

BOSTON
TRANSPORTATION
DEPARTMENT

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September 21st, 2015

Raul Duverge
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

RE: "South Bay Town Center" Dorchester - Project Notification Form

Dear Mr Duverge,

Thank you for the opportunity to comment on the *Project Notification Form* for the development proposal located on largely vacant, commercial/industrial land adjacent to the South Bay Shopping Center. In close proximity to the Newmarket MBTA commuter station and Southampton Street connection to Interstate 93, the project is also adjacent to the residential Dorchester/South Boston "Polish Triangle" neighborhood. The development team proposes a mixed use program of approximately 475 residential units, approximately 113,000 square feet of retail and dining space, a 12 screen cinema, a hotel with approximately 130 rooms, and associated structured parking garage.

The Boston Transportation Department has reviewed the proponent's Project Notification Form and submits the following comments and concerns:

Site Plan

- Please include a 1"-20' scale development site plan in advance of the submission of the draft transportation access plan agreement. Site plans must also be made available to the City's Public Improvement Commission in advance of any necessary PIC action.
- Site plan for BTM review shall include depiction of proposed streetscape, public and private way layout including Enterprise Street, Allstate Road, West Howell Street and the intersection of West Howell Street and West Howell Street Extension. Please include all proposed parking regulations and pavement markings.
- A design for West Howell Street from Boston Street to the Scrub a Dub car wash is imperative and should include improved pedestrian accommodation and a consistent cross section. The proponent must also be cognizant of the existing business operations without designing the public way exclusively for private business.
- Ped ramp and streetscape design must comply with federal ADA requirements and adhere to City of Boston Complete Streets Guidelines.

MARTIN J. WALSH, Mayor

Parking

- The parking inventory and analysis submitted in Project Notification from was incomplete. (see BTM Access Plan Guidelines attached)
- BTM understands that the existing South Bay parking supply is tied to tenant lease agreements but it appears excessive to be proposing over 1,000 additional parking spaces when there are already over 1,000 surface lot spaces available during peak shopping periods. BTM recommends the developer work with the existing land owner on a master plan for the future of the site location and what the parking requirement will be overall.
- What are the parking ratios based on land use and square footage? It's not clear in the PNF or any included table. How many dedicated for residential units, hotel, retail and how managed?
- BTM discourages the use of surface lots and angled parking for internal streets and parcels and ask that the proponent follow urban design guidelines per the BRA and prior planning as it relates to parking.(i.e. Citizens Connect to South Bay)
- Any proposed changes to the existing on street parking regulations must be reviewed and approved by BTM and have no detrimental effect on existing residential supply.
- It is expected that the developer will also include up to 5% of the garage spaces for EV charging.

Vehicle Site Access and Circulation

- BTM asks that every effort be made to acquire easements/ROW necessary to develop a new connection to serve the proposed site from the eastern segment of Boston Street near Holiday Inn Express to the proposed West Howell Street Extension. It is our belief that connecting these roadways would serve to alleviate pressure on the residential stretch of Boston Street and mitigate additional volumes generated by the project. Please include a comparative analysis of Boston Street volumes/operations for build/no build.
- BTM asks that the developer consider Boston Street from the Fortress and West Howell Street from Boston Street to West Howell Extension be one way pairs to simplify pattern, approach conflicts and potential queuing issues.
- BTM recommends the project team enhance and/or create a gateway at Enterprise Street/Mass Ave and the Enterprise Street corridor in order to channel volume (particularly residential) away from Allstate Road/Mass Ave main entrance.
- Based on the preliminary site plans and PNF schematics it looks as if the internal roadways are too narrow in places and do not meet City standards (ex. West Howell Street Ext. & New Road) Please revise.
- The proposed intersection of West Howell Street and West Howell Street Extension has several geometric anomalies and must be re-imagined. There appears to be a confluence of vehicular travel lanes, driveways, port cohere, ped crossings and parking lot access drives that would not operate safely or efficiently here.
- Consider ways to enhance the ped/bike connection between Newmarket MBTA station platforms and the project site. Either by public right of way or through the South Bay Center itself. (infrastructure, pavement markings, signage, etc) Consider same strategy for Andrew Square MBTA station and bus routes through the site given the substantial increase in ped and bike trips being generated by the project.

Study Area Intersection/Area Signal Operations

- BTM appreciates the exhaustive technical analysis performed by the project team and the accumulation of valuable traffic count data for nineteen individual intersections and associated roadways. The methodology used was sound and incorporated BTM mode split application and ITE trip generation rates per best practices.

- That being said, the addition of over 240 weekday morning peak hour trips and over 550 weekday evening peak hour trips (as well as over 620 midday Saturday trips) will require significant mitigation. In summary, the City (and the surrounding neighborhood) will be faced with having to manage/absorb an additional 7,200 vehicular trips (8,400 Saturday) each day within its transportation system and roadway network with limited resources.
- Understanding that these trips are distributed through a variety of intersections, it seemed a bit curious that there was no discernable difference in overall LOS in 2021 Build with the exception being the extended delay at already failing majors. (Edward Everett, Andrew, Columbia/Dot) In many cases however, the queue analysis did demonstrate discernable differences in queue length in the 2012 Build scenario. Further discussion/review with BTM planning & engineering is required to clarify.
- In addition to (and in coordination with) the proponents recommendations for offsetting the project impacts, the City has begun compiling a list of improvements that it believes will help us to better manage the additional vehicular, ped and bike trips and generally improve the aesthetic of the neighborhood. Tentative list below:
 - Signal interconnect between Washburn/Boston Street and Edward Everett Square.
 - Signal warrant analysis Enterprise/Mass Ave
 - Signal optimization and evaluate possible geometric improvements at Mass Ave/Newmarket Sq.
 - Design and construction for Columbia Road/Dorchester Ave intersection improvements.
 - Connect Allstate Road/Mass Ave signal to BTM central computer system.
 - Upgrade signals at Boston St. and Harvest St and install signal interconnect cable.
 - Install interconnect conduit/cable from Allstate Rd to Newmarket Sq and to Columbia Rd.
 - West Howell Extension too narrow for two way operations (one-way for now and expand under future development?)
 - Intersection of West Howell/West Howell Ext/Building E Drive needs modified design to create better alignment
 - West Howell Street (existing public way) Improvements must be to City standard
 - West Howell Extension must be a Public Roadway
 - Project assumes a robust transit mode share, that needs to be sustained to limit traffic impacts. Transit mitigation should include:
 1. Modify routing of existing shuttle service to Andrew Station to better serve the new site and add service as needed to meet project demand
 2. Explore with MBTA additional stops for existing routes within South Bay Mall to better serve the future project
 - Design project to allow for the option to provide a connection for Baker Court and Fields Court
 - Refrain from building proposed surface lots adjacent to Fields Court and West Howell until demand is proven
 - Sponsor a Hubway Station if determined feasible in working with Boston Bikes
 - Provide car sharing services

Sidewalk Improvements

- Newly constructed pedestrian ramps must also have the opposite side landings rebuilt in order to meet compliance. Please include in scope of work if not included in current site plans.
- A minimum 48" clearance is required along new walkways. Street furniture, plantings, control boxes and etc must not prohibit or infringe upon the clear zone.
- Will the project include any additional street lighting or other illumination in order to enhance public safety?
- Sustainable design inclusive of porous pavers and other City approved storm water management best practices are encouraged. Please visit bostoncompletestreets.org for guidelines.
- BTB asks that the proponent partner with the IAG, Mayor's office, and area civic/neighborhood associations to assist with area quality of life efforts including but limited to; participation in annual/bi-annual plantings, maintenance of area landscape, neighborhood cleanups, trash receptacle placement, and public safety meetings.

Bicycle Accommodations

- Please clarify that the proposed ratio for 475 bike storage spaces is in accordance with the City's most recent Bike Guidelines. It appears that only accounts for residential units. (attached) for the mix of land uses as well as the number of employees, square footage etc.
- If yes, bike racks should be City standard and black not galvanized steel.
- Contribute/assist City with plan for future protected bike lanes on Mass Avenue per Boston Bikes Network Plan
- If possible, please allow for shower accommodations for bike commuters as part of the commercial component.
- BTB recommends the proponent take every opportunity to collaborate with BTB and Boston Bikes to enhance bicycle accommodations in the district, including pavement markings and sponsorship of additional Hubway stations.

Loading & Service

- The ceasing of the Aggregate Concrete operations adjacent to the site location is obviously a welcome community benefit/quality of life improvement. Can the proponent quantify the net new truck trips/deliveries associated with the development?
- Internal to the site, can the proponent detail where will loading operation/docks and screening will affect the nearest residential or existing commercial abutters?
- BTB agrees that use of Southamton Street for delivery access makes the most sense

Construction Management Plans

- The City requires the proponent submit a Construction Management Plan to BTB. The CMP will detail the schedule, staging, parking and other impacts of the construction activities.

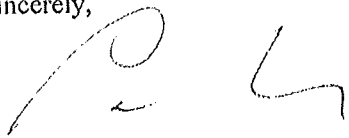
Transportation Access Plan Agreement

- As required by the Article 80 process, the proponent will prepare and submit a Transportation Access Plan Agreement (TAPA) for review by BTB. The TAPA is a legally binding agreement between the developer and the City of Boston.
- The TAPA will specifically address the assessment of overall traffic impacts and mitigation adequacy, assessment of construction impacts and mitigation, monitoring of traffic impacts and management of loading and deliveries and Transportation Demand Management

In conclusion, thank you again for the opportunity to comment on the Project Notification Form submittal for the South Bay Town Center Project. This is clearly an ambitious project with the potential for significant public benefit in terms of needed housing creation, economic development, infrastructure improvements and revitalization of a vacant and underutilized parcels. A project of this magnitude also comes with a series of transportation and quality of life concerns that we hope were presented fairly and equitably in the body of the letter. BTD looks forward to continued partnership with the development team in order make sure the City and the neighborhood interests are given full consideration.

If you have any questions please feel free to contact me at 617-635-2454

Sincerely,



Patrick E. Hoey
Senior Transportation Planner
BTD Policy and Planning

Cc: Vineet Gupta, Director, BTD Planning
John DeBenedictis, Director, BTD Engineering
Don Burgess, Supervising Traffic Engineer
Ed Hesford, BTD Engineering
David Cotter, MONS
Bill Egan, PWD Engineering
James Fitzgerald, Senior Planner, BRA
Frank Baker, City Council

Filename:southbaycenterpnf

- 1.3 Parking. The Access Plan shall summarize the parking supply within ¼ mile of the project site. The parking inventory shall focus on publicly-available spaces, but shall also include private resident or employee spaces as well, if the information is available. The parking inventory shall include:
- a. Location (block face for on-street spaces, facility for off-street spaces).
Include a graphic representation of the parking supply locations with respect to the project.
 - b. Type of Space
 - On-street (metered, resident parking, unregulated, etc.)
 - Off-street (surface lot or garage, user type: resident, employee, commercially-available, customer, etc.)
 - c. Parking Fees, by Type of Space
 - d. Percentage Utilization During Parking Peak (assume 12 noon)

This inventory can be supplemented with data from published sources such as the BTD's 1987 Downtown Parking Inventory Study, updated as necessary with survey data.

If there is currently parking associated with the project site, the Access Plan shall summarize the parking use and management. The description of existing on-site parking use shall include: number of spaces; occupation of spaces by user type, hour of peak occupancy, turnover rate, parking fees, and any high-occupancy vehicle spaces.

- 1.4 Transit. The Access Plan shall describe the study area's mass transit system:
- a. Transit Supply
 - Massachusetts Bay Transportation Authority (MBTA) services, proximity to site
 - Service (mode of transit, line, closest station stop)
 - Service characteristics (frequency during peak periods, geographic connections)
 - Physical characteristics (station conditions, rolling stock)
 - Private transit services (summarize characteristics above)
 - Other transit and high-occupancy vehicle (HOV) services
 - b. System Utilization
 - Capacity by line during peak periods
 - Current ridership and percentage capacity utilization by line during peak periods
- 1.5 Pedestrians. The Access Plan shall include a description of pedestrian conditions on sidewalks and intersections adjacent to the site, including major pedestrian routes and desire lines in and around the site, volumes of pedestrians on these routes, and the conditions of these corridors, including any deficiencies or barriers.

Pedestrian volumes shall be counted and pedestrian level of service shall be calculated at the following intersection crossings and sidewalk locations:

- e) Future Build Conditions with Mitigation (if the proponent plans to undertake any roadway or signalization changes in order to mitigate traffic impacts of the proposed project)
- ii) Traffic Capacity Analysis Software. The Access Plan shall include traffic capacity analyses for Existing Conditions, Future No-Build Conditions, and Future Build Conditions. The capacity analysis shall be performed using an approved and appropriate capacity analysis software program.
- For intersections that are widely spaced and will operate in isolation, the proponent shall use software based upon the *Highway Capacity Manual* (HCS), 1997 edition.
 - For closely-spaced intersections with long queues that create interaction between intersections, the proponent shall use a computer model, such as Transyt-7F (version 8) or Synchro, that can accurately model these effects. In such cases, the proponent shall model all of the intersections that would interact.
- The computer model output shall be attached to the Access Plan as an appendix.
- iii) Traffic Capacity Analysis Results Summary. The Access Plan shall include a tabular summary of the traffic capacity analysis, for all conditions (Existing, No-Build, Build) for each intersection as a whole and for each approach of every intersection. The summary shall include the volume-to-capacity ratio (v/c), level of service (LOS), delay, and estimated queue lengths for each study intersection, and for each approach of every intersection. The summary table shall also highlight changes to intersection and individual approach LOS that result from site-generated traffic.
- iv) Traffic Counts. The proponent shall submit, under separate cover, turning movement count summary sheets for each intersection in the study area.
- b. Parking Impacts. The Access Plan shall include an analysis of projected parking demand and proposed parking supply.
- i) Parking Demand Analysis. The Access Plan shall include an analysis of total parking demand in the horizon year, broken down by land use and user type (e.g. office employee vs. visitor, hotel employee vs. guest, retail employee vs. patron). The parking demand analysis shall include
- Daily vehicle-trip generation by land use and user type (consistent with mode split and VOR)
 - Parking turnover by land use and user type (cite source)
 - Parking demand peaks by land use and user type
 - Overall parking demand and peak parking demand, based on shared parking among all land uses and user types included in the proposed projectd
- ii) Proposed Parking Supply. The Access Plan shall include a summary of the project's proposed off-street parking supply. Parking supply, and parking costs, play a central role in determining mode split and vehicular

traffic impact. In general, parking shall be limited to minimum supply that is appropriate to the neighborhood, the project's transit access, and the project's mode split. Appendix xx includes a map of parking ratio guidelines by land use and area of the city. The project's parking ratio shall remain within these guidelines. If the parking supply exceeds these guidelines, the proponent must justify the excess parking based on circumstances specific to the project. Higher parking ratios may increase transportation impacts, and necessitate enhanced mitigation measures. The information below shall be summarized in a clear table.

- Total Spaces
 - Existing
 - Future No-Build (if applicable)
 - Future Build Parking Conditions
 - Parking Allocation
 - Space allocation among various land uses
 - Parking ratios: spaces per thousand square feet or per unit, by land use
 - Specially-designated parking spaces, e.g. vanpools, livery vehicles, rental cars, car-sharing
 - Treatment of existing parking spaces, including displacement of existing parking spaces and how the parking demand for these spaces would be met in the Future Build Condition
 - Comparison of Parking Supply and Demand
 - Projected shortfall or surplus of parking spaces, by land use
 - Proposed management of shortfall or surplus
 - Provide a plan of all parking facilities, including layout, access, and size of spaces.
- iii) Off-Site Parking Supply. Describe any anticipated utilization of off-site parking supply (as described in the Existing Conditions section, amended to reflect Future No-Build Conditions) required to satisfy project-generated parking demand.
- On-Street Parking Supply
 - Off-Street Parking Supply
 - Number and type of spaces required (i.e. publicly-available, employee, residential)
 - Resulting parking utilization at 12 noon on a weekday (additional parking survey times may be required, depending upon the nature of the project)
- iv) Proposed Parking Management Plan
- Description of Proposed Parking Operations
 - Access control
 - Valet operations
 - Pass or payment medium
 - Management of operations to prevent illegal parking, violation of 5-minute idling law
 - Parking Fees



Raul Duverge <raul.duverge@boston.gov>

South Bay Town Center

1 message

Mon, Sep 21, 2015 at 3:33 PM

Carrie Marsh <carrie.marsh@boston.gov>

To: Raul Duverge <raul.duverge@boston.gov>

Cc: Teresa Polhemus <teresa.polhemus@boston.gov>, Christopher Cook <christopher.cook@boston.gov>, Liza Meyer <liza.meyer@boston.gov>

Hi Raul - I have run out of time today, and now have to go to meetings. I will get you a comment letter tomorrow for the South Bay project.

Basically, our concerns are that significant variances will be required to construct the project as designed. It is expected that these variances will include density, and provision of onsite open space. While open space has been proposed as an internal pedestrian plaza and roof top amenity spaces, there is no space provided for active recreational space to serve a large number of people. This will have a significant impact on nearby Clifford Playground. We will therefore request consideration of a community contribution to mitigate impacts to this existing public open space.

We also have concerns about landscaping, impervious surface and trees which we will include tomorrow.

We plan to meet with you on Thursday to discuss these concerns more fully.

Thank you.

.....
Carrie Marsh, Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 / carrie.marsh@boston.gov

**Boston Water and
Sewer Commission**

980 Harrison Avenue
Boston, MA 02119
617-989-7000
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September 8, 2015

Mr. Raul Duverge, Project Assistant
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: South Bay Mixed Use Town Center, Project Notification Form

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the South Bay Mixed Use Town Center Project. The project site comprises 9.9 acres bounded by the South Bay Shopping Center and Allstate Road to the north, West Howell Street to the south, South Bay Center and Courtyard Hotel to the east and Enterprise Street and residential dwellings between Baker Court and Fields Court to the west.

Currently the project site contains several commercial, industrial and retail uses including a supermarket, the Aggregate Concrete plant, a single family home and parking lots. The proponent proposes to redevelop the entire site and raze all of the existing buildings. The project will construct five new buildings. These buildings will contain a 12-screen cinema, a 130-room hotel, and approximately 475 residential apartment units. About 113,000 square feet of retail space will be located at the ground level of these buildings.

The project will build three parking garages containing 919 spaces. The proponent also proposes to provide 147 surface parking spaces.

The proponent estimates that the project will generate sewage flows of about 146,370 gallons per day and demand 161,010 gallons per day (gpd) of domestic water.



Stormwater

The redevelopment of this site presents an opportunity to improve the quality of the stormwater discharged into Fort Point Channel. Recently, the Commission separated the sewers serving the project site. Storm drains direct stormwater flows to the Commission's Dorchester Brook Conduit which eventually discharges into the Fort Point Channel. The proponent should contact Mr. Phil Larocque at the Commission to discuss the measures that will be needed to mitigate the impact of the project's stormwater on the Fort Point Channel.

The following pages contain general comments as well as specific comments for water, wastewater and stormwater concerns:

General Comments

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at proponent'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. To assure compliance, these documents should be submitted when the new water and wastewater systems and the proposed service connections designs are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, 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.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. The proponent should be aware that the US Environmental Protection Agency issued a draft Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, the proponent will be required to apply for a RGP to cover these discharges.
6. If the project site is 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.
7. The proponent 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.
8. It is the proponent'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, the proponent 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

9. The proponent 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. The proponent should contact the Commission's Operations Division for information on how to obtain a Hydrant Permit.
10. The proponent 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. The proponent should also provide the methodology used to estimate water demand for the proposed project.
11. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the proponent should consider outdoor landscaping which requires minimal water. If the proponent 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 also be considered.
12. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. If a new water meter is needed for the proposed project, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the proponent should contact the Commission's Meter Installation Department.

Wastewater and Stormwater

13. The proponent 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.
14. In conjunction with the site plan and General Service Application, the proponent 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 or treatment structures to be utilized during 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.
15. The proponent will be required to obtain coverage under the EPA's NPDES General Permit for Construction. A copy of the Notice of Intent and the pollution prevention plan prepared pursuant to the Permit should be provided to the Commission, prior to the commencement of construction.

If one acre of land or more is disturbed, then the proponent will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. The proponent is responsible for determining if such a permit is required and for obtaining the permit.

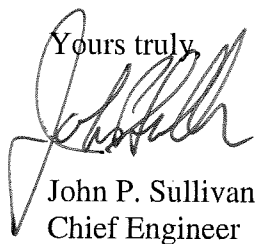
If such a permit is required, then a copy of the permit and any pollution prevention plan prepared pursuant to that permit should be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified above.

16. The Commission requires oil traps on drains within an enclosed parking garage. Discharges from oil traps must be directed to the sanitary sewer and not to a storm drain. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
17. In accordance with the Commission's Sewer Use Regulations, grease traps will be required in any restaurant or commercial kitchen. The proponent is advised to consult with Mr. Richard Fowler, Supervisor for the Commission's Grease Trap Program, prior to preparing plans for a restaurant or commercial kitchen.
18. The Commission requests that the proponent install a permanent "Don't Dump, Drains to Boston Harbor" castings next to any new or modified catch basin installed as part of this project.



19. If the proponent seeks to discharge dewatering drainage to the Commission's collection system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge.
20. 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.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/pwk

- c. Keith Hague – Allstate Road, LLC
M. Zlody – Boston Environment
P. Laroque, BWSC



FRANK BAKER
BOSTON CITY COUNCILOR
DISTRICT 3

August 25, 2015

Mr. Raul Duverge
Boston Redevelopment Authority
One City Hall, Ninth Floor
Boston, MA 02201

Dear Raul,

I would like to take this opportunity to express my support for the South Bay Town Center Project. The mix of dining, shopping, entertainment and housing will reinvigorate the neighborhood and make South Bay an exciting destination for nearby residents and visitors.

As this project moves forward, one of my primary concerns is the safety of nearby residents and those visiting the center. In the project notification form (PNF) for the development, there are some safety measures included that apply to the construction process and future roadways around the center. Construction methodologies that enhance public safety, such as barricades and pedestrian walkways, are important steps that will be taken, according to the PNF. I would also like to applaud the developer for working to improve traffic and intersection safety, with measures like improved signage and pavement markers.

However, I am concerned that the PNF did not include plans to incorporate security cameras and security officers into the finished development. These measures are crucial in deterring crime and ensuring that the future South Bay Town Center will be a safe place for families to live, shop and dine. It is my hope that future plans will include further measures to enhance public safety.

As you know, the City of Boston is constantly struggling to provide adequate parking for its residents. Large developments such as this inevitably bring more vehicle traffic to the area, so it is important the Edens provides sufficient parking for their residential and commercial spaces, so the surrounding community is not further burdened. Measures to mitigate the need for vehicle parking, such as expanded Zipcar availability and encouraging

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the use of bicycles by adding bicycle racks and Hubway stations, may also ease the stress on the surrounding community.

The community has also expressed concerns that this development will increase the traffic flow on surrounding streets. While the traffic operations analysis outlined in the PNF indicated that the intersections in the surrounding areas will primarily operate at the same level of service with the development, further mitigation measures may be necessary to appease the surrounding community. Encouraging the use of public transportation and increasing the availability of shuttle buses may be ways to decrease traffic and parking demand for the development.

In addition to these mitigating options, I would like to stress the importance of creating a connection from Boston Street extension to the South Bay development, for travelers exiting the Southeast Expressway. A new road between ScrubaDub and the hotels leading directly onto Edens' planned "New Road" would alleviate traffic concerns on the already busy Boston Street.

To ensure that the future South Bay development will be an asset to the neighborhood for years to come, I urge the developers to build with quality, durable materials. The community deserves structures that will remain usable and aesthetically pleasing despite inevitable wear and tear.

Finally, residents and City officials have stressed the importance of adding green spaces to the construction plans. Unfortunately, the current South Bay shopping mall provides little in the way of landscaping and greenery. I urge the developers to create a more inviting and environmentally conscious space with their addition to South Bay by enhancing the plans for trees, grassy spaces and other green landscaping opportunities.

The Edens development at South Bay is well on its way to being a positive and dynamic addition to the neighborhood. Addressing the concerns outlined above will make the project better suited to earn community support now and for years to come.

Sincerely,



Frank Baker

Boston City Council, District 3



Raul Duverge <raul.duverge@boston.gov>

(no subject)

bernadette diamond <geoberdan@icloud.com>
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Fri, Sep 18, 2015 at 11:19 AM

I am writing you to expressly support for the South Bay expansion project I think it will be a huge asset and improvement for the neighbor hood please help this project go through

Thanks
Bernadette

Sent from my iPhone



Raul Duverge <raul.duverge@boston.gov>

South Bay Project

Karen Clements <kec153@gmail.com>
To: raul.duverge@boston.gov

Fri, Sep 18, 2015 at 11:20 AM

Dear Mr. Duverge:

I wanted to voice my support of the South Bay Town Center Project. As a life long resident of Dorchester, I believe this expansion would bring much needed access to venues which are lacking in our neighborhood. The project developers and management groups are sincere in their intent to improve the area and bring to this section of Boston/Dorchester the atmosphere of family life which is lacking at present.

Karen E. Clements
Savin Hill



Raul Duverge <raul.duverge@boston.gov>

Edens Project

Patty Greene <pmg@alexandraconstruction.com>
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Fri, Sep 18, 2015 at 11:22 AM

Hi Raul,

I live in Savin Hill & have lived there most of my 58 years!

Edens project for the South Bay Town Center Project sounds like a great project & would really help the neighborhood...along with other local areas.

Please know that I am in full support of the project.

Regards,

Patty Greene

Saxton St.

Dorchester

INDIA L. MINCHOFF
131 BOSTON STREET, 1ST FLOOR
BOSTON, MA 02125
617/740-7340
india@russominchofflaw.com

By Hand Delivery

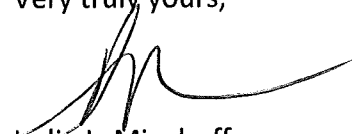
September 21, 2015

Raul Duverge
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

RE: South Bay Shopping Center – Expansion Proposal
8 Allstate Road, Dorchester, MA

Enclosed please find the comments of a number of area residents who have expressed their opposition to the presently designs relating to the development of South Bay Shopping Center. To be precise, there are 5 attached pages with a total of 81 signatures.

Very truly yours,



India L. Minchoff

We the below hereby oppose the present design for the development of the South Bay Shopping Center which calls for a 12 screen movie theater which will operate beyond midnight, 475 residential units, a new hotel and a number of additional commercial businesses. We believe the planned development will be a burden on the "Polish Triangle" due to significantly increased traffic, pollution, and crime among other concerns. We are not against development for the proposed site but oppose the present plans without modification to suit the neighborhood.

NAME

ADDRESS

Vincent Rietdyk	42 Howell Street
St. Margaret	32 ————— #1
Stanley F. Ladowski	25 Howell St. #3
Maryann Ladowski	25 Howell St. #1
Bue Paskell	22 Howell St #2
Krzysztof Jablonski	27 Howell St #1
Richard Tomaszak	29 Howell St 3
Stella Tomaszak	29 Howell St 3
Sean Galligan	22 Howell St. #3
Jan C. Fiedor	22 Howe St #3
Kate Gladyszewski	13 Howell St #2
S. Dillon Ridgely	160 Boston #1
Anna Netzel	194 BOSTON STREET #1
Joyce Ellis	179 Boston St. Br. M. 2.
Henry Netzel	194 Boston St #2
Tracy Fitz-Aime	194 Boston St. #3
Jeff Joseph	194 Boston St. #3
David Gibbons	194 Boston St #1
June Majin	192 Boston St
Adam V. Kusko	123 Boston St

We the below hereby oppose the present design for the development of the South Bay Shopping Center which calls for a 12 screen movie theater which will operate beyond midnight, 475 residential units, a new hotel and a number of additional commercial businesses. We believe the planned development will be a burden on the "Polish Triangle" due to significantly increased traffic, pollution, and crime among other concerns. We are not against development for the proposed site but oppose the present plans without modification to suit the neighborhood.

NAME

ADDRESS

<i>Aileen DeRamus Murphy</i>	<i>135 Boston St.</i>
<i>Sajid Ahliah</i>	<i>9 W. BELLFLOWER ST</i>
<i>Tatiana Stewart</i>	<i>10 W Bellflower St.</i>
<i>JAY Peters</i>	<i>24 BELLFLOWER ST</i>
<i>[Signature]</i>	<i>17 Bellflower St. #3</i>
<i>Jan Wosune</i>	<i>44 St. MARWALET ST</i>
<i>Eleanore Grochowska</i>	<i>38 Washburn St.</i>
<i>Lucia Grochowska [Signature]</i>	<i>38 Washburn St.</i>
<i>Janet Zawacki</i>	<i>126 Boston St Dor</i>
<i>Vecky Halland</i>	<i>126 Boston St Dor.</i>
<i>[Signature]</i>	<i>44 St. Marwalet St</i>
<i>[Signature]</i>	<i>61 Russell St. Dor</i>
<i>Noja Brewer</i>	<i>123 BOSTON ST #3 BOSTON</i>
<i>Ryan Campbell</i>	<i>1885 BOSTON ST Apt 3 DORCHESTER</i>
<i>Lisa Pez</i>	<i>130 BOSTON ST Apt 1</i>
<i>[Signature]</i>	<i>172 Boston St unit 2</i>
<i>Karen Foley</i>	<i>130 Boston St Apt 2</i>
<i>Dariusz Walski</i>	<i>137 Boston St #1</i>
<i>Molly Macdonald</i>	<i>130 Boston St</i>
<i>[Signature]</i>	<i>135 Boston St Boston MA #2</i>
<i>Dennis [Signature]</i>	<i>137 Boston St. Dorchester #2</i>
<i>Kem Lang</i>	<i>141 Boston St Dorchester #3</i>

We the below hereby oppose the present design for the development of the South Bay Shopping Center which calls for a 12 screen movie theater which will operate beyond midnight, 475 residential units, a new hotel and a number of additional commercial businesses. We believe the planned development will be a burden on the "Polish Triangle" due to significantly increased traffic, pollution, and crime among other concerns. We are not against development for the proposed site but oppose the present plans without modification to suit the neighborhood.

NAME

ADDRESS

Nathan DeRaher
 Sharon Gleeson
 Masano Marata
 Nobuyuki Muramatsu
 Mina Tandun
 Shichap Hu
 Mike Lynch
 Jessora Lunn
 Steven Lunn
 Alice G. Gromczynski
 Maria Dickey
 Ashley White
 Maria Lopez
 Harvard Thompson
 DANK
 Giuseppe Nicos
 Gary Giplin
 Amy Sutton
 Zach Nicolay
 Kathryn Persoage
 James A. O'Connell

135 Boston Street
 135 Boston St.
 135 Boston St.
 135 BOSTON ST.
 123 Boston St #2
 34 Washburn St #1
 34 Washburn St. #1
 34 Washburn St #2
 34 Washburn St #2
 30 Washburn St. #1
 24 Washburn St. #1
 24 Washburn St. #1
 14 Washburn St #2
 10 Washburn St.
 10 WASHBURN ST.
 11 WASHBURN ST #1
 104 Boston ST
 104 Boston St. #1
 96 Boston St. #1
 96 Boston St #1
 114 BOSTON

We the below hereby oppose the present design for the development of the South Bay Shopping Center which calls for a 12 screen movie theater which will operate beyond midnight, 475 residential units, a new hotel and a number of additional commercial businesses. We believe the planned development will be a burden on the "Polish Triangle" due to significantly increased traffic, pollution, and crime among other concerns. We are not against development for the proposed site but oppose the present plans without modification to suit the neighborhood.

NAME

ADDRESS

Mogidnicki
Ed Reko
Laura MacLean
Julian
Mr. M. L. L...

4 Doves st apt 1
810 Douchin Ave
46 Mount Vernon St
40 Mayfield st
40 Mount Vernon St

STEPHEN J. KUZMA
LAW OFFICE
75 FEDERAL STREET 17th Floor
BOSTON, MASSACHUSETTS 02110

TELEPHONE (617) 338-3020
FACSIMILE (617) 426-2102

By Hand Delivery

September 21, 2015

Raul Duverge
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

**RE: Comment Letter
South Bay Shopping Center – Expansion Proposal
8 Allstate Road, Dorchester, MA**

Dear Mr. Duverge,

I write in opposition to the present proposal to expand the South Bay Shopping Center in Dorchester. I own property in the "Polish Triangle" and believe that the project will adversely affect me and my neighborhood in causing additional pollution, traffic and congestion to an already overburdened Boston Street. The Edens' representatives have engaged in a campaign of misrepresentations to the neighborhood which will be detailed at a later time. Further, they have not made a single significant compromise to allay the fears or concerns that my neighbors have alerted them to. Their representations regarding West Howell Street and measurements of same are woefully inaccurate.

The most vocal supporters of the Edens' project have engaged in homophobic rants against me for simply being in opposition to this project. The Edens group, the BRA and Mayor's office have been largely unresponsive to the neighborhood's concerns. Our local representative Frank Baker gave the project his blessing without even viewing the development plans.

I now call upon the BRA at a minimum to protect the interests of the Polish Triangle and suggest pragmatic reasonable changes to the development.

Very Truly Yours


Stephen J. Kuzma



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Sep 21, 2015 at 8:53 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 500

Form inserted: 9/21/2015 8:52:54 PM

Form updated: 9/21/2015 8:52:54 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Janice

Last Name: Geary

Organization: McCormack Civic Association

Email: civicjan@yahoo.com

Street Address: 17 Washburn Street

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 319-9604

Zip: 02125

Comments: I support the project. However, I do have concerns with this PIF in its current state. They are as follows: - **TRAFFIC**: A Howell Street Entrance to/from Boston Street creates additional safety concerns for residents in this area and they are not adequately addressed in this plan. The interior traffic flow does incorporate traffic calming but were dead end streets are proposed as throughways into and out of the marketplace and equal consideration should be made for the neighborhood streets. - **GREEN SPACE** : there is not enough Green Space contributed to the 'surrounding' areas. I realize that this isn't a public property but the neighborhoods inherit more traffic, pollution and noise. Pedestrian spaces that can be enjoyed by peripheral residents should be added. -**PARKING**: the number of parking spaces for the apartment residents is inappropriate; there should be twice as many. A residential restriction should be applied to cars registered to the property so as not to tax the parking from the existing residents.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay Project

1 message

Kenneth Osherow <ken@athomeboston.com>

Mon, Sep 21, 2015 at 5:20 PM

To: raul.duverge@boston.gov

Dear Raul:

I am a big advocate for the South Bay Town Center Project. I think you know what I'm talking about, the proposed expansion of South Bay with more stores, coffee shops, a movie theatre, apartments and restaurants!!! Looking forward to the outdoor mall ...walking the tree lined streets and having a lot of variety of places for us to explore!

The BRA needs to hear from me and my neighbors! I am in full support for the Edens project for the South Bay Town Center Project and feel this will be a great addition to the neighborhood.

Kenneth Osherow
17 Castle Rock Street
Dorchester, MA 02125
Neighborhood Resident
Owner, McKenna's Cafe
Owner Savin Bar and Kitchen
Owner, Savin Scoop
Owner, At Home Real Estate Group



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Sep 21, 2015 at 5:17 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 499

Form inserted: 9/21/2015 5:17:24 PM

Form updated: 9/21/2015 5:17:24 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: kenneth

Last Name: osherow

Organization: mckenna's cafe

Email: kennyosh@gmail.com

Street Address: 17 Castle Rock Street

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 620-2161

Zip: 02125

Comments: Dear Raul Duverge I am a big advocate for the South Bay Town Center Project. I think you know what I'm talking about, the proposed expansion of South Bay with more stores, coffee shops, a movie theatre, apartments and restaurants!!! We're Looking forward to the outdoor mall ...walking the tree lined streets and having a lot of variety of places for us to explore! I know The BRA needs to hear from us ! I am in favor of the Edens project for the South Bay Town Center Project. Sincerely, Kenneth Osherow 617.620.2161
ken@athomeboston.com Neighborhood Resident owner, Mckenna's Cafe owner, Savin Scoop owner, Savin Bar and Kitchen owner, At Home Real Estate Group

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Sep 21, 2015 at 2:14 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 498

Form inserted: 9/21/2015 2:14:02 PM

Form updated: 9/21/2015 2:14:02 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Erin

Last Name: Devanney

Organization:

Email: erin.devanney@gmail.com

Street Address: 76 Baxter Street

Address Line 2:

City: South Boston

State: MA

Phone: (860) 930-4277

Zip: 02127

Comments: Hi, the new project expanding the South Bay Shopping area sounds like just the addition the area needs. With the growing population in Southie, new restaurants and retail will be highly utilized.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Support for South Bay Mixed-Use Town Center Project

1 message

Isaque Rezende <isaque.rezende@gmail.com>

Mon, Sep 21, 2015 at 3:40 PM

To: raul.duverge@boston.gov

Mr. Durverge:

This email shall serve as a show of firm support for the proposed South Bay Mixed-Use Town Center Project.

I have attended 2 community meetings regarding this project and sit among the leadership of the Annapolis Neighborhood Association which is near the proposed site.

I see the many local benefits this project provides to the immediate area. Not only will it improve the quality of life for surrounding residents but it will beautify a blighted area in the community. I would love to have this type of development join our community.

There are serious concerns around traffic by abutters of the proposed site. I would like the concerns addressed and met with careful consideration. I would like West Howell Street strongly considered as an entrance to the proposed site as it would keep traffic down on Mass Ave.

Again, this project is welcome by many in the community and I, for one, would like my support taken into account as this project unfolds.

Thanks
Isaque Rezende



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Sep 21, 2015 at 11:24 AM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 496

Form inserted: 9/21/2015 11:24:19 AM

Form updated: 9/21/2015 11:24:19 AM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Travis

Last Name: Stewart

Organization: Resident

Email: travis_j_stewart@yahoo.com

Street Address: 10 Howell St

Address Line 2: #6

City: Dorchester

State: MA

Phone: (617) 462-5100

Zip: 02125

Comments: I live in the Polish Triangle. I am in support of this development. My first concern is for the West Howell and Boston Street intersection. If this intersection remains in the project, there needs to be serious traffic changes due not only because of the new use, but also for the Scrub-a-Dub Car Wash traffic problem we already have to deal with. The car wash traffic currently backs up traffic onto Boston St. My second concern is the current traffic lights timing schedule for all the lights in our neighborhood and surrounding areas. I would like to see if there could a traffic light study done for our entire area. To help with the timing of lights to help reduce traffic jams and backups. As you all have heard over and over again....traffic issues are one of the top concerns. I appreciate your time and understanding, thank you.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Mon, Sep 21, 2015 at 11:55 AM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 497

Form inserted: 9/21/2015 11:55:29 AM

Form updated: 9/21/2015 11:55:29 AM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Joseph

Last Name: O'Neill

Organization:

Email: PolishTriangle@Gmail.com

Street Address: 28 Howell Street

Address Line 2:

City: Dorchester

State: MA

Phone: (978) 398-2697

Zip: 02125

Comments: As a lifelong Polish Triangle resident (50 plus years) I am appalled by the lack of transparency and advocacy from 'our' elected officials regarding the South Bay Expansion Proposal! The elected officials have the not listen to our concerns about OUR neighborhood. Myself and my fellow Polish Triangle neighbors will remember this betrayal every time we go to the polls now and in the future. Thank you.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay Town Center

1 message

Josh Marquis <jmarquis15@gmail.com>

Mon, Sep 21, 2015 at 1:33 PM

To: raul.duverge@boston.gov

Hi Raul,

My name is Josh Marquis and I am a resident on 46 Mt. Vernon Street in Dorchester, MA.

I am writing to you to fully support the new South Bay Town Center project! This area is in a much needed renovation and the project would only benefit our neighborhood. The amenities added are also in walking distance from our location which would be fantastic.

Please let me know how else I can help support this project.

Warm regards,
Josh Marquis



Raul Duverge <raul.duverge@boston.gov>

South Bay Town Center

1 message

Lindsay Marquis <linzmarquis@gmail.com>
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Sun, Sep 20, 2015 at 10:33 PM

Hi there,

We are writing to support the new Town Center project slated for South Bay!

Many thanks,

The residents of 46 Mount Vernon Street #3, Dorchester:
(Lindsay Marquis
Josh Marquis
Edmond Gordon)



Raul Duverge <raul.duverge@boston.gov>

Support for the Town Center project for South Bay- 8 Allstate Road

1 message

Terova, Maria (US - Boston) <mterova@deloitte.com>
To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Sat, Sep 19, 2015 at 11:32 PM

Hi Raul,

My name is Maria Terova and I am the owner of a condominium in Mount Vernon street, close proximity to the South Bay shopping center.

The purpose of this email is to show my support of the new Town Center project in the South Bay. After learning about the proposed project, I believe that it will improve the neighborhood overall, and I fully support this development.

Thank you!

Maria Terova

617-866-3314

*******Any tax advice included in this communication may not contain a full description of all relevant facts or a complete analysis of all relevant tax issues or authorities. This communication is solely for the intended recipient's benefit and may not be relied upon by any other person or entity. *******

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v.T.1



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Sun, Sep 20, 2015 at 7:28 AM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 493

Form inserted: 9/20/2015 7:28:16 AM

Form updated: 9/20/2015 7:28:16 AM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Brenda

Last Name: Norton

Organization: Mc Cormack Civic Assn

Email: norton.brenda@yahoo.com

Street Address: 149 Boston St.

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 288-4978

Zip: 02125

Comments: Ideas for mitigation/community benefits for south bay Provide 20 dedicated Zipcar spaces. Bike racks for 100 bikes. Fund a traffic study by the developer covering the timing of all street lights within a 3 mile radius of the development. Provide \$90,000 to the Dorchester Historical society or provide construction services to repair and repaint house. *****West Howell & West Bellflower egresss should be restricted to pedestrian traffic only. *****Construction Hours 8am to 5pm Monday to Friday only. *****My biggest concern is the traffic on Boston St. ,which is already overburdened without the project even beginning ***** This project too intrusive into our neighborhood. the only one benefiting is the eden co.not us.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay Project

1 message

barranco.jeff@gmail.com <barranco.jeff@gmail.com>

Sun, Sep 20, 2015 at 7:17 PM

To: raul.duverge@boston.gov

Raul, and the BRA members,

I am writing to voice my support of the South Bay Center proposed project.

As a 20 year resident of this area of Dorchester, I can tell you that this new South Bay would be welcomed and supported.

I've lived 3 years on Boston Street, 12 years on Salcombe Street, Jones Hill and now 5 years on Trescott Street, in the Columbia/Annapolis Neighborhood Association. I have always participated in my neighborhood associations.

I sell real estate for At Home Real Estate Group in Savin Hill. I understand what an enormous and positive impact this project will have for Dorchester, and Boston as a whole.

Boylston Street in the Fenway has survived and thrived with five new major buildings, numerous new businesses and residential population. We have the room. This should happen.

Please, support this project for our neighborhood and feel free to call me with any questions.

Thank you,

Jeffrey Chase Barranco

617.939.7987

Sent from my Verizon Wireless 4GLTE smartphone



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Sun, Sep 20, 2015 at 9:33 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 494

Form inserted: 9/20/2015 9:33:02 PM

Form updated: 9/20/2015 9:33:02 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Peter

Last Name: Suchcicki

Organization: McCormasck Civic Association

Email: peter.suchcicki@gmail.com

Street Address: 17 Bellflower Street

Address Line 2:

City: Dorchester

State: MA

Phone: (413) 636-6743

Zip: 02125

Comments: Hello, As a resident of 17 Bellflower Street, and a member of the executive board of the McCormack Civic Association, I have serious concerns with the current project. I love the development of the proposed area, but I find it unnecessary to include a movie theater, which truly changes the nature and character of the neighborhood. The development should look to alternatives such as a grocery store rather than a movie theater. A movie theater with movies running late into the night is a grave concern for many residents. There are plenty of movie theaters, including Braintree, Boston Common, Assembly Row, and new theaters in the Seaport. Is it really necessary or prudent to add more theaters, and to an area that is retail oriented, not entertainment oriented? The housing development is very dense for our neighborhood. I understand the city has a housing shortage, and needs to build more housing, but, I find it troubling to have ~500 apartments without adequate parking. As much as the studies show that today's residents don't need/want cars, I disagree. I believe that as you move further from a city's core, people want and NEED their own cars. Developments in South Boston, South End, and the Fens are very different than developments in Dorchester, and to assume the same parking trends in all the different neighborhoods is irresponsible. I also find it unnecessary to have Boston Street as an access way to the new development. I think the developers should work harder to acquire the "Bubbles Car Wash," and do it right, than to create an accessway from Boston Street which is already overburdened as it is. I hope this development takes place, and I am looking forward to the benefits it will provide to the community, I just hope that it can be done in a thoughtful way and one that does not cause detrimental consequences to the

9/21/2015

City of Boston Mail - Project Comment Submission: South Bay Mixed-Use Town Center Project

neighborhood. Thanks and regards, Peter

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay Mixed-Use Town Center

1 message

Lucia Grochowska Littlefield <lucgro47@gmail.com>

Mon, Sep 21, 2015 at 9:33 AM

To: raul.duverge@boston.gov, Lucia Grochowska Littlefield <lucgro47@gmail.com>

Dear Raul,

Trying to get this info to the BRA through the web site has been an extremely frustrating process. I was NOT able to do it through the web site after multiple attempts and many hours on my Chromebook.

One concern is the proposal to eliminate head-on parking on W. Howell St. This would eliminate about two thirds of the available parking spaces in this congested area. Folks have parked this way for decades due to limited parking. It is critical to maintain these spaces. There is talk of a proposed dedicated lane on W. Howell St. for the car wash. There are already traffic issues with the car wash especially on weekends. A dedicated lane would add to the problem. Is there any way to have vehicles enter the car wash off the ramp alongside the car wash and then enter the car wash through the back? The congestion on Boston St. increases daily! Traffic start up this area around 1:30-2:00 pm.

Andrew Sq., Boston St., Dorchester Avenue, Massachusetts Avenue, Columbia Road and many of the side streets in the Polish Triangle are already affected and dealing with increased traffic. I will rarely drive down Mass. Ave. from the Boston Medical area after 2 PM as it is already a parking lot with bumper to bumper traffic. I usually would have to sit through 3 or 4 red lights before I could cross onto Columbia Rd.

I will NOT shop in the Mall during the Holiday Season due to the same reason. The traffic is horrific.

I've driven around for 20-30 minutes trying to find a parking space on snow days. With the growing rehab of three deckers to either HIGH rental units or condo conversions the influx of "more roommates" to share the high rent has further brought in additional vehicles to our community. If you can't get back to your street by 4 PM you can be certain there won't be a spot to park near by.

Having visitors OR handymen coming to work is also a problem due to lack of spaces. If a worker parks his car near the work site they will almost always get a ticket. I've seen cars on the street that do not have resident permit parking and some get tickets and some do not. How does this happen?? We cannot get visitor permits for workers when they are on a home project. It is very frustrating.

Another concern for the South Bay Town Center is overflow parking from their area into our limited, precious residential parking spaces. What guarantees will there be to prevent this from happening?? There will also be traffic issues and noise concerns in the evening and at night when the theatres let out. These must be resolved prior to building the complex. The neighborhood needs a plan and a guarantee to minimize if not eliminate these concerns.

Green spaces in this area do not exist. The adjoining South Bay Mall is an ugly piece of tarred space. It is filled with litter. What could be done to prevent the same situation from happening at the Center Project? Green space would be a welcome sight with trees, floral beds and benches and water bubblers for people and pets. Perhaps a dog park for our pets could fit into the plan?!?!?

Again, I cannot state the importance of enough parking spaces for the local members of the Polish Triangle. Something needs to be done to address this ongoing need. You need to realize that this is already a constant problem.

I am not against development I just want you to realize that there are major issues already and something MUST be negotiated to NOT eliminate any of our existing residential spaces. You really need to listen to our concerns and work with the communities that will be most affected by the influx of traffic and noise and added pollution.

I have spent hours trying to send this through the comments area on the web site and EVERY time I hit the submit button the reply I receive this "The entered values cannot be saved. Please see the fields for details". However there are NO details to be seen and I called the BRA this morning to complain about this problem. I still had over 200 text spaces available.

Thank you. Lucia



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

no-reply@boston.gov <no-reply@boston.gov>

Sun, Sep 20, 2015 at 11:53 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 495

Form inserted: 9/20/2015 11:52:53 PM

Form updated: 9/20/2015 11:52:53 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Michael

Last Name: McColgan

Organization:

Email: michaeljmccolgarsr@gmail.com

Street Address: 21 1/2 Mount Vernon

Address Line 2: Apartment 3

City: Dorchester

State: MA

Phone: (617) 710-3793

Zip: 02125

Comments: I am absolutely opposed to the South Bay Mixed-Use Town Center Project unless: 1) Any proposed West Howell Street egress into or out of South Bay be restricted to pedestrian traffic only, cushioned by as much green space as possible to mitigate the expectation of increased respiratory disease suffered by residents resulting from a dramatic increase in trucks and cars using other egresses to South Bay 2) Traffic calming be implemented on Enterprise and Clapp Streets via widened sidewalks on both sides of both streets Otherwise streets like Mount Vernon and Harvest will become merely extensions of the Expressway on-ramps and off ramps and our strong neighborhood will be destroyed by dramatically increased traffic flow.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay development project

Paul Maclelland <pjmaclelland@gmail.com>
To: raul.duverge@boston.gov

Fri, Sep 18, 2015 at 4:59 PM

Hi Raul,

Just wanted to drop you a note to let you know that we (my wife, our friends and neighbors) are so excited about the additional development at South Bay Plaza. Living in South Boston, we are lucky to have a plaza so close to us. That being said, because of the current state of that particular neighborhood, I won't allow my wife to go to the plaza after dark - and that's a common feeling among most folks that I know who shop there.

This development is exactly what that area needs - bring in some more retail, restaurants, and housing - that area has been in demise way too long and I really think this expansion is going to have a positive ripple effect across the entire surrounding neighborhoods.

Thanks,

Paul MacLelland
43 M Street
S. Boston



Raul Duverge <raul.duverge@boston.gov>

Edens Project at South Bay, Dorchester

1 message

Mesh, Marlea <marlea.mesh@nemoves.com>
To: raul.duverge@boston.gov

Fri, Sep 18, 2015 at 10:15 AM

Hi Raul:

As a realtor doing business in this area for the past 20 years and a long term resident of Dorchester I am totally in support of this very exciting project. I think it will be a great addition to our neighborhood. This location with proximity to public transportation, major roadways, beaches and more is becoming more desirable each year. I can't wait to see the finished product!.

Marlea Mesh, REALTOR
Coldwell Banker Residential Brokerage
60 Adams Street
Milton, MA 02186
617-818-1695 (cell)
617-696-4430 (office)
617-696-0679 (fax)
Marlea.Mesh@NEMoves.com
www.NewEnglandMoves.com/marlea.mesh
www.cbcworldwide.com/mmesh
Click here for all your real estate needs

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Raul Duverge <raul.duverge@boston.gov>

South Bay Town Center Project

1 message

sarahheffernan@comcast.net <sarahheffernan@comcast.net>

Fri, Sep 18, 2015 at 10:02 AM

To: raul.duverge@boston.gov

Hi Raul

I am writing to you to let you know that I have been to many meetings about the South Bay EXPANSION and just to give you my opinionCANT WAIT!!

WOW!! FINALLY we are going to get a great shopping and dining area WITHIN walking distance from us! So excited!

I have been to the meetings and discussion groups and I think you know there is a small handful of some negative ninnys in the group! I listen to their arguments but I have to say I think this project will truly benefit everyone and really improve our neighborhood.

I can't wait for the movie theater and more restaurants! I am so excited. I think the BRA will see that this project is going to be a bonus for everyone! Looking forward to the future!

Sarah Heffernan
Dorchester
781.724.7602

Sent from XFINITY Connect Mobile App



Raul Duverge <raul.duverge@boston.gov>

Edens project for the South Bay Town Center Project.

1 message

burger.k@comcast.net <burger.k@comcast.net>
To: raul.duverge@boston.gov

Fri, Sep 18, 2015 at 9:40 AM

Hi Mr. Duverge,

I am writing to let you and the BRA know that I support the Edens project for the South Bay Town Center Project. I live in Savin Hill and frequently use the South Bay shopping area currently. It would be great to have more stores and a movie theater so close to home.

Thank you.
Kathy Burger
224 Savin Hill Ave
Dorchester, MA 02125



Raul Duverge <raul.duverge@boston.gov>

South Bay Expansion

1 message

Jlowe <jwilliamlowe@yahoo.com>

Wed, Sep 16, 2015 at 6:38 PM

To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>

Hello Raul, I wanted to weigh in regarding the Southbay expansion project as a resident of Dorchester living on Boston Street. I am very excited for this project I think that having a place to go that is similar to other places in Boston is very important to our neighborhood. The ability to go to multiple restaurants, shops, movies within walking distance to my home is something I'm looking forward to. I hope you consider having multiple areas of access as an important feature to this project as not to over burden one area or another. If there are multiple ways in and out of the project, it will help reduce any type of bottle neck issues. Again, I am very excited for this to happen near my home.

Thank you, John Lowe, Boston Street

Sent from my iPhone

Dear BRA Project Manager Raul Diverge,

My name is Fe Matos and I reside at 4 Mt. Cushing Terrace, Dorchester. Thank you for involving the community of Dorchester as new developments such as the South Bay Town Center come into our neighborhood. The South Bay Center will bring local jobs to the community and provide more affordable housing. While I would always like to see more, this is a good starting place. We need to figure out how to make new developments work for local residents in all aspects. The project does have adequate measures for parking and traffic, which can be a major concern of residents as well.

I appreciate the opportunity to comment on the South Bay Center.

Thank you,

FE MATOS

Fe Matos

9/15/2015

Dear BRA Raul Diverge,

As a resident of the Dorchester area near the South Bay retail area, I am in support of the new construction. We need more development in the area that respects the community and our needs. The project has plans to make sure that it will be able to handle the new cars coming into the area by providing over 1,000 parking spots and using shuttle services.

The project is also one of the few retail outlets where people from Boston can shop for all their needs, making it convenient for us. Thank you for reading and considering my comment.

Best, *Francesca Santore*
28 Logan Way Apt. 770
South Boston MA, 02127

Dear Raul Diverge,

I live in Dorchester, close to the South Bay center. Recently, I read that the center is adding a lot more buildings to it. I often go to South Bay to shop because of how convenient and cheap it is there. Adding even more to it will be great so that people have more options. I know people who work there and having more jobs for local people will be good as well.

I don't see parking or traffic being big problems, because of the shuttles, buses, and big parking lot available. I hope you keep working with the project and with the community to make sure the new South Bay center is built and benefits Dorchester.

Thank you,

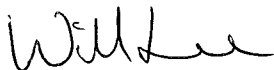
JOSE R. BENAVIDES
10-ELDER ST #3
DORCHESTER MA, 02125

Dear Raul Diverge,

My name is William Lee and I am a resident of 4 Mt. Cushing Terrace in Dorchester. I am in support of the new South Bay Center and believe it will be of benefit for Dorchester. We need more places where local residents can get good jobs, and we need more affordable housing like the 61 units offered by the Center.

The Center is also mitigating transit issues by having an adequate amount of parking in the Center and offering shuttle services. Any new development needs to make sure it incorporates community suggestions and I appreciate the BRA for listening and involving the local Dorchester community.

Sincerely,



William Lee

9-15-15



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 15, 2015 at 6:36 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 491

Form inserted: 9/15/2015 6:36:01 PM

Form updated: 9/15/2015 6:36:01 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Paul

Last Name: Creeden

Organization: McCormack Civic Member

Email: pcreeden@comcast.net

Street Address: 18 Saint Margaret St

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 943-9456

Zip: 02125

Comments: 1. I support the proposal that West Howell St egress should be pedestrian only. 2. I suggest Enterprise Street be made one way from the proposed egress from the development (Right Turn Only) toward Massachusetts Ave.. I would support a change of direction of Willow Court from Enterprise to Allstate Rd. as well to increase easy traffic flow out of the development. 3. If not, I propose speed bumps on Enterprise St between Boston St and the development egress. 4. I support the idea of widened sidewalk(s) on Enterprise St.. 5. If traffic can exit the development toward Boston St, I propose a 4-way pedestrian crosswalk and on-demand crosswalk light at the intersection of Boston St and Enterprise St..

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 15, 2015 at 1:56 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 490

Form inserted: 9/15/2015 1:56:03 PM

Form updated: 9/15/2015 1:56:03 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: paula

Last Name: walsh

Organization: resident on boston st

Email: pollie63@gmail.com

Street Address: 137 boston street

Address Line 2:

City: dorchester

State: MA

Phone: (617) 818-3238

Zip: 02125

Comments: I have not attended the recent community meetings about this project but I have a few concerns. My major concern is how are you going to handle the major rat problem while your building? In this neighborhood we already have a rat problem due to recent home purchases and the construction to do these houses over so every time someone does any construction in this area recently and we are already overwhelmed with rats and it would have to be pre-treated before construction starts and it would need continuous treatment throughout the entire job. My back yard is next to fence of where u will begin construction and my yard will be loaded with these rodents and this is my worst fear. My other concern is parking because it's already very difficult to find parking in this neighborhood as people park their cars all day and walk to Andrew Station to go to work. It's very frustrating with no parking as it stands now. My other concern is I feel the traffic is going to be a major problem because the traffic in morning and afternoon on boston street is already bad and this extra traffic will be horrible. I'm hoping you can possibly get a few residents of people that actually live in this neighborhood to keep in touch with throughout the entire process of building this project so we can voice our opinion throughout the entire process and I would like to take part in this process if possible. Thank you and please don't hesitate to contact me. Paula Walsh

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Tue, Sep 15, 2015 at 8:00 AM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 489

Form inserted: 9/15/2015 7:59:45 AM

Form updated: 9/15/2015 7:59:45 AM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Ruby

Last Name: Derome

Organization:

Email: rderome54@aol.com

Street Address: 42 Dorset st.

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 436-1872

Zip: 02125

Comments: I have talked with several of my neighbors and we all object to the so. Bay expansion we have a lot of elderly neighbors our concerns , heavier traffic,crime,theft,noise,and we feel that we will not be able to walk to the mall,and our own neighborhood .Please consider our concerns we have enough negative issues already and don't need anything else to impact our neighborhood. Think of the people and not revenue

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

no-reply@boston.gov <no-reply@boston.gov>

Thu, Sep 10, 2015 at 5:20 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 487

Form inserted: 9/10/2015 5:20:19 PM

Form updated: 9/10/2015 5:20:19 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Ann

Last Name: Langone

Organization:

Email: ann.langone@gmail.com

Street Address: 14 Mayhew St

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 288-7565

Zip: 02125

Comments: I am very unhappy about this plan because it puts the South Bay Mall right at my doorstep. South Bay already impacts the neighborhood negatively in multiple ways. Traffic on Boston Street and at Edward Everett square is already a nightmare. An expanded mall will only increase traffic here. West Howell Street egress should be restricted to pedestrian traffic only and there must be traffic calming and widened sidewalks on Enterprise and Clapp Streets. The current South Bay Mall is loaded with trash. We need a clear and comprehensive plan to keep the area clean and vermin free. An expanded mall will only make things worse. The current South Bay Mall is a magnet for crime and often unsafe. The Mall management has never addressed this issue with any success and we need to see a clear and comprehensive plan for security-- 24 hour security that is real and does not rely on the public calling 911. The Mall has a responsibility to maintain safety and to mitigate the many negative impacts a large development like this will have on our neighborhood.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

BRA / IAG meeting request

1 message

bc92@comcast.net <bc92@comcast.net>

Mon, Aug 31, 2015 at 5:30 PM

To: Raul Duverge <raul.duverge@boston.gov>, heather.campisano@boston.gov

Heather

The IAG for South Bay Town Center would like to request a meeting with the BRA and Michael Canizzo and his design team to discuss the BRA thoughts and options about traffic flow on this project. We would like to have this meeting with only the BRA and IAG members.

In Raul's absence can you assist in coordinating this for us. Ideally a 6pm meeting may work best for us but please advise as its a critical component to this project-

Regards-
Desmond Rohan
617-388-5322

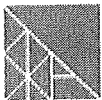
From: "Raul Duverge" <raul.duverge@boston.gov>**To:** bc92@comcast.net**Sent:** Monday, August 31, 2015 2:50:00 PM**Subject:** I will be out of the office Re: Comment Period Extension Request- South Bay

Good Morning/ Afternoon,

Thank you for contacting me. I will be out of the office beginning August 25, 2015 and will not return until September 4, 2015. If you need immediate assistance please contact Heather Campisano, Chief of Staff, at 617-918-4404 or via email at heather.campisano@boston.gov

--

Sincerely,



Raul Duverge
Project Assistant
617.918.4492

BRA/EDIC
One City Hall Square | Boston, MA 02201
BostonRedevelopmentAuthority.org



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Fri, Sep 4, 2015 at 9:09 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 479

Form inserted: 9/4/2015 9:08:07 PM

Form updated: 9/4/2015 9:08:07 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Gordon

Last Name: Beebe

Organization:

Email: Gordon.beebe@yahoo.com

Street Address: 5 Dorset Street

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 283-9139

Zip: 02125

Comments: Good evening, Our neighborhood desperately needs services and commercial development such as this. It will benefit those of us who live here by introducing new restaurants, shops and entertainment options not currently available. It will also help reduce the amount of anti-social behavior that now flourishes in parts of the neighborhood that are currently devoid of pedestrian/vehicle traffic. Please, in your recommendations, encourage convenient pedestrian access points from Boston Street and other street in the neighborhood. Thank you for your time and consideration.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Sat, Sep 5, 2015 at 6:34 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 480

Form inserted: 9/5/2015 6:34:20 PM

Form updated: 9/5/2015 6:34:20 PM

Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Kenneth

Last Name: Cronin

Organization:

Email: Kennethcronin35@gmail.com

Street Address: Dorset st

Address Line 2:

City: Dorchester

State: MA

Phone: (617) 947-5546

Zip: 02125

Comments: This project is what this neighborhood needs. That dead area between my street and South Bay center is a waste land in the heart of our city. It will make this area safer and we need restaurants that are walkable, something like Assembly Row, people love that place.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Comment Extension request for South Bay Town Center

1 message

bc92@comcast.net <bc92@comcast.net>

Mon, Aug 31, 2015 at 5:23 PM

To: Raul Duverge <raul.duverge@boston.gov>, Brian.Golden@boston.gov
 Cc: heather campisano <heather.campisano@boston.gov>, Dana.Whiteside@boston.gov, "Collins, Nick" <nick.collins@mahouse.gov>, peter.robby@mahouse.gov, "baker, frank" <francis.baker@cityofboston.gov>, "frigulietti, amy" <amy.frigulietti@cityofboston.gov>, Daniel.Hunt@mahouse.gov, lindadorcenaforry <Linda.DorcenaForry@masenate.gov>, "Sullivan, Sue" <suesullivan@newmarketboston.org>, "capachione, susan" <sue_cap@yahoo.com>, "Tighe, Joan" <joane234@aol.com>, Neil <njanulewicz@gmail.com>, "Rooney, Millie" <millier614@aol.com>, India Minchoff- <india@russominchofflaw.com>, Kevin Tyo- <bostonstreet224@verizon.net>, Linda Zablocki- <lindazee817@yahoo.com>, "Boyle, Eileen" <boyledot@comcast.net>, "Taylor, Earl" <ermmwwt@aol.com>, "McCormick, Pattie" <pmccormick@bgcb.org>, Peter McNamara- <nextdoorboston@gmail.com>, Ramon Suero- <rsuero31@yahoo.com>, "Flaherty, Michael" <Michael.F.Flaherty@boston.gov>, "Linehan, Bill" <Bill.Linehan@cityofboston.gov>

Brian / Heather-

The Impact Advisory Group ("IAG") for the South Bay Town Center request that the Boston Redevelopment Authority ("BRA") extend the comment period for the proposed South Bay Town Center by at least forty-five (45) days. The current deadline for the comment period is September 8, 2015. The IAG asks that the deadline be extended until no earlier than October 23, 2015

With a project of this scope, there is the potential for benefits to the neighborhood and the City. However, there is also the very real possibility of significant detriments that could negatively impact the quality of life in the neighborhood. The BRA owes it to the residents of the neighborhood, the City, and the Developer to provide the IAG with adequate time and opportunity to discuss and weigh any benefits of the project against any detriment.

To date, the IAG has not been given sufficient opportunity to discuss the project. The BRA formed the IAG for this project on March 30, 2015. However, did not meet until July 9, 2015 – over three months after the IAG was formed when many people are away for the July 4th holiday.

The meeting five days after July 4th has been the only IAG meeting on this significant project. The BRA did not propose another IAG meeting until the middle of August. When the BRA proposed the second meeting, – August 18, the majority of the IAG members could not attend the meeting due to summer conflicts. Therefore, the BRA agreed to hold the next IAG meeting after Labor Day – i.e. after the deadline for the comment period had already passed and still no confirmed date.

Moreover, it has come to the IAG's attention that the Developer has identified alternate proposals for certain aspects of its project. However, the Developer has not provided or discussed these alternate proposals to the IAG.

For the foregoing reasons, the IAG strongly urges the BRA to extend the comment period deadline by a minimum of 45 days to provide for a meaningful review of the project. Given the scope of the project and the risk of serious impacts, the IAG also reserves the right to request further extensions of the comment period deadline.

I appreciate your assistance-

Desmond Rohan & Neil Janulewicz for the IAG

From: "Raul Duverge" <raul.duverge@boston.gov>

To: bc92@comcast.net

Sent: Monday, August 31, 2015 2:50:00 PM

Subject: I will be out of the office Re: Comment Period Extension Request- South Bay

Good Morning/ Afternoon,

Thank you for contacting me. I will be out of the office beginning August 25, 2015 and will not return until September 4, 2015. If you need immediate assistance please contact Heather Campisano, Chief of Staff, at 617-918-4404 or via email at heather.campisano@boston.gov

--

Sincerely,



Raul Duverge

Project Assistant

617.918.4492

BRA/EDIC

One City Hall Square | Boston, MA 02201

BostonRedevelopmentAuthority.org



Raul Duverge <raul.duverge@boston.gov>

FW: Follow-up...

1 message

Billy Trabucco <leetra2000@hotmail.com>
 To: "raul.duverge@boston.gov" <raul.duverge@boston.gov>
 Cc: Billy Trabucco <leetra2000@hotmail.com>

Wed, Aug 19, 2015 at 6:41 PM

Hello Raul... Please read the email below... I believe you may appreciate my honest candor.

I will reach out to you via the phone very soon...

Respectfully,
 Billy Trabucco

From: leetra2000@hotmail.com
 To: khague@edens.com
 CC: leetra2000@hotmail.com
 Subject: Follow-up...
 Date: Mon, 17 Aug 2015 16:53:22 -0400

Dear Keith,

You are a gentleman, and I wanted to thank you for taking the time to meet me today at Panera Bread (sorry for me insisting that I buy my own lunch) to look at the latest rendition of the proposed expansion plans for the South Bay Mall. I want to thank you for making an effort to come up with an alternate West Howell Street approach... I am "open" to the new "2-way Cul-de-sac " approach, but not fully committed... I would like to hear the feedback from my neighbors (for I will not betray them). That being said, I am still 100% against a full blown 2-way entrance via West Howell Street to the proposed expansion area... and that position will not change for many, many reasons... **Safety, Traffic, Diminished quality of life, Massive loss of parking spaces (350+) in our neighborhood, etc...**

However, I want to commit in writing my 100% support for an alternate development concept... and that would be:

- 2 New additional big box stores... i.e., BJ's & Lowes
- 3 to 4 New high end restaurants
- (however no residential units and no movie theater)

By the way, commercial spaces generate a huge amount of property tax revenue for the city

In closing Keith, I hope you can appreciate my integrity and straight-forward approach... that being said, I ask you to convey my earlier statement I made at lunch to ALL concerned with this expansion proposal... and that is: I will not tolerate any retribution of ANY kind towards me, my family or my neighbors... I am not against development, and I have a voting record to prove it... however, I will not be pressured, manipulated or intimidated into going along with a development that will be extremely detrimental to a community that I have worked hard for, and lived in my entire life.

Respectfully submitted,
 Billy Trabucco



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

1 message

no-reply@boston.gov <no-reply@boston.gov>

Wed, Aug 19, 2015 at 5:08 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 472

Form inserted: 8/19/2015 5:07:22 PM

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Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: matthew

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Organization: John W. McCormick Civic Assoc.

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State: MA

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Comments: The access to the site via West Howell St. will have too much of an impact on Boston St.....Rework the two current entances (Mass Ave and Allstate Rd) to handle the additional traffic of this new development. Public Saftey concerns exist at Southbay according to the Police...How will Edens , BPD and Private Security develop a plan to improve the safety of South Bay and the new development? The BRA needs to develop a matster plan for the remaining parcels around this development before they approve this extension of South Bay!!!!!!

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

Project Comment Submission: South Bay Mixed-Use Town Center Project

no-reply@boston.gov <no-reply@boston.gov>

Fri, Aug 14, 2015 at 3:54 PM

To: BRAWebContent@cityofboston.gov, Raul.Duverge@boston.gov

CommentsSubmissionFormID: 467

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Document Name: South Bay Mixed-Use Town Center Project

Document Name Path: /Development/Development Projects/South Bay Mixed-Use Town Center Project

Origin Page Url: /projects/development-projects/south-bay-mixed-use-town-center-project

First Name: Tim

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Comments: I am a transportation engineer with experience in bicycle infrastructure and intersection/roadway design. This project looks like it could be a really great thing, except for one major flaw in the plans. If your stated goals are true, then pedestrian safety and promotion of alternative, active transportation modes will be key to the development. These goals could be better reached by including bicycle facilities in your streetscape improvements-- at present there are none, other than bike racks in a few locations. How would a cyclist safely get to those locations? I, for one, do not know. To improve things for cyclists: 1) Enterprise St. and West Howell are to be redone to conform with complete streets: do this to the max, do everything you can to encourage cycling and discourage driving. 2) There is a vehicular cyclist in one of your streetscape renders. This is a big no-no: vehicular cycling should never be used, particular in new developments that claim to encourage alternative transportation methods. 3) 11' driving lanes are unnecessarily wide for a small, curving road like Main St: drop these down to 9' and put in a 4' bike lane instead (the bare minimum) on curb opposite from parking. 4) Drop one side of parking from West Howell and New Road-- there is, after all, a massive parking garage and surface parking lots close by, and zero bike facilities along those two streets. Turn the newly vacated lane into a bikes-only zone. 5) The 9' parking lanes and 10' driving lanes elsewhere on West Howell are excessive. If you can't drop a parking lane, at the very least drop one foot across the board along West Howell and create a 5' bike lane. 6) Create center pedestrian islands on all crossings where pedestrians must cross more than one lane of traffic. These are extraordinarily effective. At the very least, a reflective "Yield to Pedestrians in Crosswalk" bollard could be put in place. 7) Locate traffic lights (for signalized intersections) on the corner of the intersection

closest to entering vehicles. This forces the driver to look at the curb right in front of him/her for the light, meaning he stops before the stop line and will see pedestrians trying to cross the street right in front of him. 8) You might also seek out a new Hubway stop on the development site for residents to get to the Commuter Rail/Indigo Line quickly but without needing to drive a car. These changes are important because we live in a city that is slowly coming around to the realization that cars cannot be our future, particularly in urban neighborhoods. Your bicycle counts show that around 200 cyclists pass through the area every day. Your Build expectations predict plenty of new traffic, including bicycles, joining the streets. Why not prepare for them? Compared to the average city, your predicted percentages of road users who will NOT be driving is fairly high. Build it-- bike lanes, cycletracks, and bicycle paths-- and they will come.

PMContact: Raul.Duverge@Boston.gov



Raul Duverge <raul.duverge@boston.gov>

South Bay Extension

1 message

Michael Szwanke <southszwanke@aol.com>

Wed, Aug 12, 2015 at 9:46 AM

To: Raul.Duverge@boston.gov

Hi, I would love to sell my three decker bordering the proposed land for the South Bay extension. I think my house would be perfect for making the South Bay extension reach Boston Street! Also my neighbors are also interested in selling out as well. Can you get back to me and keep this quiet? The rest of the neighborhood is up in arms about the project. I fully support it, but I'm also staying quiet in the subject at meetings and discussions at the fear of my own personal safety.

Thank You In Advance

Michael Szwanke

617 918 3500

Sent from AOL Mobile Mail