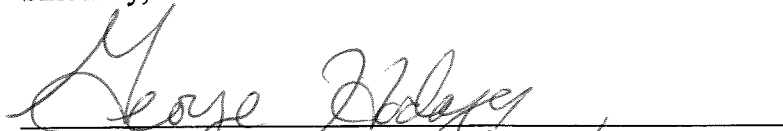
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Print name:

Address:

George Hudak
35 North Bennet

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Ilira Grilli

Address:

15 Charter St.

Apt 3

Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

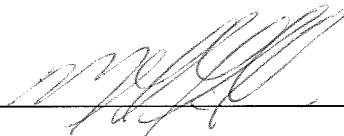
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Sincerely,



Print name: Matthew Green

Address:

15 Charter St.
Apt 3
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

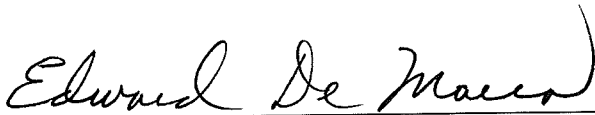
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Sincerely,



Print name: EDUARDO DEMARCO

Address: 78 Prince Street
Boston, MASS. 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

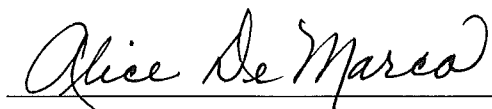
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Sincerely,



Print name: ALICE DeMARCO

Address: 78 Prince St
Boston MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Print name: FRANK M DEMARCO

Address: 78 PRINCE STREET
BOSTON MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

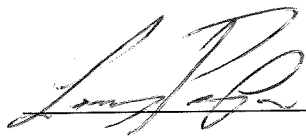
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Sincerely,



Print name: Lorenzo Papa

Address: 78 Prince St. Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Print name: Joseph Pappas
Address: 78 Prince St
Boston, Ma. 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: ANNA CAGGIANO

Address: 78 PRINCE ST, BOSTON

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Print name: Dino DiFeo Jr

Address: 78 Prince St, Boston MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

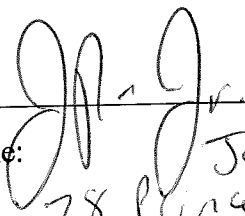
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Print name: Joseph Papa
Address: 78 Prince St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

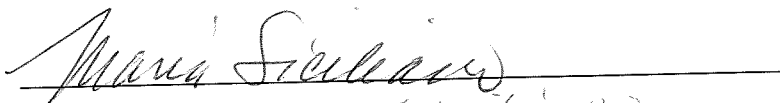
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Print name: Maria Siciliano

Address: 78 Prince St

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: PATRICIA DiFRONZO

Address: 78 PRINCE ST. BOSTON

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,


LORI TOSCANO

Print name:

Address:

78 Prince St #4

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

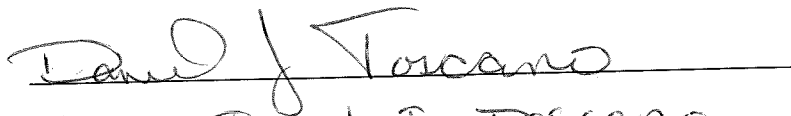
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Sincerely,



Print name: Daniel J. Toscano

Address: 78 Prince St #4 Bos.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,


Print name: JOSEPH SLICOW

Address: 78 PAINCE ST #3 BOSTON MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

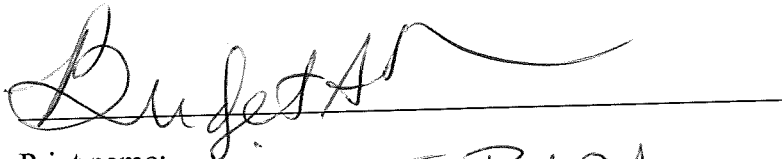
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Print name:

BRIDGET PAPA

Address:

78 PRINCE ST.

Boston, MA. 02113

Boston City Hall
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One City Hall, 9th Floor
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Sincerely,



Print name: DINO DI FRANCO

Address: 78 PRINCE ST - BOSTON 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

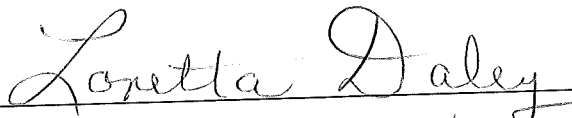
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Sincerely,



Print name: Loretta Daley

Address: 78 Prince St

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

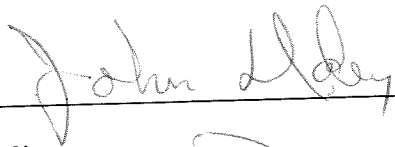
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Sincerely,



Print name:

JOHN DALEY

Address:

78 PRINCE ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

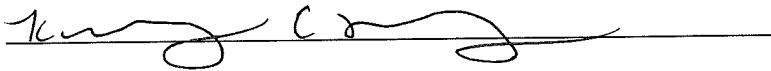
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Print name:

Address: 78 PRINCE ST. BOSTON

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

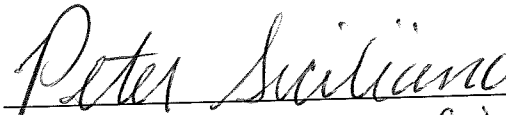
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Sincerely,



Print name: PETER SICILIANO

Address:

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

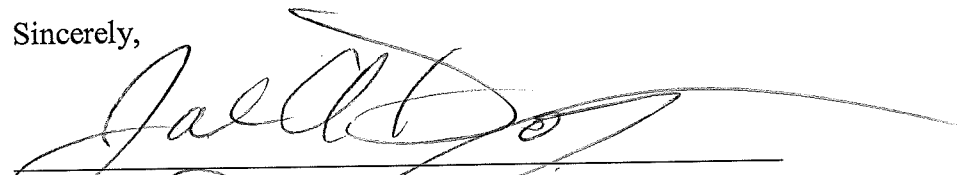
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Sincerely,



Print name:

John Daley

Address:

78 Prince St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

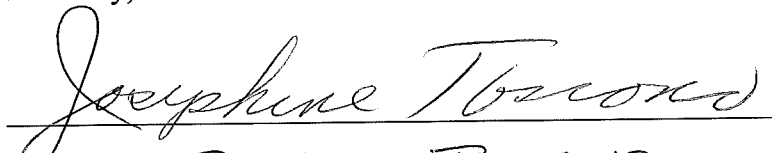
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Sincerely,



Print name: JOSEPHINE TOSCANO

Address:

15 CHARTER ST
BOSTON, MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

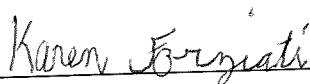
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Sincerely,



Print name: Karen Forziati

Address: 27 Cleveland Place
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

ALDO PARZIALE

Address:

78 Prince St
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

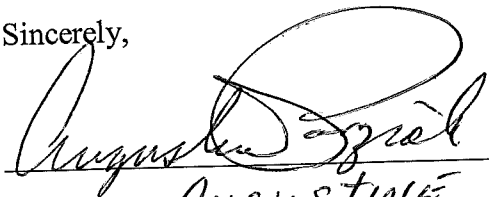
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Sincerely,



Print name:

AUGUSTINE PARZIALE

Address:

78 PRINCE ST
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: DENISE PARZIALE

Address: 78 PRINCE ST
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Kristen McLoughlin

Print name: *Kristen McLoughlin*

Address: *78 Prince St. Apt #2*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

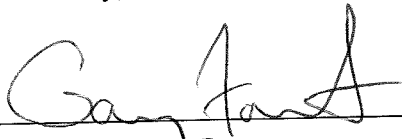
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Print name:

Gary Forziati

Address:

27 Cleveland Place
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Briana Siciliano

Address: 78 Prince St

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: MICHAEL DEMARCO

Address: 78 PRINCE ST
BOSTON MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Doug Bowen-Flynn

Address: 15 Charter St. #2
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Jennifer Bowen-Flynn". The signature is written over a horizontal line.

Print name: Jennifer Bowen-Flynn

Address: 15 Charter St, Boston

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

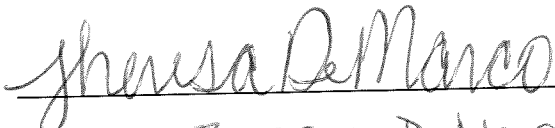
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Sincerely,



Print name: Theresa DeMarco

Address: 78 Prince St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

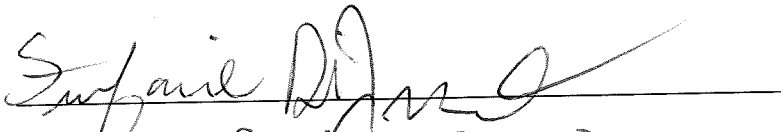
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Sincerely,


Print name: Stefanie Di Fronzo
Address:
78 Prince St., Boston

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

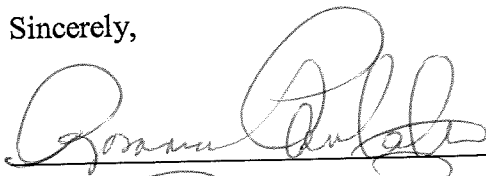
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Sincerely,



Print name: Rosanna Pantaleo

Address: 159 Salem St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Julie Cincotti

Address:

5 Cooper St #3
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

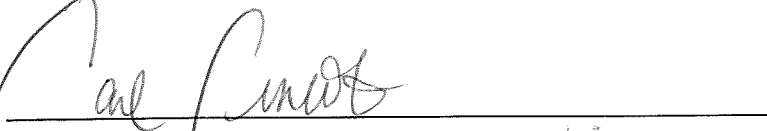
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Sincerely,



Print name:

Address:

Carl Cincotti
5 Cooper St #3
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

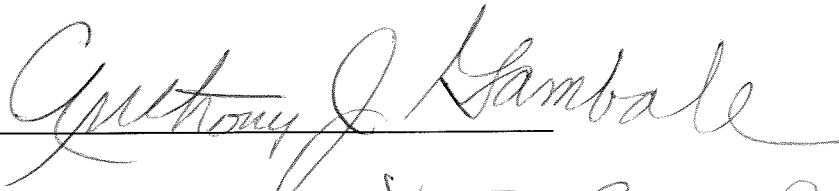
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Sincerely,



Print name:

ANTHONY J. GAMBALE

Address:

25 TILKSTONE ST 02113

Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

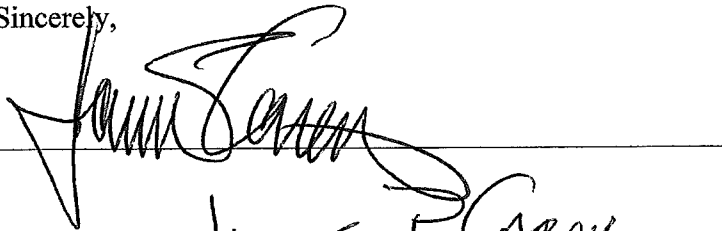
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Sincerely,



Print name:

JAMES P. CAREY

Address:

7 JACKSON AVE
BOSTON MA 02113

Boston City Hall

Boston Redevelopment Authority

One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf


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Sincerely,

Print name:
Address:


Kalya Koury
109 Endicott St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: ANTHONY RUSSOLILLO

Address:
104 SALEM ST
BOSTON MASS

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Mary Ann Longo

Print name:

MARY ANN LONGO

Address:

111 North Washington St
Boston Mass
02114

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

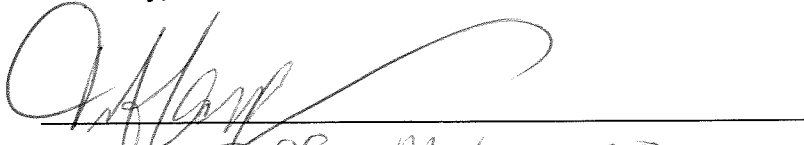
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Sincerely,



Print name: Tiffany Mataverzo

Address: 159 Salem Street
Boston, MA 0213

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

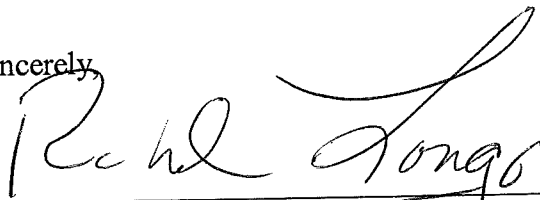
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Sincerely,



Print name:

Richard Longo

Address:

111 No. Wash. St

Boston Ma 02114

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Dhara Thakkar

Address: 25 Fleet St

#3

Boston, Ma 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,



Print name: Matthew Bamonte

Address: 95 N. MARGIN ST
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: RICHARD GARFIELD

Address: 111 ATLANTIC AVE Apt 414
Boston MA 02110

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

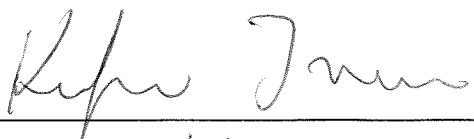
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Sincerely,



Print name: KONTAKO RINCH

Address: 785 FULTON ST
BOSTON MA 02213


Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely, 

Kenneth R LANZA

Print name:

Address: 357 COMMERCIAL ST
BOSTON MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

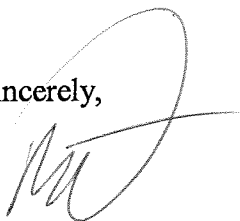
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Sincerely,



Print name:

BRYAN DERRICK

Address:

18 Cooper St

Boston 02113.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Eugene Testa

Print name:

Address:

Eugene Testa

111 Atlantic Ave.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

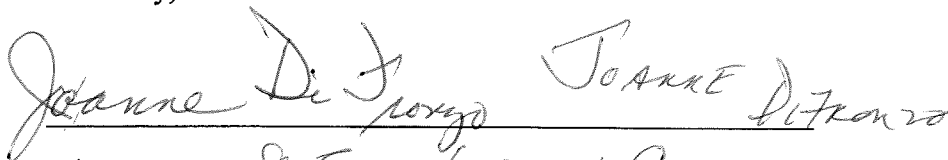
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Sincerely,

 *Joanne Di Franco* JOANNE DiFRANCO

Print name: 8 Endicott Ct

Address: Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Marie Bamonte
MARIE BAMONTE

Print name:

Address: *95 No. Margin St.*
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

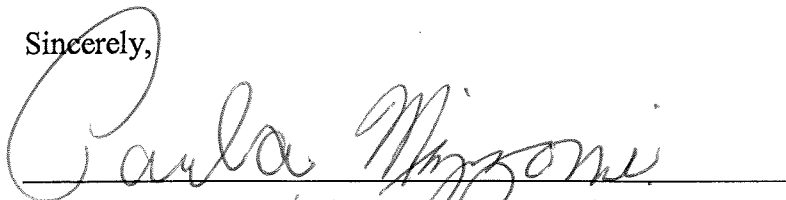
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Sincerely,



Print name:

PAULA MIZZONI

Address:

29 CLARIC ST BOS MASS

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

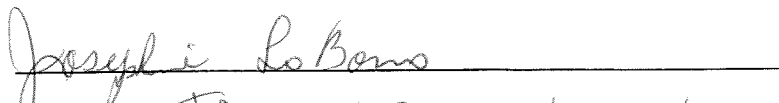
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Sincerely,



Print name: JOSEPHINE LO BONO

Address: 100 Pier 4 Blvd 804
Boston MA 02210

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

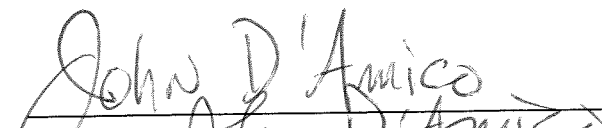
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Sincerely,


Print name: John D'Amico
Address: 274 North St
Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,


Print name: OLIVIA SCUDDER
Address: 21 Cleveland Pl #5
Boston Mass 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely, 

Joseph Blazo

Print name:

Address: 90 SALEM ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

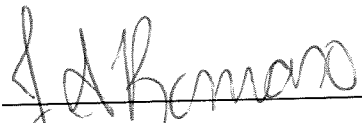
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Sincerely,



Print name:

Address:

Jackie Romano
90 Salem St 2F
02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

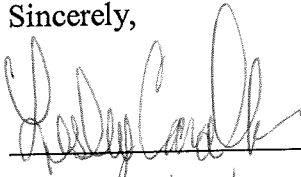
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Sincerely,



Print name: Lesley Carvalho

Address: 136 Prince St Apt 7
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

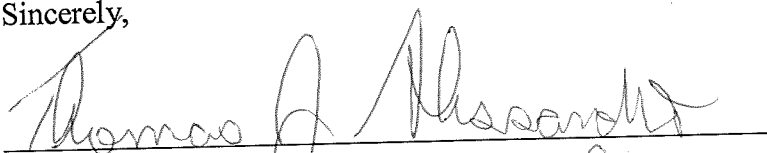
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Print name:

Thomas J Alessandro

Address:

3 Margaret St
Boston Ma 02113
Apt 2

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Jennifer P. Kibore

Address: 357 Commercial St
Boston 02109

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

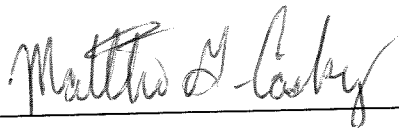
Re: Lewis Wharf

To whom it may concern:

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Sincerely,



Print name: Matthew G. Caskey

Address: 78 Prince St. Apt 2
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,


Print name: Augustine Parziale Jr.
Address: 9 Garden Ct. Boston

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Bernadette Di Nunzio
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Print name:

Address: 15 MARGARET ST.
BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

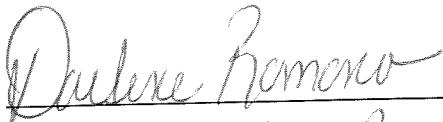
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Sincerely,



Print name: DARLENE ROMANO

Address: 90 Salem St F
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

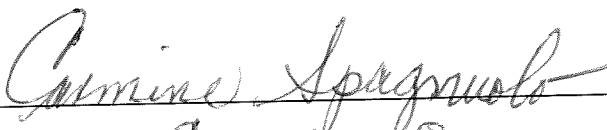
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Sincerely,



Print name:

Carmine Spagnuolo

Address:

65 N. Margin St.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

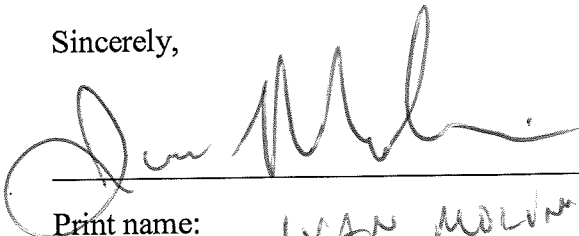
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Sincerely,



Print name:

IVAN MOLINAR

Address:

10 Fleet St.

Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

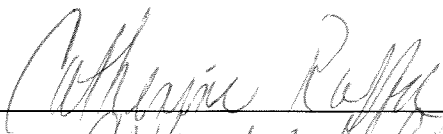
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Sincerely,



Print name:

CATHERINE RAFFA

Address:

11 Snow Hill St
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: DONNA ALESSANDRO

Address: 3 MARGARET ST. BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Thomas Alessandro

Address:

3 Margaret St Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,



Print name: Emilio Benalquaa

Address: 17 MARGARET ST
BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


Re: Lewis Wharf

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Sincerely,



Print name: ANN T. BEVILACQUA

Address: 17 MARGARET ST.

BOSTON, MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

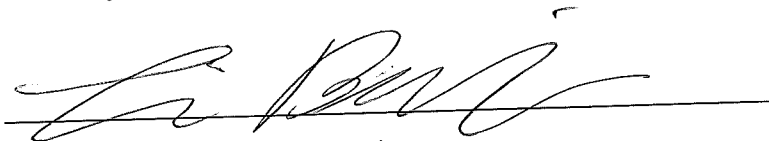
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Sincerely,



Print name: Tia Bevilacqua

Address:
17 Margaret St.
Boston, MA 02113.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

DOREEN MEROLA

Address:

144 Salem St.
Boston, Ma 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Elisa Mendoza

Print name: Elisa Mendoza

Address: 317 Bennet St. Boston, Ma 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,

Patrick Mendoza

Print name: Patrick Mendoza

Address: 31 n Bennet St. Boston, Ma 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Ida Cataldi

Print name: Ida Cataldi

Address: 99 Fulton St. Boston, Ma 02109

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Gaetano Cataldi

Print name:

*Gaetano Cataldi
99 Fulton St. Boston Ma 02109*

Address:

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

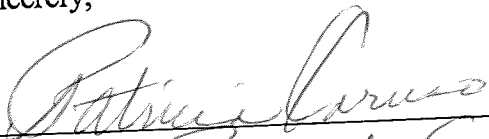
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Print name:

PATRICIA CARUSO

Address:

37 No. MARGIN ST
Boston, MA
02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

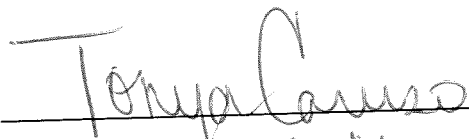
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Print name:

37 N Margin St

Address:

Boston, Ma. 02113

Boston City Hall
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Boston, MA 02201

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Sincerely,



Print name: Anthony Caruso

Address: 37 No. Margin St
Boston, MA

02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

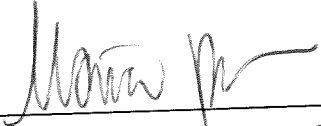
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Sincerely,



Print name:

MARIA RENNE

Address:

35 Cooper St
Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,



Print name: Haley Renna

Address:

35 Cooper St
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Peter Renda

Address:

35 Cooper St. Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

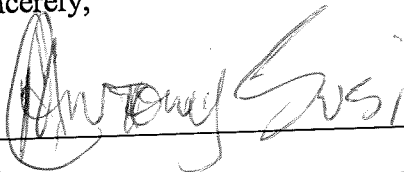
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Sincerely,



Print name:

ANTHONY SUSI

Address:

430 HANOVER ST.
BOSTON 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

To whom it may concern:

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Sincerely,

Nancy Costa
NANCY COSTA

Print name:

Address:

37 N-Margin Street
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

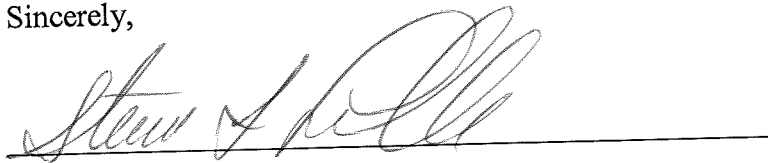
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Sincerely,



Print name:

13 COOPER ST

Address:

BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

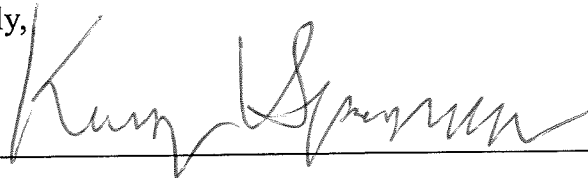
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Sincerely,



Print name:

Address:

Kerry Spagnuolo
65 N. MARGU ST
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

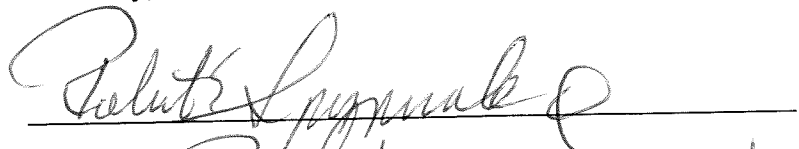
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Sincerely,



Print name:

Robert E Spaccanolo JR

Address:

50 No MARGINE ST
BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Nick D'Amore

Address: 74 Salem St
BOSTON MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

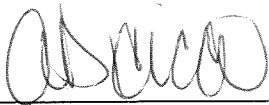
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Sincerely,



Print name:

Alexandra Di Marco

Address:

50 W. MARGIN ST.

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

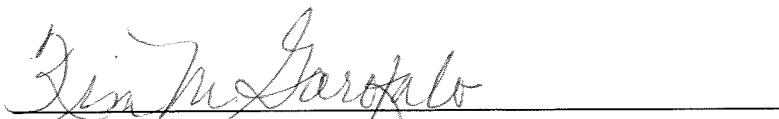
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Sincerely,



Print name: Kim M. Garofalo

Address: 18 Sheafe St.
Boston, Ma 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Address:

48 W. Bennett St.
Boston, MA 02115

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

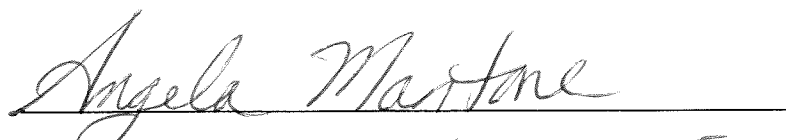
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Sincerely,



Print name: ANGELA MANTONE

Address: 15 MARGARET ST
BOSTON MASS 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Francesca Mantone

Print name: Francesca Mantone

Address:

15 Margaret St
Boston, MA
02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

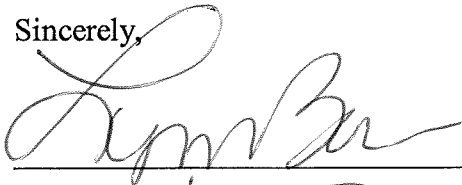
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Sincerely,



Print name: Lynn Bove

Address: 6 Margaret St

Boston, Ma

02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

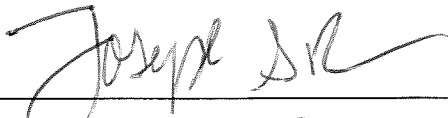
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Print name: Joseph Beva

Address: 6 Margaret St

Boston City Hall
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Sincerely,

Johanna Coppola

Print name: JOHANNA COPPOLA
Address: 3 MARGARET ST.
BOSTON 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201


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Sincerely,



Print name:

Address: 422 Hanover St.
Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: *Ralph Martignetti*
Address: *110 Prince St Boston Ma*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name:

Michael Martignetti

Address:

110 Prince St. Boston, MA 02113

Boston City Hall
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One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,

Laurie DeLa

Print name:

Address: *39 Tileston St 1L
Boston MA 02113*

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Sincerely,



Print name: Daniel D'Elia

Address: 39 Tulestow St
Boston, MA 02113

Nolan Previte
24 HENCHMAN STREET #4
BOSTON, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

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Nolan Previte

24 HENCHMAN ST

BOSTON, MA

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24 Henschman Street #4
Boston, MA 02113

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24 Henschman St

Boston, MA

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

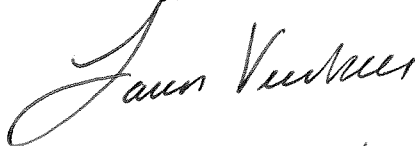
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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,



100 FULTON STREET
BOSTON MA 02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Zoltan Henekman
Boston, MA

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

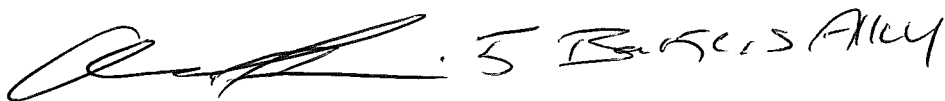
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 J. B. Kelly

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

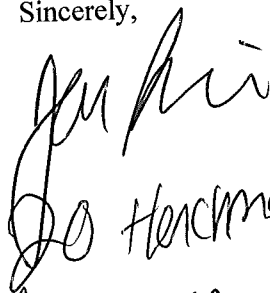
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Joe Herckman ST APT 7
BOSTON, MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Mike McHugo
211 Salem St
Boston, MA 02113



Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

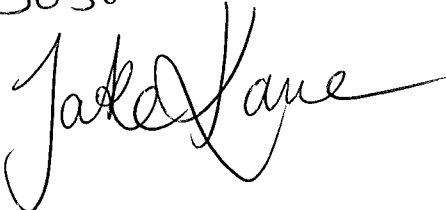
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Sincerely,

JACOB KANE
257 north MARGIN st.
Boston MA, 02113


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,


20 Henehman St. #7
Boston, MA 02113
Michelle Crothers

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

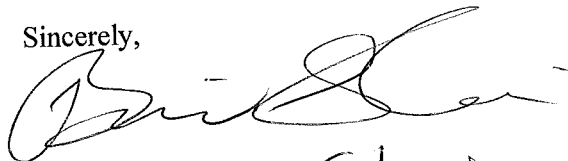
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Sincerely,



Brian Slevin

265 Banker Hill St.
Charlestown, MA, 02129.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

Javier Matos-Dera

3 Foster St #4

Boston, MA 02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

Gina Brownell
3 Foster St #4
Boston 02109

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Stephanie Smith
26 Clark St.
Boston, MA 02109
Stephanie Smith

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,



25 Clark St

Boston, MA 02109

Jessica Roach

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

A handwritten signature in black ink, appearing to be 'R. J. Salutation'.

37 Salutation

A long, horizontal, curved handwritten flourish or underline in black ink.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

Jared Robichaud

A large, stylized handwritten signature in black ink, appearing to read 'Jared Robichaud'.

33 Thompson Ave

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Shelly Just

Shelly Just

4 Fountain Place

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

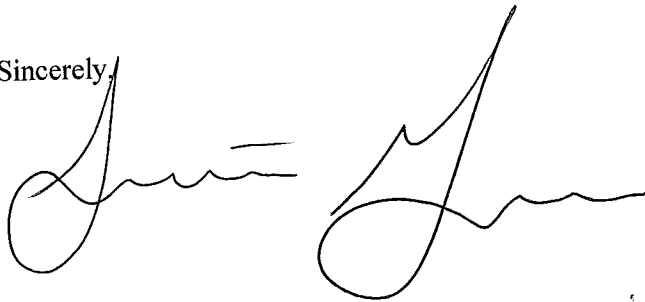
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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

A handwritten signature in black ink, appearing to read 'Samantha Gallerani', written in a cursive style.

Samantha Gallerani
4 Fountain Place

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Jason Speck

A handwritten signature in black ink, appearing to read "Jason Speck", written in a cursive style.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,



Christina Dorobek


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Jim Wilson



Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Jeremy Leopold


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

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Sincerely,

Joe D'Amore

A handwritten signature in black ink, appearing to read "Joe D'Amore", with a long horizontal flourish extending to the right.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

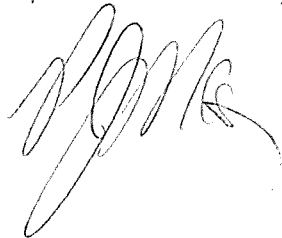
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Sincerely,

Patricia Morey



Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

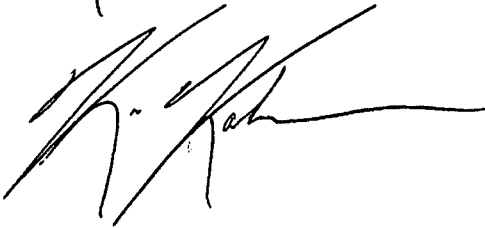
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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Katerina Kashan

A handwritten signature in black ink, appearing to be 'Katerina Kashan', written below the printed name.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

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Sincerely,



Isabella Mozdzierz-Monico


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

A handwritten signature in cursive script that reads "Rachel Iaconis". The signature is fluid and includes a large, decorative flourish at the end.

RACHEL IACONIS

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

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

Christian Nichols

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

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Sincerely,

Allie Rocovich
Allie Rocovich

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

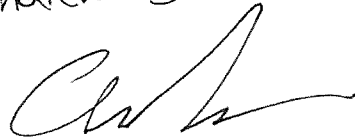
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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

Andrew J. Maher

A handwritten signature in black ink, appearing to read "Andrew J. Maher". The signature is stylized and fluid, with a long horizontal stroke at the end.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

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Sincerely,

JUSTIN SCHACHTER



Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,



Peter H. Stone

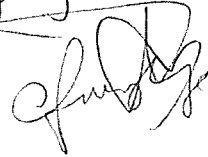
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Lucy Ye


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Bryan Thompson

A handwritten signature in black ink, appearing to read "Bryan Thompson". The signature is stylized and fluid, with a long horizontal stroke at the end.

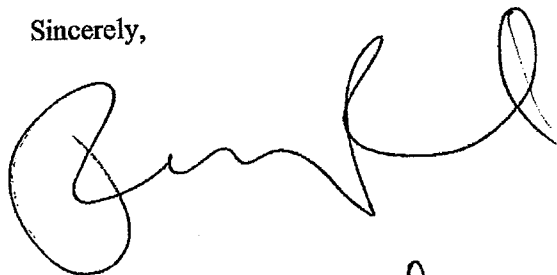
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

A handwritten signature in black ink, appearing to read "Perry Beal". The signature is fluid and cursive, with a large initial "P" and a long, sweeping underline.

Perry Beal

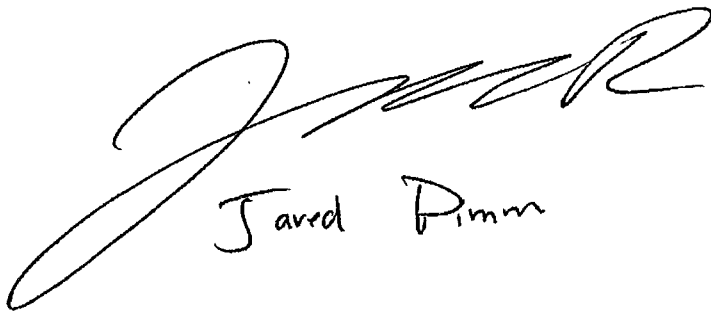
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Jared Dinn

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Jeffrey W. Landers
Jeffrey W. Landers

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,



Katherine Ritter

Christopher Barry
9/30/15

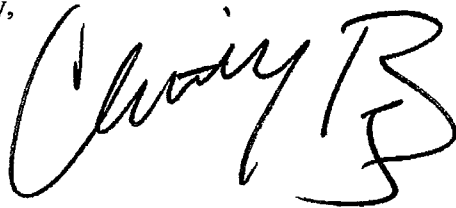
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

A handwritten signature in black ink, appearing to read "Chris Barry". The signature is written in a cursive, flowing style with a large, prominent "B" at the end.

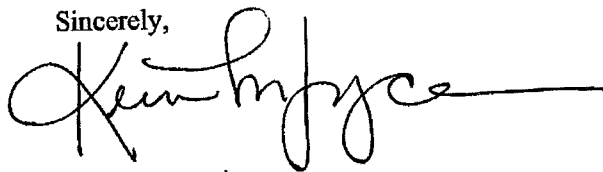
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Kristin M. Joyce

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

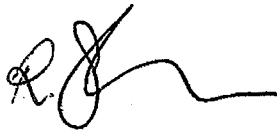
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Sincerely,



Pete McGuire



ROY SANDEMAN

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

A handwritten signature in black ink that reads "E Donatoni". The signature is written in a cursive style with a large, stylized initial "E".

Elizabeth Donatoni

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Maureen Haran
Maureen Haran

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Erin Connolly

Erin Connolly

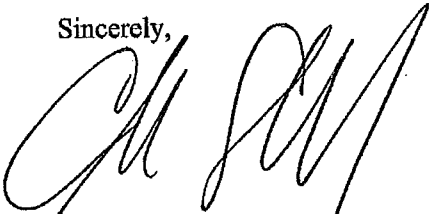
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Chris Skelington

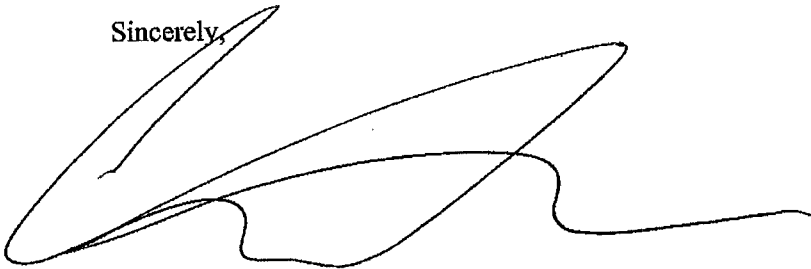
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Connor Allen'.

Connor Allen


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,



Jared Kinch

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

A handwritten signature in black ink, appearing to read 'Colin Coughlin'. The signature is stylized with large, overlapping loops and a long, sweeping tail.

Colin Coughlin

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

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Sincerely,


ARIANA DIDIO

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,



Olivia Canada

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

A handwritten signature in cursive script that reads "Colleen Moran". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Colleen Moran

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants will provide additional amenities for the area, as well as the planned marina and home for the Boston Sailing Center.

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Sincerely,


Desiree DiIeso

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Kathleen P. Coffey
Kathleen P. Coffey

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Claire Moriarty

Claire Moriarty

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Ashley Castagna


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,


Olivia Gates


Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Sarah Ferguson

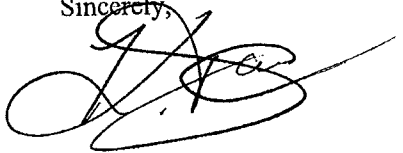
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

A handwritten signature in black ink, appearing to read "Kyle Dawson", written over the word "Sincerely,".

Kyle Dawson

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201


To Whom It May Concern,

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I also support the development because it will benefit the local economy. The project is expected to create 300 construction jobs as well as 150 permanent jobs. Upon stabilization, the project will generate approximately \$7.4 Million in City and State Taxes Annually.

I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,


Ivana Spencer
1 North Sq.
Boston Ma '02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

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Sincerely,

Vincenzo P. Natale
VINCENTO P. NATALE
661 SALEM ST.
BOSTON, MA.
02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

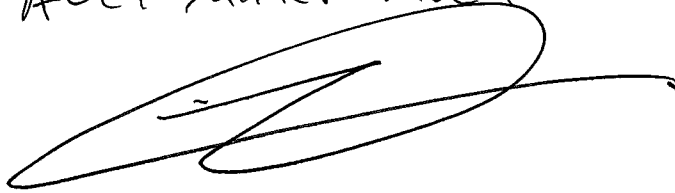
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Sincerely,

Aleksander Mucopari

A large, stylized handwritten signature in black ink, appearing to be 'Aleksander Mucopari'.

NICCO

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

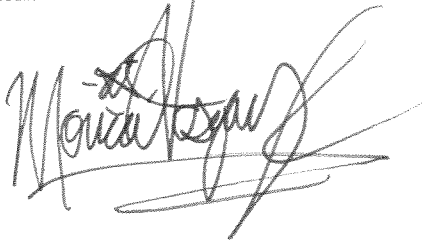
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Sincerely,

A handwritten signature in black ink, appearing to read "Monica Lopez", with a large, sweeping flourish underneath.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



A

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

NAZARBO ALI

Russell King

Bridget Hamilton
24 Henschman Street #2
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

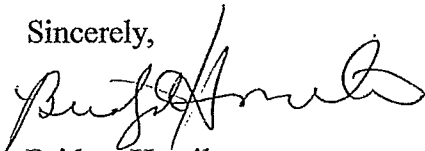
Re: Lewis Wharf

To whom it may concern:

As a resident of the North End, I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The Development offers significant benefits for me and my fellow North End neighbors, thanks in part to the reclamation of a beautiful waterfront location (currently dominated by a parking lot) for a public park and increased pedestrian access, eliminating years of restricted access to the Harbor. I am very excited that this effort will include the addition of a missing piece of the Harborwalk, which will better connect neighborhood to other areas of the waterfront.

North End residents will be able to take full advantage of the area's scenery and atmosphere when it is complete. Whether it's a new jogging route, picnicking in the park or gathering with friends, this project brings new ways for residents to enjoy the North End. I hope the Boston Redevelopment Authority shares in the view that this plan will increase the overall quality of life for residents of the neighborhood and will allow JW Capital Partners' development of Lewis Wharf to come to life.

Sincerely,



Bridget Hamilton

24 Henschman St

Boston, MA

Kate Danforth
24 Henchman Street #2
Boston, MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,


Kate Danforth

24 Henchman St

Boston, MA

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

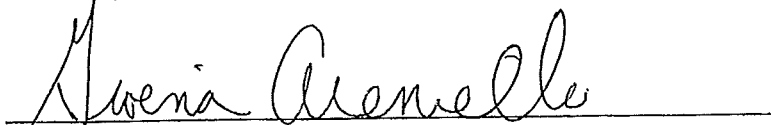
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Sincerely,



Print name: Gioena Arenella

Address: 31 Thatcher Street Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,

Luigi ARENIELLO

Print name:

Address: 31 Thacher Street Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

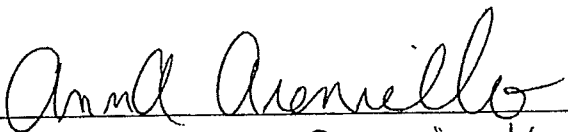
Re: Lewis Wharf

To whom it may concern:

As a resident of the North End, I am writing to express my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The Development offers significant benefits for me and my fellow North End neighbors, thanks in part to the reclamation of a beautiful waterfront location (currently dominated by a parking lot) for a public park and increased pedestrian access, eliminating years of restricted access to the Harbor. I am very excited that this effort will include the addition of a missing piece of the Harborwalk, which will better connect neighborhood to other areas of the waterfront.

North End residents will be able to take full advantage of the area's scenery and atmosphere when it is complete. Whether it's a new jogging route, picnicking in the park or gathering with friends, this project brings new ways for residents to enjoy the North End. I hope the Boston Redevelopment Authority shares in the view that this plan will increase the overall quality of life for residents of the neighborhood and will allow JW Capital Partners' development of Lewis Wharf to come to life.

Sincerely,



Print name: Anna Areniello

Address: 31 Thacher Street Boston mass 02113

Boston Redevelopment Authority

One City Hall, Ninth Floor

Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to you as a North End business owner to state my support of the proposed Lewis Wharf redevelopment project by JW Capital Partners. The plan presents tremendous benefits for my business and the North End neighborhood as a whole, thanks in part to the reclamation of a currently dilapidated area that greatly restricts pedestrian traffic, for a beautiful public park along the Harbor and a new piece of the Harborwalk, connecting the neighborhood to other bustling areas of the city.

While the North End is already an iconic neighborhood of Boston, it's not being used to its full potential. With this project, we'll be able to attract many more consumers to the area and increase their enjoyment once they're here. The hotel will put travelers in the heart of the neighborhood and expose businesses like mine to brand new customers. These new additions to the neighborhood will give it a buzz and boost its reputation as a premier destination for shopping, dining and so much more. I hope that you see to it that this project receives the support it needs to succeed and generate additional revenue to businesses like mine in the North End.

Sincerely,

A handwritten signature in cursive script that reads "Anna Aeriallo". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

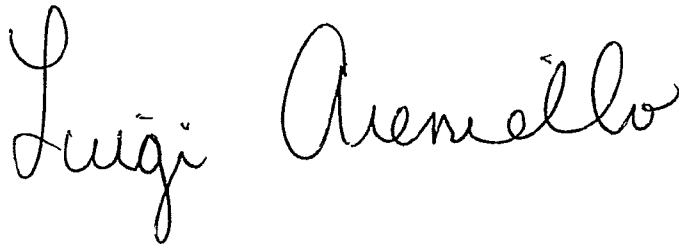
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

A handwritten signature in black ink that reads "Luigi Amello". The signature is written in a cursive style with a large, stylized initial "L".

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Handwritten signature of Anna Amelio in black ink.

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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I also support the development because it will benefit the local economy. The project is expected to create 300 construction jobs as well as 150 permanent jobs. Upon stabilization, the project will generate approximately \$7.4 Million in City and State Taxes Annually.

I hope the Boston Redevelopment Authority shares the view that this plan will increase the overall quality of life for Boston residents and will support JW Capital Partners' redevelopment of Lewis Wharf.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindsay Pagano'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Lindsay Pagano

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom It May Concern,

I am writing to express my support for the proposed Lewis Wharf redevelopment project by JW Capital Partners. The development offers significant benefits for me and others that work or live in the City of Boston. Their plan to transform the surface parking into a public park, in addition to creating a new stretch of Harborwalk at the Harbor's edge, will greatly improve the current restricted access to the waterfront. The new hotel and restaurants as well as the planned marina and home for the Boston Sailing Center will provide additional vitality to the area.

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Sincerely,

A handwritten signature in cursive script, reading "Natalie Cordova". The signature is written in black ink and is positioned below the word "Sincerely,".

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

A handwritten signature in black ink, appearing to read "Erica A. Lundin". The signature is fluid and cursive, with a large initial "E" and "L".

ERICA A. LUNDIN

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

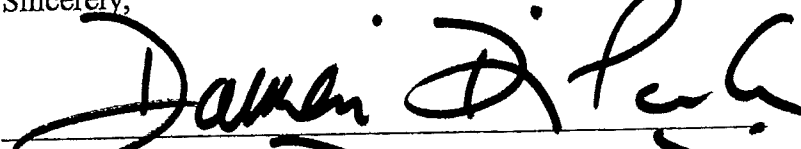
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Sincerely,


Print name: Damien DiPaola
Address: 1 Lathrop Place
Boston 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

Re: Lewis Wharf

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Sincerely,



Print name: Anthony J. Caso

Address: Garden Ct Street
Boston MA 02113

Boston City Hall
Boston Redevelopment Authority
One City Hall, 9th Floor
Boston, MA 02201

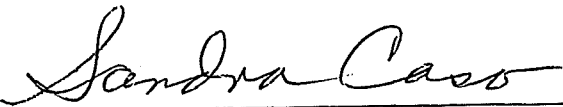
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Sincerely,



Print name: SANDRA CASO

Address: Garden Ct St
Boston MA 02113

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Eric J Howard
Owner of Mira Bella Salon
118 Lewis Wharf

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,

Collin Yip

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

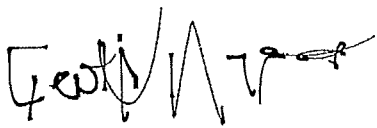
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Sincerely,



Geoffrey McLaughlin

Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, Massachusetts 02201

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Sincerely,



Lauren Czorniak

APPENDIX C
COMMENTS FROM THE IMPACT ADVISORY GROUP



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSE Lewis Wharf Hotel project

1 message

CATMCDTAI@aol.com <CATMCDTAI@aol.com>

Mon, Sep 21, 2015 at 12:56 PM

To: christopher.tracy@boston.gov

Cc: Anthony.Petrucelli@masenate.gov, Maria.Puopolo@masenate.gov, Aaron.M.Michlewitz@mahouse.gov, Patrick.Lyons@mahouse.gov, mayor@boston.gov, maria.lanza@boston.gov, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen.murphy@boston.gov, bernadette.lally@boston.gov, Ayanna.Pressley@boston.gov, Michelle.Wu@boston.gov, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore.lamattina@boston.gov, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landmark@comcast.net, Brian.Golden@boston.gov, Tammy.donovan@boston.gov, catmcdtai@aol.com

Dear Mr. Tracy,

I am writing as a resident of the North End Waterfront neighborhood who is very strongly opposed to JW Capital Partners' proposal to build a large-scale luxury hotel at the end of Lewis Wharf.

As Boston's oldest residential neighborhood and as the home of The Freedom Trail, which attracts thousands of visitors every year; this community should not be drastically altered in any way. Bostonians from other neighborhoods, as well as tourists from around the country and the world come here to enjoy the historic charm and to imagine what the area was like when Paul Revere walked down cobblestone streets.

We do not need a large-scale luxury hotel that will wall off Boston Harbor from the neighborhood. To suggest that these structures will invite people to enjoy the Harbor is ridiculous. Seeing the Harbor will invite pedestrians on Commercial Street and Atlantic Avenue to go to the water's edge. Two 5 story buildings with a 20' high connector building will do no such thing. Most pedestrians pass by on their way to work, school or elsewhere. They will no longer be able to enjoy the Harbor. Only people who have the time and inclination to navigate their way around the buildings, and perhaps consume food or beverages from the conveniently located hotel shops and restaurants ... will be able to enjoy the Harbor.

This neighborhood already has two large hotels (Battery Wharf Hotel and Marriott Long Wharf) located within 6/10 mile from each other on either side of Lewis Wharf. Together, they supply 562 rooms. While there is great need for mid-priced hotel rooms located within 1/2 mile of the Boston Convention Center in the Seaport District, there is no such need for luxury rooms in the North End!

The North End is as famous for its narrow streets and driving challenges as it is for its Italian restaurants and pastry shops. Coach-style tour buses, trolley tours, duck boats,

school buses, segways, pedestrians, runners and bicyclists ... and the upcoming "Connect Historic Boston" raised bicycle paths all add up to very dangerous conditions for emergency transport vehicles. These vehicles cannot risk being caught on narrow streets that have double-parked cars. They very often circumnavigate the neighborhood by way of Commercial Street and Atlantic Avenue to quickly reach not only the actual waterfront area, but also the inner streets of the "heart" of the North End. No amount of "mitigation" will offset the additional burden of a 300 room hotel with 300 - 400 guest capacity ballroom, restaurants, bar and lounge.

The developer's "Second Proposal" for this site was introduced in the middle of Summer; as was their "First Proposal" that was introduced in Summer 2014. The timing of both is no coincidence. They were trying to take full advantage of the time of year when families are pre-occupied with out-of-school children, visitors and their own vacation time. Yet, in the dead of Summer, in a few short weeks, over 700 people have signed a petition in opposition of this project. As we move into fall and more of our community engages in the process, we expect to sign on hundreds more. The neighborhood does not wish to sacrifice our historic community to the developer's plan to cash-in on the natural beauty that residents and visitors here have enjoyed for so many years.

At the September 10, 2015 IAG meeting, the developer admitted that it is not economically feasible to scale back any portion of the project. The height and density of their proposal is non-negotiable ... it's all or nothing. The 700+ (and counting) signers of the Save Our North End Waterfront petition want ... "nothing". At the September 10th IAG meeting, Chris Tracy from the BRA stated "If we think it's an appropriate project and we think it has enough support, we'll approve it. If not, we won't". The neighborhood's opposition to this project is clear and well-documented. There is no reason for this proposal to progress any further.

While we have long been dismayed by the appalling condition of the deteriorating parking lot at the Lewis Wharf's south pier, and furious over the current owner's ongoing violation of the City of Boston's mandate that he develop his section of the Harbor Walk, we will not support the current proposal before us. We are waiting for a more thoughtful and appropriate proposal that will provide a beautifully developed Harbor Walk with inviting green spaces that the public may enjoy WITHOUT having to circumvent massive luxury hotel buildings.

Sincerely,

Catherine McDonnell

63 Atlantic Avenue

Boston, MA 02110



Christopher Tracy <christopher.tracy@boston.gov>

Comments from Lewis Wharf IAG Member Bud Ris Re: Flood Risks

1 message

Fri, Sep 25, 2015 at 10:38 AM

Ris Bud <risboston@gmail.com>

To: Christopher Tracy <christopher.tracy@boston.gov>

Cc: Lagasse Ann <alagasse79@gmail.com>, "miller_chris@comcast.net" <miller_chris@comcast.net>, "david@crocini.com" <david@crocini.com>, "john.j.pregmon@gmail.com" <john.j.pregmon@gmail.com>, "adtagliaferro@comcast.net" <adtagliaferro@comcast.net>, "imora@barrfoundation.org" <imora@barrfoundation.org>, "ehaddad@bu.edu" <ehaddad@bu.edu>, "anneroach@gmail.com" <anneroach@gmail.com>, "jrmcrampton@gmail.com" <jrmcrampton@gmail.com>, "jason825@verizon.net" <jason825@verizon.net>, "Madnana12@aol.com" <Madnana12@aol.com>, "Catmcdtai@aol.com" <Catmcdtai@aol.com>, "maria.lanza@boston.gov" <maria.lanza@boston.gov>, "salvatore.lamattina@boston.gov" <salvatore.lamattina@boston.gov>, "michael.sinatra@boston.gov" <michael.sinatra@boston.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "Patrick.Lyons@mahouse.gov" <Patrick.Lyons@mahouse.gov>, "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Donna.Loconte@masenate.gov" <Donna.Loconte@masenate.gov>, "michelle.wu@boston.gov" <michelle.wu@boston.gov>, "michael.flaherty@boston.gov" <michael.flaherty@boston.gov>, "stephen.murphy@boston.gov" <stephen.murphy@boston.gov>, "ayanna.pressley@boston.gov" <ayanna.pressley@boston.gov>, "richard.mcguinness@boston.gov" <richard.mcguinness@boston.gov>, "chris.busch@boston.gov" <chris.busch@boston.gov>, "lauren.shurtleff@boston.gov" <lauren.shurtleff@boston.gov>, "david.carlson@boston.gov" <david.carlson@boston.gov>, "michael.christopher@boston.gov" <michael.christopher@boston.gov>, "wadams@jwcapitalpartners.com" <wadams@jwcapitalpartners.com>, "dwiest@daintorpy.com" <dwiest@daintorpy.com>, "carl.ameno@boston.gov" <carl.ameno@boston.gov>, "katherine.carangelo@boston.gov" <katherine.carangelo@boston.gov>, "Maria.Puopolo@masenate.gov" <Maria.Puopolo@masenate.gov>, "heather.campisano@boston.gov" <heather.campisano@boston.gov>, "rking@nbss.edu" <rking@nbss.edu>, Steven Siciliano <sas_0726@yahoo.com>

September 24, 2015

Dear Chris and Fellow Lewis Wharf IAG Members:

I will not be able to attend the September 30 or October 7 meetings, as I will be out on the west coast. I do want to share some written comments, however, focused on sections of the PNF that deal with Flood Hazard Zones (3.2.7) and Climate Change Adaptation (3.2.15).

These comments are informed by my long experience with climate change issues as CEO of the Union of Concerned Scientists, CEO of the New England Aquarium, and a member or co-chair of various climate change adaptation committees convened by the City of Boston and the Commonwealth of Massachusetts over the last several years. I am currently working with the City of Boston and the Green Ribbon Commission to design a plan to protect the City from sea level rise and other climate impacts. That project will build on the large number of vulnerability assessments already completed by the Boston Water and Sewer Commission, Massport, MAPC, MA Department of Transportation and other agencies – all of which confirm the significant challenges ahead, including the potential for the level of Boston Harbor to rise 4-6 feet by the end of this century.

First I note that the 2013 preliminary FEMA flood map has now been approved and will enter into force in March of 2016. As stated in the PNF, the new flood map sets the 100 year flood zone elevation at 14 feet (NAV88 datum), which converts to 20.46 (Boston City Base

datum). Section 3.2.7 of the PNF confirms that the Project is located within this 100 year flood zone and states that a base floor elevation of 20.46 feet (BCB) will be needed to clear the 100 year flood elevation.

Second, I note that the proposed Project is in a V zone, also known as a "velocity zone," which is a high risk area subject not only to flooding but wave action. (The prior FEMA map also identified this location as a V zone). According to Article 25-5.8, High Hazard Coastal Districts, Boston Zoning Code: "In any V zone, any structure or substantial improvement of any existing structure shall be located landward of the reach of mean high tide." Since this Project will be located on pilings seaward of mean high tide, it would appear that it should not be permitted. At the least, a variance from this provision of the zoning code will be required.

Third, if the Project were to receive a variance from Article 25-5.8, I believe compliance with Article 25-5.2 of the Zoning Code and FEMA regulations would generally require that the base floor elevation be set 2 feet above the 100 year flood level – or 22.46 feet. This is a higher elevation, requiring more substantial grade changes to adjacent properties, than appears to have been envisioned by the Project proponents.

Fourth, I do not believe the need for Climate Change Adaptation is adequately addressed in section 3.2.15. The first floor elevation – again referenced at about 20.5 feet – and flood proofing measures proposed for the garage entrance do not consider the possibility that future sea level rise caused by climate change could amount to as much as 4-6 feet by 2100, as noted above. Instead, the Project proponents, although referencing a somewhat lesser 3 foot sea level rise as a possibility for a building with 50 year life in the Article 37 Checklist in the appendix, appear to use the FEMA 100 year flood elevation as the basis for their adaptation measures. The FEMA elevation is based on historical data – not future projections of SLR as required in Article 37. (Article 37 is a provision of the zoning code that was designed to ensure that major building projects are planned, designed, constructed, and managed to prepare for climate change. It applies to all proposed Article 80B proposals.)

It also seems quite plausible that the building life of the proposed hotel would be far longer than 50 years – easily stretching out to 2100 and beyond. Indeed, the Performance Criteria for the Article 37 Checklist suggest that the expected life of a large building in Boston is at least 60 years.

In sum, I believe there is a serious question about whether this Project – located in a V zone – should be permitted. If a variance is granted, much more rigorous examination will be needed to explore measures that can mitigate against the risks of a 100 year flood and future sea level rise. These could include higher base floor elevations and/or other means that would limit flood damage.

We all have a major task ahead of us: to protect the City of Boston and its people, property, buildings, infrastructure, and tax base from the risks of climate change. Let's not exacerbate that challenge by locating new buildings in the wrong places or designing them without full consideration of the risks ahead.

Bud

Bud Ris
120 Fulton St. #6B
Boston, MA 02109
617.510.6559
risboston@gmail.com



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSED THE HOTEL AT LEWIS WHARF

1 message

adtagliaferro@comcast.net <adtagliaferro@comcast.net> Tue, Sep 29, 2015 at 1:46 PM
 To: Christopher Tracy <Christopher.Tracy@boston.gov>, "Michlewitz, Aaron" <Aaron.M.Michlewitz@mahouse.gov>, mayor@boston.gov, "Lanza, Maria" <maria.Lanza@boston.gov>, Michael Flaherty <Michael.Flaherty@boston.gov>, sheikh hasib <sheikh.hasib@boston.gov>, Stephen murphy <Stephen.murphy@boston.gov>, Bernadette lally <Bernadette.lally@boston.gov>, Ayanna Pressley <Ayanna.Pressley@boston.gov>, Michelle Wu <Michelle.Wu@boston.gov>, eric white <eric.white@boston.gov>, Jessica tauber <Jessica.tauber@boston.com>, "Lamattina, Sal" <salvatore.lamattina@cityofboston.gov>, exec@newra.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD-02@ibew.org, Ted Landsmark <Ted.Landsmark@comcast.net>, Brian Golden <Brian.Golden@boston.gov>
 Cc: CATMCDTAI <catmcdtai@aol.com>

From: "adtagliaferro" <adtagliaferro@comcast.net>
To: "adtagliaferro" <adtagliaferro@comcast.net>
Sent: Thursday, September 24, 2015 5:31:26 PM
Subject: Fwd: BRA Lewis Wharf letter

I strongly opposed this Hotel

Dear Mr. Tracy,

I'd like to take this opportunity to voice my concerns about the subject proposal. I am a long time resident of the North End. I live here, I work here, I have devoted countless hours volunteering in many different capacities to help make and keep the North End the wonderful, vibrant neighborhood that it is today. I'm proud to call it home, and I can't think of another place in the world where I'd rather live. And I can say with complete confidence, that a majority of people here feel the same way.

Whether Boston needs another hotel, shouldn't be the issue here. It's whether the North End needs it. Our neighborhood shoulders a disproportionate burden of Boston's tourism, generating millions of dollars of revenue to the city and commonwealth. It can be quite overcrowded at times. The city being as small as it is, hotel proximity is really not a factor.

There are various other areas in the city that would benefit from this kind of project. When you intend to put a substantial development in an area where there literally isn't even land, I think you are trying to squeeze too many sardines into the can.

We've been through the Big Dig with the associated congestion, noise, rats and other

disruptions to our daily lives. Obviously, a project like this would cause similar issues. It's easy to write this off as temporary problems. But there are children who grew up here who have known nothing different. This is a neighborhood after all. Every time a project like this happens, we lose a piece of it.

- The North End Union (on Parmenter St.) which was a day care center, job assistance for local youth, and fuel assistance for the elderly. It also offered classes in computer, cooking and drama.
- The Christopher Columbus Center (on Prince St.) which held functions such as christenings, showers, teen dances, fundraisers, basketball leagues, and after school programs.
- Two schools (Michelangelo and Christopher Columbus)

Please do not let our neighborhood become another West End.....

Thanks for your consideration.

Anne Devlin Tagliaferro



Christopher Tracy <christopher.tracy@boston.gov>

Ernest M. Haddad's Comments to the Lewis Wharf IAG and the BRA on Proposed Lewis Wharf Project

1 message

Haddad, Ernest M <ehaddad@bu.edu>

Thu, Oct 1, 2015 at 1:17 AM

To: Christopher Tracy <christopher.tracy@boston.gov>, "miller_chris@comcast.net" <miller_chris@comcast.net>, David Crocini <david@crocini.com>, John Pregmon <john.j.pregmon@gmail.com>, Steven Siciliano <sas_0726@yahoo.com>, Ann Lagasse <alagasse79@gmail.com>, "adtagliaferro@comcast.net" <adtagliaferro@comcast.net>, Ify Mora <ifymora@gmail.com>, Paul Stanislas <paulstanislas007@gmail.com>, "anneroach@gmail.com" <anneroach@gmail.com>, Jennifer Crampton <jrmcrampton@gmail.com>, Jason Aluia <Jason825@verizon.net>, MaryAnn D'Amato <madnana13@aol.com>, "Catmcdtai@aol.com" <Catmcdtai@aol.com>, Bud Ris <risboston@gmail.com>

Cc: Maria Lanza <maria.lanza@boston.gov>, "Lyons, Patrick (HOU)" <Patrick.Lyons@mahouse.gov>, "deirdre.buckley@state.ma.us" <deirdre.buckley@state.ma.us>, "Anthony.Petrucelli@masenate.gov" <Anthony.Petrucelli@masenate.gov>, "Aaron.M.Michlewitz@mahouse.gov" <Aaron.M.Michlewitz@mahouse.gov>, "mayor@boston.gov" <mayor@boston.gov>, "Michael.F.Flaherty@boston.gov" <Michael.F.Flaherty@boston.gov>, "eric.white@boston.gov" <eric.white@boston.gov>, "Salvatore.LaMattina@boston.gov" <Salvatore.LaMattina@boston.gov>, "exec@newra.org" <exec@newra.org>, "info@newncboston.org" <info@newncboston.org>, Katherine Carangelo <katherine.carangelo@boston.gov>, "Puopolo, Maria (SEN)" <Maria.Puopolo@masenate.gov>, Carl Ameno <carl.ameno@boston.gov>, Rebecca King <rking@nbss.edu>

To Members of the Lewis Wharf IAG and the BRA:

Because I will be away from home during most of the month of October and will not be able to participate in the meetings on October 7, I am providing my primary comments on the proposed Lewis Wharf development project in this email. They are based upon attentive participation in the IAG process and a careful review of the Project Notification Form.

I would like to support appropriate development over the pilings to the east of the historic Lewis Wharf building (please don't diminish it by calling it the "granite building") and over the parking lot to the north of the historic building - but I am opposed to the proposed project (two hotel buildings with a connecting building plus an additional Atlantic Avenue streetside building plus a large marina) because of their overwhelming size and intended purposes. Together they will almost completely block existing views of the harbor from the sidewalk of Atlantic Avenue to both the north and the south of the historic Lewis Wharf building and will inhibit and discourage pedestrian access to the waterfront. The project will drastically increase vehicular traffic along Atlantic Avenue and Commercial Street and throughout the North End neighborhood.

The project proposal includes a 277 room luxury hotel accommodating over 500 guests, plus a 300+ person venue for banquets and other functions, plus multiple indoor and outdoor restaurants and lounges, plus a 130 slip marina which is not only expected to accommodate private yachts and water taxis but also, according to the developer's latest presentation, could be a port for excursion boats and other watercraft for hire. The number of automobiles and trucks carrying hotel customers and yachtsmen and guests and employees and vendors and trash haulers to and from the site every day would have an utterly devastating and dangerous impact on a traffic and parking situation that is already choking the North End neighborhood. As was revealed at the September 30 IAG meeting, the developer's traffic and transportation analysis is not based upon current data and is just not credible. I agree with concerns expressed by others about the obstacles police, fire and emergency medical vehicles will face not only at Lewis Wharf but throughout the North End. I believe that vehicles travelling into the site are apt to be so numerous that at times they will back up onto Atlantic Avenue. They will be a danger to pedestrians using the sidewalk and Harborwalk and especially to the children and adults who live in the historic building.

I also believe that the developer's assertions about the amount of additional open park space to be created by the project are at best misleading. In fact, the project contemplates a significant reduction in the size of the beautiful park, currently enjoyed by North End residents and tourists alike, on the south side of the historic Lewis Wharf building. Moreover, the residual, greatly diminished park would be bifurcated by a large swimming pool with the two parts isolated from one another and the public by the fences and outbuildings (not shown in the developer's renderings) which are essential to any swimming pool. And I believe that the developer's renderings of what the north side of the historic building would look like underestimate the amount of paved area necessary to provide adequate access to, and truck drop off/pick up space for, the historic building. Where will the parking

garage attendant's booth be? And just how big is that proposed new streetside building? (This last question is illustrative of a serious problem of non-disclosure. At the first "informal" IAG meeting on August 12, IAG members expressed concern about the lack of spatial details in the developer's project renderings, and requested renderings with specific dimensions, elevations which take into account current federal requirements, and a scale model. These were promised but, to date, never delivered. At the September 30 meeting, the developer told the IAG that a three dimensional model did not exist. If true, that is extraordinary.)

I would welcome development of these sites if it:

- (1) Does not involve a hotel with its attendant traffic,
- (2) Is less dense,
- (3) Preserves both existing park/open space and views of the harbor from the street, and
- (4) Protects tourists and residents walking around the Harborwalk and into the historic Lewis Wharf building.

More specifically:

A hotel, luxury or otherwise, is an entirely inappropriate use of the site, and structures of any purpose as massive as those proposed are also inappropriate. A marine use would be ideal, but a two or three level townhouse development akin to that on Union Wharf might be acceptable.

There must be no streetside building along Atlantic Avenue. It would block access to any park that may be built in the area of the current parking lot and block views of the harbor from the street. If the Sailing Center needs space, then the developer can provide it either in the buildings being constructed over the pilings or in the commercial space in the historic building. (At the September 30 IAG meeting, the developer's representative asserted that the developer did not control any of the commercial space in the historic building. That is irrelevant but, more importantly, it is in direct conflict with the developer's assertions last December when Mr. Moriarty of JW Capital Partners LLC ran for election as a Trustee of the Lewis Wharf Condominium Trust on the basis that his firm has an ownership interest in the commercial space.)

There must be no reduction in the size of the existing park on the south side of the historic building and there must be no bifurcation of that park.

The developer must reinstate preexisting commitments to provide parking spaces to residents of the historic building – by setting aside for lease (or condominium purchase) one space for each residential unit in the historic building. (It is hard to believe that a 379 space garage would be adequate to meet the minimal parking needs of the proposed hotel and marina plus meet the commitments to the residents of the historic building, not to mention the desires of other North End residents to have access to garage space. While we await a transportation and parking study based upon accurate data, I would guess that the minimum number of garage spaces needed would be well in excess of 500.

Any building to be constructed over the pilings should be limited in height to approximately the height of the buildings that originally occupied those sites.

There should be no connecting building between the structures being built over the pilings. Hotel lobby and elevator access issues may dictate the need for a connecting building, but that should be no more than a good reason not to build a hotel at the site. If the buildings must be connected, the connecting passageway should be built below ground. A properly designed connecting passageway over an open arch as at Rowes Wharf might conceivably be an alternative.

There should be at least twelve feet of green space between the sidewalk along the north side of the historic building and the driveway into the development.

The driveway into the development must be widened near the main entrance to the historic building to allow for temporary parking by delivery trucks, moving vans and residents picking up or dropping off groceries, children, people with disabilities, etc.

The developer must commit in an appropriate recordable document to preclude the use for social purposes of the roof of any structure built over the pilings.

If the developer determines that it is not financially feasible to develop the site with the foregoing conditions, then the owner of the property should honor his obligations with respect to building out the Harborwalk and providing parking to residents of the historic building but not otherwise develop the site.



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf Proposal

1 message

Chris Miller <miller_chris@comcast.net>

Tue, Oct 13, 2015 at 9:37 AM

To: Christopher Tracy <christopher.tracy@boston.gov>

Cc: saveournorthendwaterfront@gmail.com, cdowns@milkywayjp.com, timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, mayor@boston.gov, maria.lanza@boston.gov, salvatore.lamattina@boston.gov

Hi Chris. Thanks for all your work on the Lewis Wharf Proposal. Below please find my comments for the Lewis Wharf Proposal below. I have also attached a word document with the same comments if this makes life easier for you.

I once again urge the BRA not to approve this project.

Thank you.

Chris Miller

Comments on the Lewis Wharf Proposal

My name is Chris Miller and I live at 335 Lewis Wharf. I am against the proposal to build a large hotel on the old pile field at the end of Lewis Wharf. It should be obvious that no one wants a large hotel built next to their house in a residential neighborhood. That said, my reasons for not supporting the proposal go further than that. I believe the specific proposal will make our neighborhood a worse place to live in a number of different ways which I will list below. I also think that the proposed "benefits" of the new construction as listed by the developer are, in fact, are not actually benefits if you look closely at the changes they say they will make. I also think that the developer's oft spoken belief that they can build "as of right" is at best a mistake, and at the worst an attempt to mislead the public.

The area at the end of Lewis Wharf could be a better place. In fact, the current land owner has a legal obligation to make it a better place but has ignored the city for more than 15 years. He has unpaid fines, parks cars North of the Baldwin Line (which is not allowed) and has scoffed at the cities requirement that he maintain a proper harbor walk. I believe a park north of the Baldwin Line and a proper harbor walk would, in and of itself, "solve" the current issues with the property and would cost the city nothing but the enforcement of its current rules. A Marina could be built over the pile field. The harbor badly needs marina slips, and a Marina would allow the historic and beautiful Lewis Wharf building to be seen from the harbor and remind citizens and tourists alike of Boston's maritime past. This would maintain the historic nature of this residential neighborhood. More importantly it would maintain the look and feel of history – which is one of the reasons people come to visit, and enjoy living in, the North End (and Boston) in the first place! In short, we don't need the economics of this proposal to improve the site.

My issues with the current proposal include:

1. Traffic. Congestion in the city is terrible. A 300 room hotel along with its requisite bars, restaurants and banquet rooms will increase traffic (especially when combined with all the other construction nearby) to unsustainable levels for a residential area. The traffic study done by the developers was laughable. They counted 16 (16!) cars parking in the Lewis Wharf lot during the average "evening rush" period. They then intimated that the new hotel would have less traffic than the current hotel at Battery Wharf (which is almost 50% smaller!) I believe access to our neighborhood for emergency vehicles, commuters and tourists is imperative – for safety reasons as well as quality of life. Current conditions are bad – despite the "traffic study" from the developers. All summer long one cannot park in the Lewis Wharf lot because it is filled to capacity, one cannot

find a seat at a restaurant because every single restaurant in the North End has lines going outside onto the street. I don't know what the developer is thinking with the ridiculous attempt at a traffic study – but if things keep on the way they are going we will simply not be able to move around.

2. Wall off the Waterfront. The hotel proposal, at almost twice the size of the current Lewis Wharf building and all built out at the end of the wharf at an angle, will create a giant wall between the North End and the harbor. This will require the public to walk around the building to see East Boston and the harbor. The degree to which open view corridors and access is needed and loved can be seen in the bitter fight over the end of Long Wharf, where years of law suits finally guaranteed the public the right to see the harbor without walking around a building or having to pay to sit and see it. The current proposal is simply too massive. We need more places like the Mirabella Pool, the Bocci Courts and the baseball fields which are loved areas for everyone to enjoy – mostly because of the open harbor views.

3. Historic Beauty. The North End is a historic treasure. Areas like the North End, Beacon Hill and the Back Bay are what make Boston special. No one comes to Boston to see the innovation district – they come to see historic Boston. That is not to say people don't enjoy the restaurants on the new South Boston waterfront while they are here, but they come for the history. We need to protect the few areas of the city with historic charm that are left. Places where you can see the history, imagine the old seafaring days and consider what it meant to challenge a king to protect your way of life.

4. Environmental Risk. Obviously building on stilts over the water sheet is an environmental issue. The current proposal will require special permits that, in essence, state that “despite building in an unsafe area we think it the design is strong enough to sustain its dangerous location”. It also will need a state level permit under Chapter 91. The exemptions that the proposal require fly in the face of the reason those rules were made in the first place. Simply said - flowing tide lands are sensitive ecological zones that are dangerous places to put buildings. It is simply not responsible to allow this proposal to go forward.

5. As of Right. The area in question is not private land. It is tidal flowing water sheet, given in trust for commercial marine purposes over 100 years ago. It will require exemptions to environmental laws to go forward. It will require State permits. Simply because the building conforms to building codes of nearby buildings does not mean it is “as of right”. I believe the developer does not have the legal right to build this building in this location. Also, the developer has not submitted the actual dimensions of the proposal thus it is not possible to claim zoning conformance or as of right status because zoning code compliance or open space commitments cannot be verified.

6. Claimed Benefits are not Benefits. The developer claims that he proposal will offer certain beneficial attributes for the local community. I will list some of these claims and then analyze their merit.

a. Developer claims increase in open space and parkland. If we analyze the development plan that has been presented, the south side park will be much diminished. The current park on the south side of Lewis Wharf is a beautiful place. It has open views of the harbor and was described by Vivian Li as one of her “favorite places along the harbor”. The developer wants to put a swimming pool in the middle of this open grassy area. The pool will have to be fenced, removing public access and breaking up an open space. The south side park will be destroyed. This will be a reduction in the size and quality of the current open space available at the site. The north side of Lewis Wharf currently has a parking lot and a park sharing that space. The park is small, but is actively used by dog walkers in the morning, exercise groups and people who come to sit and look over the harbor. This green space will be moved closer to Atlantic Avenue and slightly increased in size under the new proposal. However, there also will be a new building placed along the street, a driveway and paved forecourt for the hotel, and a

concrete ramp required to enter the underground parking and make the space useable for the hotel. There will also have to be a fire lane alongside the current building. The developer is trying to count the thin strips of land along the edge of the concrete traffic ramps as "open park". It looks to me as if the net result is an area which will have some additional green space, but also be broken up by concrete ramps, new buildings and parking services for a new hotel. Also the view corridor out to the harbor will be significantly reduced. The net result when combined with the clear loss of a park and the open space on the south side is that there will be very little, if any, net increase in open space on Lewis Wharf itself. You will lose open space on the south side against a increase in open space (albeit somewhat fragmented) on the north side.

b. New Harbor Walk: If the city simply enforced the rules, the current landowner would build one right now. There is no need for this project to create a harbor walk.

c. "New" water taxi stop: Currently there is a water taxi stop 50 yards away. A new one is not a "new benefit".

d. Community support. Currently there are over 1,000 names on a petition asking the BRA to not allow this project to go forward. Local politicians have directly opposed this project. There simply is no community support.



Comments for the Lewis Wharf Proposal.docx

20K



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf HotelNO WAY

1 message

Paul Stanislas <pstanislas@denenbergrealty.com>

Tue, Oct 13, 2015 at 11:13 AM

To: "Christopher.Tracy@boston.gov" <Christopher.Tracy@boston.gov>

Dear Chris;

I wanted to thank you for your excellent job, quarter backing, the meetings for the North End Community to discuss the proposed Lewis Wharf Hotel Development in open forum.

I believe the reaction from the majority of residents who attended the four meetings sends out a strong message that they are totally opposed to a hotel development at Lewis Wharf. My immediate thoughts on this are as follows.

I am certainly not against development at Lewis Wharf, but consider responsible development for the **benefit of** the neighborhood, where necessary. This should be on a scale that doesn't harm, but enhances the existing area and properly relates to the infrastructure that serves it. The planned hotel does neither. Please consider the following.

1. **Green Space.** After close scrutiny of the plans, I notice that there is only a marginal benefit offered by the developer, which will be further reduced by cutting up the present mature gardens into smaller spaces. Therefore – little benefit at all.
2. **Traffic.** This will cause a significant increase in congestion and gridlock for the whole area, not to mention difficulty in access by emergency vehicles. The developer has been using a base traffic count from the Battery Wharf Hotel which bears little relationship to the proposed monster. It's almost half the size and has its function rooms below ground, which don't attract much business.
3. **Walling off of waterfront views.** A public view from Atlantic Avenue will be replaced by two uninviting five story blocks, which will wall off this view.
4. **Historic.** This is a historic location which deserves to have a well thought out and attractive development built on it.
5. **Noise.** In addition to the 277 key hotel, the developer plans a 300 person ballroom, with a 150 seat restaurant plus bar. I think it would be naïve to think that there won't be considerable noise and disruption from this use, with thousands of extra vehicle trips per week from the weddings and parties. Not to speak of the late

10/27/2015

City of Boston Mail - Lewis Wharf HotelNO WAY

night shouts from those who have been "over served".

Finally, I think we should pause to consider that this is a neighborhood and a community. The North End waterfront is a precious resource and presently allows for the public to enjoy the gardens and extensive views of the water, much of which is now in danger of being changes forever. I have to ask myself whether this development, comprising no less than 190,000 square feet (nearly 5 acres of built space) is what this community should be forced to accept? I say NO WAY.

Thank you again

Regards,

Paul

Paul Stanislas

617.943.7860



Christopher Tracy <christopher.tracy@boston.gov>

I OPPOSE the Lewis Wharf Hotel Project

1 message

Jennifer Crampton <jrmcrampton@gmail.com>

Wed, Oct 14, 2015 at 11:46 PM

To: Christopher Tracy <christopher.tracy@boston.gov>

Cc: Anthony Petruccelli <Anthony.Petruccelli@masenate.gov>, Maria.Puopolo@masenate.gov, "Michlewitz, Aaron" <Aaron.M.Michlewitz@mahouse.gov>, Patrick Lyons <Patrick.Lyons@mahouse.gov>, mayor@boston.gov, maria lanza <maria.lanza@boston.gov>, Michael.F.Flaherty@boston.gov, shaikh.hasib@boston.gov, stephen murphy <stephen.murphy@boston.gov>, bernadette.lally@boston.gov, ayanna pressley <Ayanna.Pressley@boston.gov>, michelle wu <Michelle.Wu@boston.gov>, eric.white@boston.gov, jessica.tauber@boston.gov, salvatore lamattina <salvatore.lamattina@boston.gov>, exec@newra.org, secretary@newra.org, info@newncboston.org, saveournorthendwaterfront@gmail.com, CDowns@milkywayjp.com, Timothy@timothyburke.net, IVPD_02@ibew.org, ted.landsmark@comcast.net, Brian.Golden@boston.gov, Tammy.Donovan@boston.gov, alexander.strysky@state.ma.us, Nate Crampton <nate.crampton@gmail.com>, Jennifer Crampton <jrmcrampton@gmail.com>

October 14, 2015

Christopher Tracy

Boston Redevelopment Authority

1 City Hall Square

Boston, MA 02201

Dear Chris,

First I would like to thank you for listening to all of the comments given at the IAG and public meetings, via email, letters, and phone. I know my point of view has been made clear several times as a member of the IAG, but I wanted to briefly memorialize it here as well for the record.

I do not, and will not, support a proposal for a large-scale luxury hotel on Lewis Wharf.

My husband and I chose the North End as our "forever home" and plan to continue raising our young family here. We are interested in keeping our neighborhood a neighborhood, not a congested commercial zone.

We are not against development at Lewis Wharf. We believe that whatever happens there needs to be respectful of the historical quality of the area and the residents who live nearby, as well as to have marine use and public benefit at the core purpose of any development. The current proposal does none of these things. It is far too large in scale, protrudes obtrusively into the harbor tidelands, and drastically reduce residents' and visitors' direct access to the water from Atlantic Avenue, along the historic Lewis Wharf, and at the edge of the Harbor.

The developer has gone so far as to suggest that he'll be supplying much needed hotel rooms in Boston. This seems at odds with recent news reports stating that 23 hotel projects are currently underway in Boston. This comes to a rough total of 4,700 new or significantly renovated rooms coming online by 2017. The proposed hotel would triple the number of rooms in the North End, not including the recently approved hotels at Haymarket and Parcel 1B/1C. It seems the last thing we need in this residential neighborhood is a hotel – there are plenty of existing and planned new hotels nearby.

Recently, the developer changed the character of their presentation to bring in the concept of "Access for All" – which I find completely deplorable. How can a developer who will not operate the proposed hotel promise such things to the public? I have never encountered a luxury hotel that welcomes the public in the far reaching ways the developer describes.

I strongly urge the BRA to stop this project.

Sincerely,

Jenn Crampton

63 Atlantic Avenue
jrmcrampton@gmail.com



Christopher Tracy <christopher.tracy@boston.gov>

IAG Member Comments on Lewis Wharf Project

1 message

David Crocini <david@crocini.com>

Wed, Oct 7, 2015 at 6:06 PM

Reply-To: david@crocini.com

To: Christopher Tracy <christopher.tracy@boston.gov>

Cc: salvatore.lamattina@boston.gov, "Michlewitz, Aaron M. Rep - (HOU)" <Aaron.Michlewitz@malegislature.gov>, maria.lanza@boston.gov, Anthony.Petrucelli@masenate.gov

Chris: Unfortunately I will not be able to attend tonight's meeting but I wanted to convey my findings and opinion regarding the proposed Lewis Wharf hotel project. I have endeavored over the past several weeks to fully understand the proposed project, its impacts and benefits. I have studied the proposal, sought the opinions of neighbors and friends and listened intently to the dialog at the IAG meetings.

Design:

I find the design of the proposed project to be well thought out and appropriate for the site in scale, materials and configuration. I believe the orientation of the exterior uses to the water court area, the transparency and height of the connector building and the underground loading are the major design decisions that indicate to me the development team has presented a well considered plan.

Operations:

It would seem appropriate for the project to include loading and unloading spots on the North side of the Granite building for the use of the residents of the Lewis Wharf condominiums. The developer indicated his openness to discussing limiting the hours on the outside seating adjacent to the restaurant on the South pier in an effort to reduce the disturbance to the residences in the area. Time limits on deliveries and trash pickup would also seem appropriate.

Impacts & Benefits:

The introduction of additional traffic to an already stressed Atlantic Avenue is in my mind the biggest impact from this project. I believe it is also one of the biggest potential benefits. The developer has committed to studying the surrounding intersections and making necessary improvements. A project of this scale should be able to mitigate traffic impacts and make improvements from the current state so that traffic flows more freely post construction. In my conversations with my neighbors all were excited about the prospect of an improved harbor walk and the replacement of the parking lot with a park. I heard several people in the public forum express the opinion that this project will 'wall off the water for pedestrians.' Reality I believe is the exact opposite, this project invites pedestrians to the water and make the harbor more accessible, not less. I would also like to express my strong desire to have the linkage money returned to the North End. The population of school age children in the neighborhood is growing rapidly and the community needs additional athletic facilities to accommodate them these funds would be useful in furthering this goal.

In summary I believe the development team has presented a thoughtful and appropriate design, has done significant community outreach and has listened with an open mind. I believe this project will have significant benefits to the community in harbor walk improvements, traffic mitigation and replacement of the current parking lot with a park. This project will invite the community to the water in a location that is presently not inviting and will breathe new life into this section of the waterfront. I understand that many of the direct abutters are in opposition to this project due the impact on their harbor views. While I can sympathize with those who will have their views impacted I believe the benefits to the overall community and the city must take precedence over the desires of a few.

Thank you.

David

John J. Pregmon, Esq.
330 North Street, #21
Boston, MA 02113

October 13, 2015

Secretary Matthew A. Beaton
Executive Office of Energy & Environmental Affairs
Attention: MEPA Office

RE: Lewis Wharf Redevelopment Project

Dear Secretary Beaton:

Please accept this letter of support for the North End's Lewis Wharf redevelopment. Although I acknowledge and share some of the concerns expressed by abutters and other opponents of the project, I believe creative solutions can be employed to mitigate and/or erase these concerns. Overall, the development plan proposed by JW Capital Partners presents significant improvements and benefits to the area. Please find a brief explanation of my opinions and assessment of the project below.

The plan will bury the parking garage (currently located on the surface), replace it with a public park, and modernize the Harborwalk. Parking spots are at a premium in the North End so preserving spots for the public will greatly facilitate the public's need for them. The developer's plan assigns a significant amount of parking spaces for public use; I suggest the garage also includes dedicated spots for North End and Lewis Wharf residents. Additionally, adding a public park to the surface will greatly enhance and beautify the area while the Harborwalk improvements will reconnect this portion of the waterfront and increase its accessibility to the public--as the Harborwalk situated at Burroughs Wharf and Long Wharf currently accomplishes.

The proposed project will also create jobs (hotel and restaurant employees), stimulate local businesses operating on and around Lewis Wharf, and generate millions of dollars in taxes which will benefit the North End and City of Boston.

Opponents of this project have been consistent and vocal with their primary concerns: increased traffic and noise, and the height/scale of the proposed project. First, I believe any traffic concerns may be remedied by a close working relationship between the developer and MassDot (and other agencies) to ensure proper measures are in place so the increased traffic to the area will not significantly affect normal use of the roadways surrounding the project. Second, rooftop balconies and exterior seating will significantly enhance the noise emitted from the area. Perhaps eliminating the outdoor seating from the perimeter, adding sufficient sound-dampening measures, and/or applying another approach would reduce the amount of noise generated. Finally, I share the trepidation associated with the large scale of the proposed project. Specifically, the proposed southern building on Lewis Wharf presents the biggest impact as it relates to the current conditions. I suggest considering lowering the overall height of the building or perhaps eliminating it entirely. I trust an effective design could be applied, such as moving Boston Sailing Center to that location and reducing the height of the building, which would help alleviate these concerns.

Secretary Matthew A. Beaton

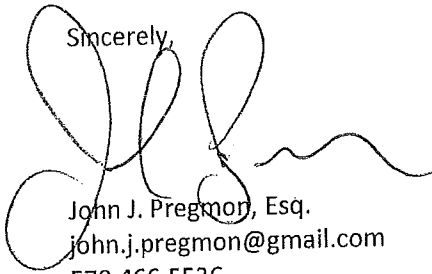
October 13, 2015

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In summary, the benefits of the proposed redevelopment of Lewis Wharf vastly outweigh the disadvantages. I am also confident the developer, North End residents, and relative agencies can work together to find a solution to many of the concerns addressed above while improving Lewis Wharf so it can benefit the community.

Please feel free to contact me directly with any questions and/or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "John J. Pregmon". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

John J. Pregmon, Esq.
john.j.pregmon@gmail.com
570.466.5536

cc: Christopher Tracy
Daniel Toscano, Esq.
Will Adams
Alexander Strysky

Jason A. Aluia

126 Prince Street - #10
Boston, Massachusetts 02113
617-447-4987 (cell)
jason825@verizon.net

October 28, 2015

Matthew Beaton, Secretary
Executive office of Environmental Affairs
100 Cambridge Street
Boston, MA 02108

Brian Golden, Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Dear Mr. Secretary & Mr. Director:

Please accept my comments regarding the development of Lewis Wharf in the North End of Boston, also known as the Lewis Wharf Project. As an appointed member of the Impact Advisory Group pursuant to the Boston Zoning Code's Article 80 review process, I have approached this project as an impartial yet concerned resident of my neighborhood. Although I share several of the concerns expressed by the abutters and opponents, I believe the project is one that merits the approval of your respective agencies.

Redevelopment of Lewis Wharf has been considered for decades, including the defunct Gunwyn proposal of the 1990's; the rumors of many interested developers have come and gone and finally the current proposal by JW Capital Partners. In fact, while many of the neighborhood's other wharves and adjacent properties have been refurbished and developed over the past several decades, Lewis Wharf has remained an area for parking lots and middling green space. I believe the new project will benefit the neighborhood, the access to the waterfront and compliment the recent development of the Pilot House and the complement the historic Granite Building on Lewis Wharf.

HOTEL

The proposed development will include a new 277 room hotel with restaurant, ballroom, lounge and amenities. During public meetings and several personal encounters, I have heard steadfast opposition to the inclusion of the hotel component and questions of why can't a mixed use housing development be incorporated in its place. However, I fear the developer faces a bureaucratic catch-22, where the State recognizes a hotel, not housing, as a public accommodation under Chapter 91. Anything other than a public accommodation use would be in noncompliance of said chapter. Further, the long established Municipal Harbor Plan designated Lewis Wharf as a hotel site since its drafting in the 1980's.

To address the abutters concerns of additional noise caused by the hotel, the state and city should give serious review to the proposed roof top restaurant. The developer will also be wise to reconsider its inclusion in the project. Similarly any ground floor outdoor seating should be located in an area that creates minimal disturbance to neighbors and be permitted only with reasonable seating capacity and operational hours by the city.

Similar to mitigation efforts at the Battery Wharf project, the developer, hotel operator and city should ensure neighborhood residents and nonprofits have access to meeting space and reasonable discounts at the hotel's function facilities.

TRAFFIC

One of the areas that caused the most consternation at the public meetings is the issue of traffic. Increased traffic is a reality for any proposed development or redevelopment in the city. This site in particular is challenging because of its unique location abutting the harbor and its only entry point being on Atlantic Avenue. It was evident that a more comprehensive traffic study of the project area must be complete prior to final consideration and approval. The city must mandate that the study area be expanded to include major intersections and cross streets that act both as an entry and exit of Atlantic Avenue and Commercial Street. Atlantic Avenue and Commercial Streets, both recently narrowed by the inclusions of bike paths, include main access to our neighborhoods most visited facilities: public parks, skating rink, Coast Guard base, public pool, funeral home, public school, public parking lots and garages, tour bus parking, tour trolley pick up and drop off and a Starbucks!! This is a lot of traffic for such a central traffic artery of not only the North End but of the city of Boston.

As an aside, I have long been concerned about the inclusion of bike paths on our city streets, especially in our small neighborhood. Traffic signal changes, bike path changes and altering trolley tour stops are areas that should be addressed in the expanded study.

Due to traditional hotel operation hours, (check-in the afternoon, check-out by 11:00AM) I believe most traffic, other than for functions, will occur during off peak hours. The city and state must hold the developer and in particular the hotel operator accountable for adequate staffing and ensure that there is an adequate plan to handle hotel related transfers, deliveries and parking.

SIZE, SCOPE and OPEN SPACE

Throughout the review process and at the several meetings the developer has stated that project is fully compliant with current state and local zoning regulations. It is now the responsibility of the BRA and State environmental agencies to confirm this claim. I however, have not been led to believe otherwise at this time.

Nearly 30 years ago, residents of the North End fought for and won passage of zoning regulations to limit new development and renovation projects to a height limit of 55 feet. This height limit has been a long standing benchmark used by our local neighborhood groups when reviewing zoning proposals and one that the city has respected for decades. This project falls appropriately under these guidelines. In fact the project is lower than several of the buildings that have been built or redeveloped in the general area in the past few decades, including the Pilot House building and The Mariner building. Most recently the redevelopment of 50 Fleet Street, while also adhering to the 55 foot height, blocked the views of several long standing North End homes. Regrettably views alone, cannot be my deciding factor.

The developer should investigate creative ways to address massing issues. Possible tapering of the buildings, creating a truly transparent connector building composed of a glass roof; extending the open green space onto the pier may reduce the sense of the project's bulk. Incorporating the Boston Sailing Center into one of the two main building may also allow for the creation of more green space. Due to the commitment of relocating the semiprivate pool, the green space on the south side is somewhat chopped up, relocating the sailing center will also allow for a much more accessible and contiguous green space near Atlantic Avenue.

I also appreciate the more pleasing aesthetics created by the replacement of the unsightly parking lot to its underground location. While there is disagreement among abutters on the amount of actual additional green space this project creates, from the schematics, it certainly seems more pleasing than what is there now. I also welcome the inclusion of any additional harbor walk along our neighborhood's waterfront. Just as the Pilot House project before it, this development will certainly attract many more of our neighbors to enjoy this invaluable resource in a safe and enjoyable atmosphere.

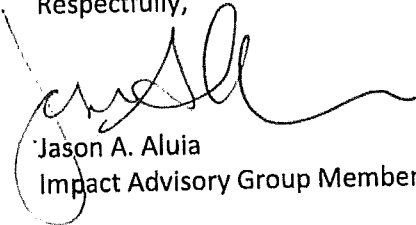
CONCLUSION

I worked in government for many years allowing me to observe similar development processes in several neighborhoods of our city; I was also an elected member of the North End Waterfront Neighborhood Council and a current member of the North End Waterfront Residents Association. Proposals such as these always cause passionate responses from area residents and abutters. We all consider this neighborhood our home, for me it's been my family's home for over 100 years. So I take very seriously and personally what happens here.

Upon being appointed to the IAG, I knew that this endeavor would be no easy task. There are some in the community who are outright opposed to this proposed development and I would venture to say any development on this site. That is to be expected. However, after serious consideration I believe the redevelopment of this site and the benefits of this particular proposal merit my support and approval. While there are several issues which I have mentioned above that should be addressed, and others that my fellow IAG members and neighbors have highlighted, I believe the Commonwealth and the City of Boston should move forward in the next phase of review and permitting.

I am confident the development team while continuing to work with residents and with close scrutiny by state and city agencies can find solutions to many of the constructive suggestions and concerns raised during this review process. Please contact me with any questions or concerns.

Respectfully,



Jason A. Aluia
Impact Advisory Group Member

cc: Christopher Tracy, BRA
Honorable Anthony Petruccelli
Honorable Aaron Michlewitz
Honorable Salvatore LaMatinna
Daniel J. Toscano, Esq.



Christopher Tracy <christopher.tracy@boston.gov>

Lewis Wharf comments

1 message

Wed, Oct 28, 2015 at 4:23 PM

Anne Roach <anneroach@gmail.com>

To: "<christopher.tracy@boston.gov>" <christopher.tracy@boston.gov>

Dear Chris,

As a member of the IAG, I am opposed to the proposed project at Lewis Wharf. The proposed luxury hotel is simply not a good fit for this historic residential neighborhood.

The building itself is too massive and will create a barrier between the residential neighborhood and the waterfront. The traffic study also grossly underestimated the impact the project will have on the traffic in and neighborhood and the broader downtown area. Driving around the North End on an October Tuesday is a pleasant experience. I recommend it. However, a Saturday in July will entice a driver to abandon her vehicle in the middle of the road (maybe even light it on fire) rather than forge ahead into the never-ending despair of the gridlock traffic. When exactly would a waterfront hotel in Boston expect to have more patrons?

Also, I take issue with the notion that this project will only have negative impacts on the Waterfront and only the direct neighbors oppose it. I do not live along the waterfront. In theory, I could avoid the entire area, but another giant *luxury* development is not right for the neighborhood or the city as a whole.

An expanding tax base is important to any city and the potential monetary impacts of this project are important. However, Boston is very fortunate to be able to afford to take a step back and examine the best course of action for these last remaining waterfront parcels. My hope is that the BRA will take the time to review the 1990's harbor plan from three mayoral administrations ago and create a new plan for 21st century Boston.

Sincerely,
Anne Roach

Lewis Wharf

Ify Mora

Dear Chris,

My name is Ify Mora and I live in 145 Commercial Street in the North End/Waterfront neighborhood. I have had the privilege over the past couple of months of participating on the Impact Advisory Group for the proposed development on Lewis Wharf. In this role, I have had an opportunity to attend multiple community meetings, talk with many different residents both within 145 Commercial Street and who live within the heart of the North End and hear from residents who have voiced their opinions in the newspaper and online. After listening to these voices and weighing them along with my own concerns, I have come to the conclusion that the proposed Lewis Wharf development is inappropriate for the North End community.

One thing people have said many times is that the North End has benefited from development over the years. I am not against development generally speaking. I believe that change is necessary and development can open up opportunities for communities in very exciting ways. I think the current state of Lewis Wharf is shameful and should not be allowed to be left in the state that it is. However, development in the North End and especially along the historic waterfront needs to be appropriate meaning that it 1) leverages and opens up the historic waterfront to the many tourists, Greater Boston residents, and North End residents that enjoy it; 2) embodies the neighborhood's unique spirit and culture; and 3) does not disproportionately burden North End residents.

I am concerned that this hotel project is neither appropriate nor actually economically viable. The proposal to build two large hotel building off the water with a glass connector building in the middle actually walls off the beautiful Harborwalk they propose to develop. This does not create the openness and access to the water that at least currently exists even if in a sad condition. I spend a lot of time walking around Battery Wharf with my dog and I don't normally see lots of people enjoying the beautiful views there. People do, however, come to Lewis Wharf because even with the horrible parking lot it is more open. I would want to see a proposal that builds upon that openness and not wall it off.

I actually appreciate the commitment to having more open space in this proposal than what currently exists. However, what is challenging about this proposal is that the open space is fragmented. Additionally, its main purpose is to help cover the underground parking lot. It is hard to see what programming can happen in such a space with cars coming in and out.

I am really concerned about the increased traffic and noise that this hotel would generate. I do not think the current proposal provides a sufficient amount of information around the volume of cars that would be coming to and from the hotel. I also think it grossly understates the current traffic challenges particularly along the waterfront. While this area is a tourist destination, its uniqueness is that it also is

a neighborhood with lots of culture. I recognize that we live in the middle of the city which means that there will be a certain level of traffic and noise. However, I do not think that this proposal really lays out in a transparent and honest way just how much the residents in this neighborhood - many of whom commit their time and resources to keeping up the culture and spirit of this area - will be impacted by the noise and traffic from this hotel. These issues are serious and can have negative implications on public safety and quality of life.

Finally, I am concerned that this project may not be as economically viable as proposed. It had been stated as fact in all the community meetings I attended that there are at least three luxury hotels (possibly more) within a one-mile radius. Some residents stated that many of these hotels are not normally at capacity. What we do know is that the Fairmont Hotel chain ended up leaving Battery Wharf because it wasn't making the money it expected. I know that Boston needs more hotels to meet the demand in the city. However, it doesn't generate confidence that the hotels in this area are not constantly operating at full capacity and at least one has changed management. What makes this proposed hotel different from the rest? How do we know that there is the demand for such a large-sized project and that the hotel will actually generate the level of business it is projecting? These are questions that were not adequately addressed in the current proposal.

In conclusion, I am strongly against this proposal and I hope the BRA will not recommend that it move further in this process. I recognize that development cannot stop while the city undertakes its master planning effort under Imagine Boston 2030. However, I think that any decisions around developing the waterfront should be made in the context of what Boston envisions for the waterfront in the future and not what waterfront plans were approved in the past.

Thank you for your attention to this matter and commitment to a transparent process that meaningfully engages the diverse perspectives of this neighborhood.

Sincerely,

Ify Mora

APPENDIX D
EXAMPLES OF PUBLIC NOTICE

SAMPLE

PUBLIC NOTICE

The Boston Redevelopment Authority (BRA), acting pursuant to Article 80 of the Boston Zoning Code, hereby gives notice that a Draft Project Impact Report (DPIR) for Large Project Review has been received from _____

(Name of Applicant)

for _____
(Brief Description of Project)

proposed at _____
(Location of Project)

The DPIR may be reviewed or obtained at the Office of the Secretary of the BRA Boston City Hall, Room 910, between 9:00 A.M. and 5:00 P.M., Monday through Friday, except legal holidays. Public comments on the DPIR, including the comments of public agencies, should be transmitted to Christopher Tracy, Project Manager, Boston Redevelopment Authority, Boston City Hall, Boston, MA 02201, within seventy five (75) days of this notice or by _____. Approvals are requested of the BRA pursuant to Article 80 for _____.

The BRA in the Preliminary Adequacy Determination regarding the DPIR may waive further review requirements pursuant to Section 80B-5.4(c)(iv), if after reviewing public comments, the BRA finds that the _____ adequately describes the Proposed Project's impacts.

BOSTON REDEVELOPMENT AUTHORITY
Teresa Polhemus, Executive Director/Secretary

APPENDIX E
SUBMISSION REQUIREMENTS FOR DESIGN DEVELOPMENT
AND CONTRACT DOCUMENTS SUBMISSIONS