

PLAN: East Boston Public Comments

**as of 1/9/24*

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[REDACTED]

As a [REDACTED] resident of Orient Heights East Boston, I am AGAINST all the plans for East Boston. Please do not stand there and tell me you know what is best for me, you don't. Why must you continue to try to ruin our neighborhoods? Leave us alone, none of your plans are good, they do not benefit me at all. They take away home owners rights to fight against obscene growth.

Leave Us Alone!!!

[REDACTED]

Yet another spectacular fail by the BPDA. Agree with the other comments regarding concerns about the proposed changes in Orient Heights. Additionally, I'm concerned about the proposed changes to the Corridor Enhancement subdistrict in the the area between Gove Street and Porter Street. Did you learn nothing from the massive community pushback to the now failed development deal between EBNHC and Davis Companies? We don't want that area to be built up into huge developments! The current zoning has that area at 35ft max height and 1 FAR. With the BPDA track record of approving every variance requested, that zoning would've still yielded 80 foot tall buildings, canyonized the Mary Ellen Welch Greenway, and completely trampled on the character of the neighborhood - mostly 3 story multi family residences anchored by 2 older, larger 100 year-old buildings, the Gumball Factory and the Porter Lofts. I hate to imagine the monstrosities you'll approve if the zoning moves to your proposed 7 story max height (which could easily hit 100 feet!) with 3 FAR under the PDA permit. 3 story multi family homes would be welcome, as would encouraging those areas to become additional green space, but a massive development is not what the majority here wants.

[REDACTED]

To whom it may concern , I would like to know why there were 2 East Boston meetings on the new zoning on 2 different days in the same week ? To me I feel you divided us and that is not right! The meeting tonight Oct 3rd at the Madonna up the Heights was very unjust. I thought you work for the citizens of East Boston not for the developers. Imagine telling residents to stop speaking ,so extremely rude you treated us ! This whole plan is unjust and unfair. From what I heard you know nothing about East Boston neighborhoods except the fact that some of you have your own agenda (\$\$\$\$) our streets are so gridlocked everyday of the week already from all the building that is happening, no concern for few streets in and out that we have, now speaking of narrowing our few main streets is absurd

[REDACTED]

Comment 1:

In light of the recent push on facebook by the Orient Heights Neighborhood and the Harborview Neighborhood to bombard you with negative feedback on plan East Boston, I wanted to pass along these comments. I've excluded Gigi and Adrian as you can see I previously sent them the same feedback.

I hope the hysteria doesn't sway and ultimately compromise the planning process too much. We need zoning reform. Period.

Thank you,
[REDACTED]

Comment 2:

I am generally supportive of the goals and ambitious aspects of this plan as well as the intent of updating zoning to provide predictability in the built environment. I do, however, feel the recommendations for the Neighborhood Residential Character Areas fall severely short of current and future housing needs and the compromises made in these areas may ultimately negatively impact our ability to implement the vision for revamping our transportation and for improving our Squares and Corridor Areas as well as our Waterfront/Industrial Areas. This process is all about tradeoffs and it appears that those on the "preservation/change nothing" side of the fence are not willing to make any tradeoffs that might allow the density needed to 1) meaningfully address the housing affordability crisis or 2) create an expanded tax base to fund improvements we sorely need in the public realm.

What is more discouraging is the degree to which a vocal opposition has been able to influence and compromise the laudable ambitions of the plan. The instincts that are driving much of the opposition's rhetoric appear to be based in fear, hysteria, sentimentalism, a scarcity mindset, entitlement, and tribalism. Those instincts in the face of change are all understandable but ultimately are not the instincts that should drive a document like Plan East Boston. We should be imagining what CAN BE with a hopeful tone for future generations rather than what CANNOT/SHOULD NOT BE with a dark tone of scarcity, resource hoarding and misplaced nostalgia. We must embrace the only constant – change – rather than run from it.

The following are my brief specific comments on the plan:

- It appears that we have under-zoned too many potential TOD points at Wood Island, Orient Heights and Suffolk Downs T-stations. Residential areas adjacent to those stations should all be at minimum 4-stories of built form as-of-right. Anything less is bordering on professional planning negligence. I see far too many ERB-2 zones in proximity to those stations.
- The special treatment of portions of Orient Heights as ERB-1 seems to ignore the reality of their proximity to transit, their context as an urban neighborhood (not suburban) and the immense potential to co-locate housing with (future) jobs at Suffolk Downs. It makes little

sense for portions of Waldemar and Faywood near the Suffolk Downs T to be zoned as ERB-1. Squeaky-wheel neighbors should not override sound planning principles.

- The plans for OH Square and Day Square are huge improvements. Prioritize those plans/spaces and keep the ped/public realm as the driver of the physical designs there.
- Not requiring off-street parking in/near transit stops is a future looking policy that is both reasonable and needs to remain in the plan. Do not concede on this aspect of the plan.
- On the Bennington Corridor, I'd encourage a 4-3 lane conversion for the road rather than a 4-2 downsizing as proposed. There are too many left-hand turning movements that will be in conflict without a median/turn lane. The pedestrian realm in these locations is more than adequate. I support dedicated bikes lanes here because ROW width allows.
- The references to "form based" zoning approach on page 17 appears to be directly contradicted on page 19 where unit limits of 2, 3/6 are imposed on ERB-1 and ERB-2 zones respectively. If the intent is to regulate form, ensuring compatibility with a specific neighborhood, shouldn't the code be agnostic on unit count? A theoretical new building in ERB-1 could be 3,600 sf+ in size but somehow be limited to 2 units based on recommendations on page 19. This implies a complete lack of flexibility relative to societal needs either current or future on unit size and would impart a penalty on a developer for delivering smaller units. Similarly, in ERB-2 limiting the unit count to 3 on lots below 50' in width seems foolish. A lot between 25-50' frontage might accommodate a 35'wide by 70' deep building. Such a building of 3 stories could easily accommodate 6 units. Instead, the recommendations would force three (3) 2,400 sf units instead of six (6) 1,200 sf units. Why not bake the flexibility into the base zoning code now?

Comment 3:

Congratulations on your appointment to lead the BPDA. I am writing to you to *voice support for the various zoning reforms you have in the works, particularly the Plan East Boston effort.* I am an East Boston resident and plan to be for the foreseeable future as I raise my two daughters here and put them through our public school system. I am also an architect and developer. Though I don't execute projects in Boston proper, I do care deeply about how we plan and invest in our cities. It is through these three lenses – resident, parent and real estate industry professional that I submit these comments for your consideration.

I'd encourage you and your team to be bold. You are engaging in such an arduous and politically contentious process that we only get around to it every 30-40 years with significant portions of our zoning code dating to 1964. Your predecessors who enacted the zoning code 58 years ago were not bold enough, though they were reacting to declines in urban populations at the time. Their lack of foresight and the lack of subsequent political will to update these ordinances is a huge contributor to our current situation – one in which developers and residents are pitted against each other because our zoning code makes any form of sensible development illegal or non-compliant. It's become so tiresome honestly. Future generations will thank you for being bold and pushing the envelope on what our city is and will be. I urge you to operate under the assumption that we won't

tackle this issue again until 2080. In that context, forging compromises with entitled homeowners in their 60s, 70s, and 80s today seems nonsensical. I believe a balance can be struck but your obligation should be to the future generations who will inherit Boston. I hope that as you finalize density, affordability, height, open space, parking, land use recommendations in Plan East Boston you keep this in mind.

I've engaged at various points in the Plan East Boston process and was struck at how generally ambitious the corridors and squares portion of the plan was relative to transportation and ROW/public realm improvements within the quirky East Boston street grid. These improvements are long overdue and have held back East Boston for years. I like much of what I see. Fixing Day Square, Maverick Square, Orient Heights Square are worthy goals. To fund that ambition, however, we need to be bold about how to enable those improvements. Unless we can push densities to 6-10 stories in our squares and 3-6 stories in our neighborhoods, I'm not sure it's realistic to ask the private sector to fund all these improvements, especially if we are asking them to fund affordable housing almost exclusively. The current proposed densities feel safe and incremental, which is understandable but I doubt they will be enough to fund our ambitions in the public realm. Unless Boston somehow discovers state/federal funding or creates surpluses in its annual budgets, the promise of the reimagined squares and corridors will be for naught. For me these ambitious parts of the plan are most important and I am more than willing to accept much higher development densities to enable their construction. Along the way, we'd also get the housing we sorely need with some affordability to boot. Let's do that - or at least try for that - rather than cower to the NIMBY, protectionist impulses of the landowning elite. I believe that is what Mayor Wu should stand for but how it plays out with regards to planning remains to be seen.

Thank you for your consideration and I look forward to the plan being finalized and many of the ambitious goals being realized over the coming years.

My name is [REDACTED]. I have recently moved back to Boston after a 6 year absence. I am now living in a home I recently purchased from [REDACTED], A home that runs deep in my memory. My mother grew up at that address. Her father bought it in 1940. I have been coming to the home since infancy.

I felt the meeting on Tuesday night (October 3rd) was very impassioned. I was impressed with how articulate and informed many of my new neighbors were on the issues. Most were very against increased density, some passionately.

At the same time I recognize it's time to modernize inconsistent zoning from decades ago.

I am in favor of trying to increase density, but as long as there is REAL planning for this increased density

“The T is in Very Very dire circumstances.” A quote from Mayor Wu. In my view we should not plan to increase density without a functioning T that commuters can rely on.

I got no sense from the presenters they have estimated population increases associated with the proposed zoning changes. Of course it will be gradual as property is sold and starts to be developed. (Suffolk Downs Excluded)

I do believe reasonable estimates on population increases can be made and these should be published , so residents and planners can consider if the infrastructure including the MBTA, utility lines, food access, and roadways can support the increased population that will result.

I am strongly against changing Bennington Street to one lane “in parts”. As one speaker said, “where are bikers biking too”. They are not biking out through the tunnels? We already have the greenway. Open it up at night. Put more lights and work with residents to allow more access points so people are not trapped inside the greenway. I think the city can do many things like give tax relief to abutters where extra access points might be created, to encourage this .

The idea that 49 foot wide lots in some zones are restricted to 3 units but a 50 foot lot can have 6 units is also, in my opinion, lazy planning. Why not gradual. 49 feet 3 units, 55 feet 4 units, 60 feet 5 units, 65 or more 6 units?

Just some quick thoughts

I hope I can be a productive citizen of my new neighborhood

Good luck with showing wisdom, and resolving this great challenge !

As communicated with Jason via email, here are some questions regarding the draft East Boston zoning regulations. Most questions seek clarification or definition around uses. And to be clear as to our “perspective,” while BTT Marine Construction recognizes that the state DPA regulations currently take precedence over uses on our properties (New Street and Border Street), we are assessing the draft East Boston zoning regulations as if our properties were no longer in the DPA. For example, we currently operate tugs and barges from our Border Street property. Would that be an allowable use, if we were subject to the draft East Boston Neighborhood District zoning regulations and, specifically, the Waterfront Mixed-Use (WMU) Subdistrict regulations.

Here's our questions below (these are the same as in the attached file)

Under Educational Uses – A significant part of the Massachusetts blue economy involves activities associated with college/universities. Could the “conditional” use have a footnote that made clear that marine uses (e.g. research lab, testing facility) would be acceptable? Please note that under Waterfront Service Uses, “marine research and training institute” is allowed. Would this supersede the Educational Uses section?

Under Entertainment and Recreational Uses – We do not understand why a “restaurant with live entertainment operating after 10:30 pm” would be allowed in in Waterfront Economy (WE) subdistrict, but not be allowed in the mixed use waterfront. Please clarify.

Under Hotel and Conference Center Uses – What is defined as a “conference center”? If we were to build a mixed use structure focused on supporting the maritime economy and there was space to accommodate a small conference or technical gatherings (e.g., 100 people) would that be prohibited?

Under Industrial Uses – Please clarify the term “general manufacturing use” which is forbidden in the WMU. Would a marine robotic manufacturing company be prohibited? Despite the rich tradition of shipbuilding at the Border Street site, would boatbuilding (NAICS 33612, a manufacturing code) be prohibited? Please clarify general manufacturing and the distinction between that term and light manufacturing use, which is allowed.

Under Operating Space Uses – Why is a golf driving range prohibited? Something akin to Chelsea Piers (<https://sports.chelseapiers.com/new-york/chelsea/sports/golf>) would seem appropriate in a mixed use waterfront location.

Under Public Service Uses – Am I correct that a recycling facility serving the public is a conditional use, but a recycling facility serving targeted marine related materials (e.g., vessels, marine plastic waste) would not be subject to this section or would be allowed under the ancillary uses section?

Under Research and Development Uses – Please clarify the definition of “research lab.” We would like to be allowed to site a research lab on the waterfront as allowed under the WE subdistrict. Please note that under Waterfront Service Uses, “marine research and training institute” is allowed. Would this supercede the conditional criteria in the R&D Uses section?

Under Storage Uses Major – Please clarify a number of forbidden uses: (1) “enclosed storage of solid fuels or minerals”; (2) “outdoor storage of solid fuel or minerals”; (3) “outdoor storage of new materials”; “outdoor storage of junk and scrap”; and “wrecking yard”. Additionally, please confirm

that storage of flammable materials (i.e., <30,000 gallons) is not subject to the forbidden use, so long as appropriate state or local permits for flammable materials are maintained?

Under Transportation Uses – please define “Water terminal – freight”. Would barges carrying material fall under this definition?

Under Vehicular Uses – “Parking lot” or “truck servicing or storage” is forbidden. Depending on how that is defined, this could limit our rental use of underused property, and potentially restrict our own uses of industrial trucks and servicing of our trucks on our property. Or, would you regard this as “allowed” under the “Accessory parking” use?

Under Wholesale Uses – please clarify the definition of wholesale business.

Under Waterfront Service Uses – We are fine with this language as drafted, but note that there are some inconsistencies (from our perspective) regarding storage of materials and use/repair of vessels and marine accessories, per our earlier comments.

Under Maritime-Dependent Facilities – Given the historical and current use of our Border Street property, we will argue in comments that two types of uses should be changed from “C” to “A”. These are: (1) “Drydocks and other facilities related to the construction, servicing, storage, maintenance, or repair of vessels and other marine structures”; and (2) “Other docks, piers, wharves, berths, dolphins, or mooring facilities for tow boats, barges, dredges, ferries, commuter boats, water buses, water taxis, or other vessels engaged in waterborne commerce.”

Under Accessory and Ancillary Uses– Please define “accessory manufacture of products” and clarify “Accessory truck servicing or storage” (see earlier comments)

Thanks for guidance. An email response is fine, or we can arrange a call to discuss if you prefer. Your guidance to these questions in a timely manner is appreciated, as we plan to submit comments by the October 27th deadline.

[REDACTED]

[REDACTED]

We oppose everything included in the BPDA plan for East Boston. However, I am writing specifically to the proposed changes to Bennington Street.

It's insane to even entertain changing Bennington St.

1. First of all, this is a state highway, not under city jurisdiction.
2. Bennington is a major and evacuation route. To eliminate a lane on both sides will cause significantly more traffic than there already is.
3. Emergency vehicles use Bennington almost always and I can just imagine back to back traffic and cars can no longer pull over to give them access to save a life.
4. A protected bike lane already exists on the Greenway. Someone could travel from the Heights to Maverick and get off anywhere in between. My understanding is that because it closes so early that it's not feasible. The answer is simple.
Keep it open 24/7. Add more cameras and hire security. It would be a hell of a lot cheaper!
5. What Bennington St. does need are flashing pedestrian lights at each intersection that has a crosswalk. School buses drop off children to cross 4 lanes without the benefit of a crossing guard. without a traffic light, pedestrian light, or a stop sign. They cross just on a wing and a prayer. (One example is Bennington and Westbrook).
6. When we have snow emergencies we cannot park. We have to park elsewhere. If there are protected bicycle lanes how can the plows efficiently clean the roads.
7. I have lived in East Boston my entire life and have lived 30 of these years in my house on Bennington. I have never had a parking problem until recent months. Trust me, more people have cars than you think. It will get a million times worse if this plan goes through,
8. This ridiculous group they call the BPDA haven't even done a traffic study!!!! 🙄
9. I've spoken to many of my neighbors who don't even have a clue what's going on. They are angry!!!!

There needs to be better outreach. Not everybody has a computer or an email. There needs to be a mailing to every single person in East Boston or a referendum this coming November election. Until ALL residents are informed and are given the opportunity to speak up or vote this would be criminal to proceed.

10. Lastly and off topic of Bennington Street is the other big issue. Wanting to diminish parking on Border and Meridian is ludicrous! You let all of these developments get approved and hundreds more people are moving here. How does this make sense??? Where is the logic????? We need a moratorium on any future development. We need to catch our breath between all of these changes being shoved down our throats! We have had our share and frankly, it's been way more than too much!!!

These are my reasons (I'm not alone) as to why this plan MUST NOT go through!!! It will be the further demise and destruction of East Boston!

With respect and hope that all of you will come to your senses and get this "Plan East Boston" proposal dissolved !!! PLEASE!!!

[REDACTED]

Please see attached.

I am concerned about the BPDA's current Draft PLAN: East Boston. As a result, I spent several days specifically analyzing the Border Street existing conditions, the BPDA proposal, and developing what I believe is a more appropriate design proposal. I am reasonably open, and happy to discuss the issues covered in the attached study.

**Border Street study attached at end of document*

[REDACTED]

I have been an active participant in the issues affecting the Orient Heights neighborhood in East Boston, and my comments, for the most part, involve the *PLAN East Boston* as they affect Orient Heights. In no way should you assume that these comments impugn anyone's reputation, intelligence, or wellbeing. Having been involved in three decades of environmental impact reports and masterplans, I am only too aware of the time, energy, resources and staffing that this plan, and the plans involving the other neighborhoods within the city, require.

However I have commented on the Plan to you or your predecessor, via letter or email, (i.e., July 26, 2021 to Interim Mayor Kim Janey, to Mayor Wu and Chief Jameson on December 12, 2022 and March 23, 2023), and now on October 12, 2023. I have commented on the infrastructure requirements necessary to accommodate the growth in population (e.g., Suffolk Downs, schools, fire and emergency apparatus, water and sewer demands, etc.); environmental impacts (e.g., waterfront, sensitive marsh and tidal lands, shadowing impacts, private tree removal to accommodate larger buildings, etc.); traffic and transportation impacts (e.g., removal of vehicle lanes to accommodate bikes; truck and freight traffic on Rte. 1A; limitations of Blue Line capacity, bikes vs parking spaces, etc.); East Boston as an island (e.g. limited if any BPDA discussion on the potential impacts on the neighborhood due to development on e.g. Revere Beach, Beachmont, Bell Circle, Wonderland);

public realm mitigation (e.g., ludicrous and useless murals and flex posts on Ashley and Boardman Streets), to name only a few.

A review through your files of the missives will reveal my additional comments more minutely attuned to the *Plan* than needs be repeated here.

Lastly it is worrisome that elected officials will vote in favor of developments that have been overwhelmingly voted DOWN by neighborhood associations.



I hope you are doing well!

I just got through reading PLAN: East Boston and I am very excited about many of the proposed changes ahead. The team has done a really tremendous job.

One item I'd like to request is a speeding & cut-through traffic study to be done on Maverick St, similar to the one planned for Marginal St in the screenshot below. Ideally the study would be for the section of Maverick between Jeffries and Orleans. I live on this street and I've been shocked by how many 18 wheeler trucks have been driving down Maverick St to get to Maverick Square or other parts of East Boston... It has gotten to the point where we keep our apartment windows continuously shut. If we were to open them, the noise from the large, diesel trucks echoes like thunder throughout our apartment, drowning out conversations, calls, or the tv...

I'm also surprised by how many cars I see speeding on this street. I think because it is a straight away that cars barrel through, however, there are many kids and families walking to/from McKay school so the speeding is quite dangerous.

Is it possible to get a speed & cut-through study on this section of Maverick St?

Comment 1:

Hi PLAN: East Boston team – Thanks again for hosting tonight's meeting!

I wanted to re-ask the question portion of my public comment, since it got lost towards the end (thanks, Kristina, for responding to the first part):

1. Does the BPDA have an estimate for how much new tax revenue will come from future development projects that implement PLAN: East Boston? If so, can those be shared?
2. What process does the city have, if any, to prioritize spending future tax revenue locally on the East Boston community, especially in terms of supporting housing affordability?
 1. (Not previously asked, but related) Has District Improvement Financing (DIF) been explored to help pay for the public realm projects identified and/or subsidize additional income-restricted units at lower AMI levels?

Thanks,



Comment 2:

Hope this email finds you well! Thanks again for getting the PLAN: East Boston GIS files posted, which have been enormously helpful for my research.

It's my understanding that you're leading the zoning reform implementation, so I wanted to get your perspectives on potential side effects on unit capping, especially considering lot size minimums being removed for residential subdistricts (a positive change!).

Could you help shed light on the rules and regulations surrounding parcel subdivision? The condos at 572-596 Bennington St—where buildings are built to face a pedestrian pathway vs. the main road—caught my eye and I'm interested in understanding if that type of development would be possible in the unit-capped EBR-1 and EBR-2 subdistricts through making mini parcels.

Relatedly, given the affordability housing challenges facing the neighborhood and that the cap on units is under even the 7-unit mandatory IDP threshold should Article 79 get adopted, has the team considered creating a voluntary IDP program within zoning that would lift the cap on units if a project includes an income-restricted unit?

If it's easier to chat through this live vs. over email, happy to find a time for a call instead!

Thanks,



I'm opposed to the plan. With all the housing already built and all the transit oriented housing being planned, even if you cut down on the number of parking spaces allowed, there will be more and more cars on the streets. Eliminating parking and reconfiguring street directions are going to make a

bad situation even worse. No one cared about affordable or family friendly housing when developers were given carte blanche building over priced shoe boxes and variances were handed out like candy. With two bridges that are subject to random opening and closing the burden of the tunnel traffic and the airport as well as all the traffic coming into East Boston from surrounding communities which are building massive developments not to mention ten thousand units at Suffolk Downs contributing to the mess, the city and state governments need to rethink their plans.

██████████

Dear Sir/Madam,

On behalf of ██████████, we would like to be on record to strongly support the proposed Haul Road be included in planning for the future of East Boston.

We believe, the only true relief we can achieve on the Rt 1A corridor is by completing the Haul Road. This will allow fewer trucks on this road and on our neighborhood streets. The Boardman Street intersection traffic flow will be greatly improved.

By repurposing the abandoned rail right-of-way it will be a tremendous benefit to our neighborhood. It will also help protect the Harbor View from flooding and include a pedestrian/bike path along the Chelsea Creek which is greatly needed.

With the recent tunnel closure and next years closure, thousands of apartments being built, we need to utilize the Haul Road that has been sitting idle over the years. It will most certainly help alleviate the traffic gridlock we are experiencing on a daily basis.

I would like to thank you in advance for your consideration to explore the benefits of completing the Haul Road.

Sincerely,

██████████

As a resident of East Boston, I strongly urge you to include the addition of the East Boston Haul Road into the East Boston Plan. It is essential that this project be included to ensure the safety and continued growth of our community. Please, support this much-needed project, for our community.

Sincerely,

[REDACTED]

I am writing in opposition to the recent plan to remove parking all the way down one of the sides on Border Street that was recently laid out in the Plan: East Boston Draft.

As a lifelong East Boston resident, I have seen all of the changes to this neighborhood, some good and many bad. These proposed changes to our neighborhood are absolutely, positively, BAD. It appears that the repercussions of these changes were not taken into consideration at all. They exponentially create more traffic and more problems for ALL residents. Take for example when both bridges go up, the amount of traffic and the time it takes to recover back to normal is extremely problematic, now imagine that twice as bad since what's on the table is reducing lanes.

Another problem is the reduction of parking, where are all of the current residents going to park? The cars will not just disappear into thin air, and Eastie is pressed for street space as it is. We DON'T need a bicycle lane in that area, it will not be used as many people would like to make it to be. Instead of these hugely detrimental proposals, what should be talked about is the repaving of our streets. Time and time again developers have torn up our streets and there has been zero effort in fixing them.

Please, do not push forward these proposals, they will only further hurt the neighborhood.

Best Regards/Saludos/Cordiali saluti/Mit freundlichen Grüßen,

[REDACTED]

After reading this document I actually wanted to cry. The changes being made to "the public realm" are catastrophic. My properties are directly impacted by these changes. I am strongly opposed to all of the road way change proposals. Here are some of the reasons why.

Border St - If this is a one way with half of the parking removed, that helps no one and hurts many. Why not make the Waterfront side share a sidewalk space for walkers and bikers?

Meridian st bridge, why not make left side bike lane right side walk lane?

Meridian St, that street is already congested according to your studies. How will adding a bus and a bike lane and making it half one way address that? Where are all the people traveling to

Meridian St Bridge and the tunnel going to go? What street? Where will residents park? How will this affect businesses? What do you think this scenario will look like when the bridge goes up?

Bennington St, there are 3 large buildings approved for the intersection of Bennington and Walley Street adding hundreds of units, not to mention the Suffolk Downs development, and your idea is to remove a lane of traffic, remove parking for the houses already there and make a bike lane? If we are building more densely, we need more roadway, not less. The way the bike lanes are implemented now, is more than adequate. To be honest, bikers mostly go down Saratoga Street, right down the middle. Send your traffic studiers.

Why can't you make a bike lane that extends from the Greenway to connect behind wood island continue onto Orient Heights beach, through Barnes Ave, through the MBTA land, through the casket company development, onto Austin Ave, Belle Isle and through to Suffolk downs? All in its own dedicated bike highway (if you will) isn't that safer and better for everyone? It is parallel to the T.

Condor St needs a stop sign or 2 and some beautification. There is nothing otherwise wrong with it. I lived there for 15 +years. The available parking is a major relief for the lack of parking throughout eagle hill.

Maverick Square drawing/rendering in the plan seems like it will basically cut off any way for cars to get to Jeffries point, which will lead to tons of cars on the side streets. I don't even see how it will be logistically possible, or why you would want to do that?

There is no foreseeable improvement to quality of life for our residents from any of these changes, and in fact, I am afraid the consequence will be a negative one with more congestion and less safety for bikers and pedestrians. Just like Central Square (which I highlighted the problems below) There is a better way to provide "equal footing" for all. Let's be thoughtful about this. I hope you can take the time to read this email and understand that it comes from a place of frustration. I am not even going to touch on the zoning changes in this email, but that is a whole other discussion. For now, let's focus on impact to the "public realm"

They say they have IAG to check the impact to the community etc, but I have served on an IAG and they don't actually take anything we say into consideration, they have us show up to the meetings, they give their same presentation at each meeting, we say what we don't like, and then they proceed to BPDA and it is approved. We had no say at all. I felt it was just for show. To make it seem like there was community input.

That is #1.

#2, if the goal is to improve safety....

Have they been to Central Square?? I think they should have to sit there for 7 days and monitor the chaos that was created and then come tell us how they are going to do that on every street in Eastie. It is very frustrating. I can't even go down the square anymore, it makes me so angry. It has been done for years and I am still not over it. The traffic flowed perfectly before and now they just created barrier after barrier, light after light, and guess what, it is way LESS safe for pedestrians and bikers. Try taking a left or right from Meridian St into the tunnel street 🚗🚗 there is a constant back up of traffic and the light is green for both the people going straight and the people going left and then in that very same spot is a CROSSWALK that is probably the only one people use. It was idiotic to design it that way. Your PLAN document says that Meridian st experiences congestion because of the tunnel, so your solution was to make it worse? The lights cause 100% of the issue because everyone is stuck there stagnant in the square. Not to mention, if you were coming down the street from Chelsea street and take Visconti Rd towards the tunnel, you are met with a giant triangle piece of grass where a through street used to be.... and where do they lead you instead???? To a light mixed with people going into the tunnel.... WHY? Why would you purposely take away local access to the square and feed those people to a light headed in the tunnel?? Who is that serving? I am not understanding. Then.. at that very same spot, you used to be able to take a left onto London st, if for example you were headed to Maverick or Gove St EBNHC, but now, they think it's a better idea to feed all those people to a light at the bank and then a light in front of Walgreens and just clogging up that square and those lights with people who did not want to go to the square. They made the loop around the Central Square Park a 1 way... WHY?! How on earth can any engineer think that any of this was a good idea?? It doesn't improve anything for anyone. It is important to highlight these things that are unfortunately already done because Now they want to do more of the same, and then when it is a disaster they sit there and pat themselves on the back for "improving" the city and making more bike lanes for non existant bikers.

#3

If the goal is to make an "equal footing for walkers and commuters" why should people who take the bus or bike have priority over everyone else with their own dedicated lane that is used once per hour? The usage is disproportionate. The priority and the plan needs to be made for the majority, & the most used mode of transportation. Their own traffic studies show that they will have less than 10 people per day in these bike lanes. It is not fair to give 10 people per day equal footing with hundreds per hour.

People with no car get ubers, and deliveries, so you can't pretend that roadways for cars aren't necessary. Or, that parking for all of those houses is less important than those 10 people. Where will their delivery drivers pull over? In the bus lane? Where will moving trucks go for the constant moving in and out of renters? Where will construction vehicles go? Where will the currwnt residents who need cars cars on Meridian st park? My household needs 2 cars. It's not an option. This plan removes parking from my entire section of Bennington st. I would imagine, there are plenty of people, like me, who need cars. The parking inside buildings is under utilized because the buildings CHARGE EXTRA for that. Maybe the city should make them stop doing that as a requirement to buikd

their giant projects? However, not everyone even has the luxury of off street parking available to them, even if at a cost. Your statements in the document that say "Availability of parking is linked to more driving, higher housing costs, and more green house gases" that is your feel good explanation that is not based in reality. The reality is, cars are needed, and more apartments bring more people, which inevitably brings more cars, if not owned... (ubers, deliveries etc) People need rides places, so build an infrastructure that doesn't leave cars stagnant in traffic.

Please I am BEGGING YOU, 🙏 Do NOT allow them to continue this plan. We need to go back to the drawing board.

PLEASE make a ballot question with these MAJOR changes to our community, and let the voters decide! That is the only right thing to do.

Sincerely,

██████████

I would love for Lexington st to become like Sumner st. Turning Lexington st in to a 1 way st with additional diagonal parking would solve so many issues. Cars currently go flying down that street and the amount of accidents that happen is terrible. The parking situation is also awful in that area and could benefit from the additional street parking. I know the bud line is on Lexington but it doesn't seem to be an issue having the bud lane split between sumner st and maverick. If anything, the busses on Lexington are a massive cause to the traffic and two buses passing each other usually can't even fit. Finally, the two streets next to Lexington (Princeton and Trenton) are both one way streets in the northeast direction with very little traffic. Having Lexington handle the southwest direction would disperse the traffic more evenly, reduce the high speed traffic, give the busses more space, double the parking, and make the neighborhood safer for our kids

██████████

I am strongly opposed to the proposed road changes for east Boston, specifically the mcaddie bridge and border street. As a home owner there is a strong need for street parking. I do not feel that the benefit of a bike lane is validated by the severe impact to traffic.

██████████

Hello,

As a resident of Condor Street I am strongly opposed to the proposed street changes in East Boston.

First, I do not believe this plan adds material value to local residents, whether they are from Boston or neighboring areas such as Chelsea. Border Street does not connect bikers to any nearby important areas such as downtown, hospitals or work. I question whom this plan would serve and what the profile is of the person who actively bike up and down Border Street. I actively use this street all the time both on foot (to get to the grocery store) and car (to park). Ostensibly, the rationale behind this idea is so that one could bike to Chelsea from East Boston, however, one can still bring their bike on the bus service which actively runs throughout the day. So the current set-up has serious value to local residents and does not materially affect bikers.

Second, people depend on the parking on this street. While there are many great services locally in East Boston, people need to access other parts of the state for Boston's best-in-class hospitals or for work. My wife works for the State, but in an office nearly an hour away, and the only way to get there is by car. Many folks in East Boston have family in other parts of the State or attend a religious venue (Church, Mosque, Synagogue, etc) in another part of the City or State. Is it worth seriously impeding access to these things so that one can bike up and down Border Street?

Third, the conversion of Border Street to a one-way street will only further clog other nearby streets (namely Meridian), which are already overwhelmed at times.

I understand that many in East Boston do not have cars. That being said, as one who walks from my house to Maverick almost every weekday morning (if it's super cold or raining I take the bus) I do not see a bike lane as more important than the livelihoods of local residents. One can still not only get around East Boston, but also to Chelsea perfectly fine via a combination of walking and using the bus (which will run regardless of whether folks bike). Many people here still not only own cars, but they depend on them (and many of them are public servants as you are, and work very hard). These folks also pay significant taxes which help fund both these initiatives as well as the MBTA. Please consider our feedback.

Thanks,

██████████

I am writing in opposition to the recent plan to remove parking all the way down one of the sides on Border Street that was recently laid out in the Plan: East Boston Draft. Additionally I am in opposition to any removal of parking from any of the Eagle Hill neighborhood as any removal of parking will have a trickle down impact on the rest of the neighborhood.

There are a number of reasons I would like to share as to why I want to share opposition to this proposal.

The number of cars parking on Meridian, Border, and Condor streets has steadily increased over the years and more specifically since COVID lockdowns. There have been numerous times in the last 12-18 months where it was not uncommon for me to drive around for 30-40 minutes at 10 PM or later to find a spot to park the car after going out for the evening. These experiences have led to myself and my wife choosing not to leave the home after 7 PM generally so that we do not spend so much time driving around trying to find somewhere to park.

The current parking situation has created real quality of life issues for ourselves and our neighbors as well. As we know and have learned during the pandemic it is important for people to spend time outside of their homes but when you know a great inconvenience awaits you on the way back people are less prone to spend time out. Any plan to further remove large sections of parking from the neighborhood will only exacerbate the problem. There is already a situation on Meridian St and West Eagle st where neighbors are parking their cars spaced apart intentionally so that when they come home they can move other cars to fit their car in a guaranteed spot. The stress, frustration, and aggression will only increase due to this change.

Our family has lived in this home for over 25 years and have owned the home for 23 years. My parents purchased our home for \$280K back at that time and today it is appraised for tax purposes to be over 1 million dollars. This means that in the last 23 years our tax burden has increased by almost 5 times. I share this because we have been invested in living in this area even when it was not nearly as desirable as it is today. It is people like my parents who live all around this neighborhood who have been here and contributed to the socio economic growth of the neighborhood who end up being the people most negatively impacted by proposals such as the one to remove significant parking. My mother is 65 years old and drives to clean her clients' homes. She simply cannot just sell her car and take the T to the suburbs to perform her job. I can appreciate the desire to grow and develop the neighborhood but it should never be at the expense of those who have committed to creating a diverse and thriving community.

The recent tunnel closures have been a clear indication of how traffic can get bogged down on Meridian street. This is worse when the Meridian St bridge is up and things can back down past central square. Today Border street is an outlet for tunnel and bridge traffic to fall off onto and reduces the burden on Meridian St. The plan to make Border street one way in the opposite direction of the bridge will only mean that when the bridge goes up there will be a traffic back up all the way down to central square and beyond. The plan to take away

two way traffic on Border street must be studied with the context of the bridge and the tunnel.

I am in opposition of the one way traffic on Border Street as well. Traffic pattern studies must be conducted so that the plan committee can fully appreciate how bad it would be to remove this outlet for traffic. Unfortunately the bridge is not going away so this will be an issue that persists in the future.

I appreciate your time to read and consider my concerns. The tax paying citizens of this community must have input on decisions that will impact their ability to earn a livelihood and live a healthy life, specifically in areas of mental health. Changes like these will only push away the last remaining homeowners that live in the homes they own and help to create the community that exists in East Boston. We must protect the diversity and vibrancy of the neighborhood that is created by those invested in and living in this area.

We have a large number of neighbors who are in opposition to this plan and expect them to be sharing these concerns via email as well.

Thanks for your time and for serving our great city.

I am writing in opposition to the recent plan to remove parking all the way down one of the sides on Border Street that was recently laid out in the Plan: East Boston Draft.

Additionally I am in opposition to any removal of parking from any of the Eagle Hill neighborhood as any removal of parking will have a trickle down impact on the rest of the neighborhood.

While there are many great services locally in East Boston, people need to access other parts of the state for Boston's best-in-class hospitals or for work. My wife works for the State, but in an office nearly an hour away, and the only way to get there is by car. Many folks in East Boston have family in other parts of the State or attend a religious venue (Church, Mosque, Synagogue, etc) in another part of the City or State. Is it worth seriously impeding access to these things so that one can bike up and down Border Street? Also, in situations where there is a medical emergency, traffic has become so severe that paramedics are not able to arrive to one's home in a timely fashion. This puts residents in East Boston at risk for terrible health outcomes, which is a shame as we have the best hospitals in the world only a few miles from where we live.

There are a number of reasons I would like to share as to why I want to share opposition to this proposal.

1) The number of cars parking on Meridian, Border, and Condor streets has steadily increased over the years and more specifically since COVID lockdowns. There have been numerous times in the last 12-18 months where it was not uncommon for me to drive around for 30-40 minutes at 10 PM or later to find a spot to park the car after going out for the evening.

These experiences have led to me choosing to not leave my home after 7 PM generally so that I do not spend so much time driving around trying to find somewhere to park. Additionally, as a single female, I am not comfortable parking far away from my condo and having to walk far after a certain hour. The downstream impact of this is less time eating out at restaurants or in general helping the East Boston community thrive through dining out.

The current parking situation has created real quality of life issues for ourselves and our neighbors as well. As we know and have learned during the pandemic, it is important for people to spend time outside of their homes. However, when you know a great inconvenience awaits you on the way back, people are less prone to spend time out, and therefore help grow our economy. Any plan to further remove large sections of parking from the neighborhood will only exacerbate the problem.

There is already a situation on Meridian St and West Eagle St where individuals are parking at spots dedicated to Zip Car simply because there is no place to park. Additionally, people have been forced to park at the Shaws Parking lot overnight as there is not enough space for parking as it is. Never mind after all these new luxury homes are built and tenants have guests or additional cars that will not fit in their garages.

The stress, frustration, potential crime, and aggression will only increase due to this change.

2) The recent tunnel closures have been a clear indication of how traffic can get bogged down on Meridian street and in East Boston overall, with the Ted Williams tunnel being a perpetual parking lot and rush hour traffic starting at 6am on the Tobin Bridge. This is worse when the Meridian St bridge is up and things can back down past central square.

Today, Border street is an outlet for tunnel and bridge traffic to fall off onto and reduces the burden on Meridian St. The plan to make Border street one way in the opposite direction of the bridge will only mean that when the bridge goes up there will be a traffic back up all the way down to Central Square and beyond. The plan to take away two way traffic on Border street must be studied with the context of the bridge and the tunnel.

I am in opposition of the one way traffic on Border Street as well. Traffic pattern studies must be conducted so that the plan committee can fully appreciate how bad it would be to remove this outlet for traffic. Unfortunately the bridge is not going away so this will be an issue that persists in the future.

I understand that many in East Boston do not have cars. That being said, as one who walks from my house to Maverick, as well as to downtown Chelsea, often, I do not see a bike lane as more important than the livelihoods of local residents. One can still not only get around East Boston, but also to Chelsea perfectly fine via a combination of walking and using the bus (which will run regardless of whether folks bike). Many people here still not only own cars, but they depend on them (and many of them are public servants as you are, and you all work very hard). These folks also pay significant taxes which help fund both these initiatives as well as the MBTA. Please consider our feedback.

Thanks in advance for your consideration,

██████

Hello everyone,

I am writing in opposition to the recent plan to remove parking all the way down one of the sides on Border Street that was recently laid out in the Plan: East Boston Draft.

As someone who currently lives on Border Street, removing parking on one side of the street would cause an immense issue throughout the area. I've lived in multiple areas of East Boston and parking is already hard to find as is, so the idea of getting rid of MORE parking is just ridiculous and I don't understand how you find it "beneficial". The tunnel closure is already a mess and this would just add to any more complications there is to being in East Boston. This plan seems like it would drive people out of the area instead of attracting and keeping people there.

I would like to add that more housing keeps being approved in East Boston, so where do you expect all these people to park once they move in? It is a normal thing to park a street or 2 away from your apartment. This plan takes away from the people who live on Border Street and those surrounding it and doesn't add anything beneficial to the area.

Thank you.

██████

Hi! I am a Gove Street-area condo owner and I'm writing to voice my support for the improvements to bike infrastructure included in PLAN: East Boston. I'm very glad to see that the city recognizes the importance of encouraging more trips by bike, and the only way to do that is by making our streets safer for everyone.

Best,

[REDACTED]

I am writing to express my support of the proposed zoning changes of PLAN: East Boston. Our city is an excellent place to live, yet the rate at which new housing is constructed cannot keep up with the amount of people who wish to live here, driving up the cost of housing to the incredible heights we see today. East Boston is not a suburb: it is a part of our city, and I think an increase in density (especially since this is a neighborhood served decently well by public transit) is a much needed tool to bring down costs. I think the ideas of restrictions on car parking and expansion of bike infrastructure are also fantastic. Encouraging non-car methods of transportation will decrease carbon emissions in-line with Boston's aggressive environmental targets, as well as improve local air quality, noise pollution, and public safety. As the draft notes on page 15, "almost all" new construction in East Boston requires zoning relief. Of all neighborhoods, East Boston has the highest annual number of ZBA cases per 1,000 parcels. The current, restrictive state of affairs is excellent for people who already own property--greater demand with a stagnant supply means the price of their house goes up. On the other hand, for people who do not own houses (including the lower-middle classes and the youth), the prospect of owning their home seems like an increasingly remote fantasy. Easing the zoning demands in East Boston by allowing for greater density a.k.a. increasing the physical quantity of housing units in our city will improve the quality of life and financial health of those who need a home.

[REDACTED]

I live in Jeffries Point and I am raising my family here in East Boston in one of the last single family homes in our neighborhood. Some thoughts on your plan released on September 1, 2023:

1. FIX THE MBTA before you plan to rely on public transit in East Boston. I take the subway to work every day. It's full of delays and break downs and is not sustainable.
2. Please incentivize new grocery stores in East Boston. This is imperative before you take away car lanes. Are we an official food desert? I'm not sure, but one of the reasons I use my car is to access fresh, affordable groceries OUTSIDE of East Boston.
3. I fully oppose the zoning density of housing proposed along the Mary Ellen Greenway. A few years ago the greenway was completely flooded multiple times making it unusable. Heights of proposed density along the greenway would impact the availability of light on the path, which is supposed to be a vibrant green space.
4. I am an advocate of public transit and bicycles for a sustainable future. However, could you please try to take away car lanes in other neighborhoods first before committing East Boston to a "road diet?" We already bear the brunt of airport traffic and with the future Suffolk Downs project traffic "cut-throughs" will only increase. We are in year one of planned shutdowns of the tunnel to our major access to downtown and other highways. There have

been days when cars have completely crippled East Boston. I see a future where we reduce our dependence on cars but I fear reduced car lanes at this moment will only add to the frustration of those who rely on cars to get to work, to get to medical appointments, or to drive their kids to school. I have heard from others who think taking away car parking on residential streets is ageist and ableist. Not everyone can ride a bike, or has time to wait for the THE RIDE to get around.

Thank you, [REDACTED]

Not enough density is allowed by right. Especially around T stations, there should be much less prescriptive restrictions on built form and density. Boston is the third most expensive city in the United States to rent in and you guys are recommending allowing 3 and sometimes 2 stories by right in neighborhood areas? TOD proposals do not go far enough and neighborhood plans should allow much more dense, varied infill development. Matching existing forms is a subjective method of development, since some people prefer architectural diversity and diversity of form in an area. It's easy to plan when you can tell people to build what already exists. Unnecessarily restricting how people can build housing barely contributes to Boston's climate or affordability goals, and only seeks to appease those who can afford to own a home in East Boston. The neighborhood zoning sections is a cop-out for homeowners who don't like density, and gives barely anything to those of us who can't afford to buy property. I love the "consideration" of parking requirements, so why not just get rid of minimums? You state why parking minimums are not practical for East Boston, so just eliminate them. New York just did it city-wide for all housing, we're next. This plan does not acknowledge the housing crisis, BPDA's part in it, or propose any solution beyond preservation, meager increases in density, and simplification of zoning. All the public realm/public transit recommendations are good and I like them.

[REDACTED]

Comment 1:

Hi Adrian,

I am writing to you to strongly recommend against the removal of parking on Border Street, and its conversion to a one-way street. In my view this plan unnecessarily detracts from the livelihoods of local residents and provides extremely limited public utility.

First, I do not believe this plan adds material value to local residents, whether they are from Boston or neighboring areas such as Chelsea. Border Street does not connect bikers to any nearby important areas such as downtown, hospitals or work. I question whom this plan would serve and what the profile is of the person who actively bike up and down Border Street. I actively use this

street all the time both on foot (to get to the grocery store) and car (to park). Ostensibly, the rationale behind this idea is so that one could bike to Chelsea from East Boston, however, one can still bring their bike on the bus service which actively runs throughout the day. So the current set-up has serious value to local residents and does not materially affect bikers.

Second, people depend on the parking on this street. While there are many great services locally in East Boston, people need to access other parts of the state for Boston's best-in-class hospitals or for work. My wife works for the State, but in an office nearly an hour away, and the only way to get there is by car. Many folks in East Boston have family in other parts of the State or attend a religious venue (Church, Mosque, Synagogue, etc) in another part of the City or State. Is it worth seriously impeding access to these things so that one can bike up and down Border Street?

Third, the conversion of Border Street to a one-way street will only further clog other nearby streets (namely Meridian), which are already overwhelmed at times.

I understand that many in East Boston do not have cars. That being said, as one who walks from my house to Maverick almost every weekday morning (if it's super cold or raining I take the bus) I do not see a bike lane as more important than the livelihoods of local residents. One can still not only get around East Boston, but also to Chelsea perfectly fine via a combination of walking and using the bus (which will run regardless of whether folks bike). Many people here still not only own cars, but they depend on them (and many of them are public servants as you are, and work very hard). These folks also pay significant taxes which help fund both these initiatives as well as the MBTA. Please consider our feedback.

Thank you!

Comment 2:

To Whom It May Concern, I strongly recommend against removal of parking on Border Street, and its conversion to a one-way street. This plan unnecessarily detracts from the livelihoods of local residents and provides extremely limited public utility. First, I do not believe this plan adds material value to local residents, whether they are from Boston or neighboring areas such as Chelsea. Border Street does not connect bikers to any nearby important areas such as downtown, hospitals or work. I question whom this plan would serve and what the profile is of the person who actively bike up and down border street. I actively use this street all the time both on foot (to get to the grocery store) and car (to park). Ostensibly, the rationale behind this idea is so that one could bike to Chelsea from East Boston, however, one can still bring their bike on the bus service which actively runs throughout the day. So the current set-up has serious value to local residents and does not materially affect bikers. Second, people depend on the parking on this street. While there are many great services locally in East Boston, people need to access other parts of the state for Boston's best-in-class hospitals or for work. My wife works for the State, but in an office nearly an hour away, and the only way to get there is by car. Many folks in East Boston have family in other parts of the State. Is it worth seriously impeding access to these things so that one can bike up and down Border

Street? Third, the conversion of Border Street to a one-way street will only further clog other nearby streets (namely Meridian), which are already overwhelmed at times. I understand that many in East Boston do not have cars. That being said, as one who walks from my house to Maverick almost every morning (if its super cold or raining I take the bus) I do not see a bike lane as more important than the livelihoods of local residents. Many people here still not only own cars, but they depend on them (and many of them work for the City or State). These folks also pay significant taxes which help fund both these initiatives as well as the MBTA. Please consider our feedback. Thank you,

██████████

Hello All,

I am writing in opposition to the recent plan to remove parking all the way down one of the sides on Border Street that was recently laid out in the Plan: East Boston Draft. Additionally I am in opposition to any removal of parking from any of the Eagle Hill neighborhood as any removal of parking will have a trickle down impact on the rest of the neighborhood.

There are a number of reasons I would like to share as to why I want to share opposition to this proposal.

- The number of cars parking on Meridian, Border, and Condor streets has steadily increased over the years and more specifically since COVID lockdowns. There have been numerous times in the last 12-18 months where it was not uncommon for me to drive around for 30-40 minutes at 10 PM or later to find a spot to park the car after going out for the evening.
 - These experiences have led to myself and my wife choosing not to leave the home after 7 PM generally so that we do not spend so much time driving around trying to find somewhere to park.
- The current parking situation has created real quality of life issues for ourselves and our neighbors as well. As we know and have learned during the pandemic it is important for people to spend time outside of their homes but when you know a great inconvenience awaits you on the way back people are less prone to spend time out. Any plan to further remove large sections of parking from the neighborhood will only exacerbate the problem.
- There is already a situation on Meridian St and West Eagle st where neighbors are parking their cars spaced apart intentionally so that when they come home they can move other cars to fit their car in a guaranteed spot.
 - The stress, frustration, and aggression will only increase due to this change.
- Our family has lived in this home for over 25 years and have owned the home for 23 years. My parents purchased our home for \$280K back at that time and today it is appraised for tax purposes to be over 1 million dollars. This means that in the last 23 years our tax burden has increased by almost 5 times. I share this because we have been invested in living in this area

even when it was not nearly as desirable as it is today. It is people like my parents who live all around this neighborhood who have been here and contributed to the socio economic growth of the neighborhood who end up being the people most negatively impacted by proposals such as the one to remove significant parking. My mother is 65 years old and drives to clean her clients' homes. She simply cannot just sell her car and take the T to the suburbs to perform her job. I can appreciate the desire to grow and develop the neighborhood but it should never be at the expense of those who have committed to creating a diverse and thriving community.

- The recent tunnel closures have been a clear indication of how traffic can get bogged down on Meridian street. This is worse when the Meridian St bridge is up and things can back down past central square. Today Border street is an outlet for tunnel and bridge traffic to fall off onto and reduces the burden on Meridian St. The plan to make Border street one way in the opposite direction of the bridge will only mean that when the bridge goes up there will be a traffic back up all the way down to central square and beyond. The plan to take away two way traffic on Border street must be studied with the context of the bridge and the tunnel.
 - I am in opposition of the one way traffic on Border Street as well. Traffic pattern studies must be conducted so that the plan committee can fully appreciate how bad it would be to remove this outlet for traffic. Unfortunately the bridge is not going away so this will be an issue that persists in the future.

I appreciate your time to read and consider my concerns. The tax paying citizens of this community must have input on decisions that will impact their ability to earn a livelihood and live a healthy life, specifically in areas of mental health. Changes like these will only push away the last remaining homeowners that live in the homes they own and help to create the community that exists in East Boston. We must protect the diversity and vibrancy of the neighborhood that is created by those invested in and living in this area.

We have a large number of neighbors who are in opposition to this plan and expect them to be sharing these concerns via email as well.

Thanks for your time and for serving our great city.

Best,

██████████

Thank you for pushing Plan East Boston along and for your commitment to zoning reform. Below are my comments (along with those from 12/5/22) regarding the Plan East Boston draft release on Sept. 12, 2023. While most of my comments focus on what, in my opinion, isn't working, I'm hoping to be

as constructive as possible and want to acknowledge all the positive recommendations in the plan, which are many. I appreciate the opportunity to offer input on the plan and will upload this message separately to the Plan EB page.

[REDACTED]
[REDACTED]

Jason,

I want to go on record regarding the changes involved in the East Boston Plan. I am opposed to the plan overall. I feel that East Boston has reached & passed the tipping point.

The proposed zoning changes would completely change the fabric of our community. By allowing 1 & 2 family lots to be converted to 6 units, owner occupied homes will no longer exist. As I walk around East Boston I see on a daily basis how absentee homeownership is slowly eroding our neighborhoods. Basic maintenance is not done, trash accumulates, weeds grow, there is no "pride in ownership". Traffic levels are already high this plan will only add to it. The naive notion that the occupants of the increased units will use public transportation or bike to work is ludicrous.

Until the MBTA is a safe, reliable, & extensive service these major changes cannot happen. We have no need for a bike lane on Bennington St. Cyclists can't go through the tunnel. Currently in the process or about to happen we have the Suffolk Downs project & the Casket Company project which together will add over 7000 units to East Boston. And look at what's happening on Bremen St. And we are not an island. Take a drive to the North Shore through Chelsea, Revere, & Lynn so many more units have been added in the past 5 years. These folks are all commuting through East Boston.

As a homeowner & lifelong resident I absolutely cannot support this plan.

I speak for myself & other family members, all registered voters.

Thank you

[REDACTED]
[REDACTED]
[REDACTED]

Good morning BPDA and Elected Officials,

I am writing to you to strongly recommend against the removal of parking on Border Street, and its conversion to a one-way street. In my view this plan unnecessarily detracts from the livelihoods of local residents and provides extremely limited public utility.

First, I do not believe this plan adds material value to local residents, whether they are from Boston or neighboring areas such as Chelsea. Border Street does not connect bikers to any nearby important areas such as downtown, hospitals or work. I question whom this plan would serve and what the profile is of the person who actively bike up and down Border Street. I actively use this street all the time both on foot (to get to the grocery store) and car (to park). Ostensibly, the rationale behind this idea is so that one could bike to Chelsea from East Boston, however, one can still bring their bike on the bus service which actively runs throughout the day. So the current set-up has serious value to local residents and does not materially affect bikers.

Second, people depend on the parking on this street. While there are many great services locally in East Boston, people need to access other parts of the state for Boston's best-in-class hospitals or for work. My wife works for the State, but in an office nearly an hour away, and the only way to get there is by car. Many folks in East Boston have family in other parts of the State or attend a religious venue (Church, Mosque, Synagogue, etc) in another part of the City or State. Is it worth seriously impeding access to these things so that one can bike up and down Border Street?

Third, the conversion of Border Street to a one-way street will only further clog other nearby streets (namely Meridian), which are already overwhelmed at times.

I understand that many in East Boston do not have cars. That being said, as one who walks from my house to Maverick almost every weekday morning (if it's super cold or raining I take the bus) I do not see a bike lane as more important than the livelihoods of local residents. One can still not only get around East Boston, but also to Chelsea perfectly fine via a combination of walking and using the bus (which will run regardless of whether folks bike). Many people here still not only own cars, but they depend on them (and many of them are public servants as you are, and work very hard). These folks also pay significant taxes which help fund both these initiatives as well as the MBTA. Please consider our feedback.

I would also like to put it on record that I opposed the constructions of the Haul Road expansion of the airport as well and I opposed the constructions of the Eversource Electrical substations in Eagle Hill. There must be better ways to address these issues without having to put our health and our lives at such high risk over profit. Money will not buy us good health nor will it buy life.

I appreciate your time to read and consider my concerns. The tax paying citizens of this community must have input on decisions that will impact their ability to earn a livelihood and live a healthy life, specifically in areas of mental health. Changes like these will only push away the last remaining homeowners that live in the homes they own and help to create the community that exists in East

Boston. We must protect the diversity and vibrancy of the neighborhood that is created by those invested in and living in this area.

We have a large number of neighbors who are in opposition to this plan and expect them to be sharing these concerns via email as well.

Thanks for your time and for serving our great city.

Sincerely,

[REDACTED]

Good Morning Mr. Ruggiero,

I just want to go on record that I strongly oppose the "new" plan for East Boston, we are fine just the way we are! Especially Orient Heights!!! We like our neighborhoods, no need to provide more housing for the entire city until other neighborhoods get as destroyed as East Boston!

Leave Us Alone!!

Please pass this message along.

[REDACTED]

Hi Jay,

I attended the meeting last night and wanted to thank you and your team for the presentation and all of the work that has gone into this process. Specifically, I support the new zoning recommendations in the Gove Street neighborhood where I have lived for over 20 years. Four stories is very reasonable in my opinion. Currently all of the new developments are proposing 5 or more, which is way out of scale with our neighborhood. I hope that if the new zoning regulations allow for four levels, the board of appeals will abide by this and not approve additional ones. I also support the increased and dedicated bike lanes. This will help the city meet its climate goals and lesson traffic congestion.

Sincerely,

[REDACTED]

Looking through the report I appreciate the work that went into it and agree with most of the changes. I especially love the thought put in around expansion around the bicycle infrastructure. The Mary Ellen Welch Greenway was a great first step and adding protected and interconnect bicycle/Wheelchair infrastructure is going to be great to reduce the need of car use throughout the neighborhood. Additionally a big fan of expanding the blue line to terminate at the Lynn commuter rail station! Lastly my two thoughts to add is signage along the East Boston waterfront letting people know (similar to MBTA stations), when the next ferry will be arriving which will give a live count of the time until the next ferry arrives to increase ridership. The other and possibly most important request is as we allow for higher density and more mixed use. We must recognize the Food desert that East Boston is with only one major grocery store, (the shaws) which is not located on a T station!? My request is an incentive or prioritization of a major grocer in both Maverick Sq as well as Orient Heights to reduce the amount of automobile trips within the neighborhood. If we can also in integrate that with the bicycle/wheelchair accessible infrastructure even better!

██████████

As a resident of East Boston I oppose to the proposal of a bus lane on meridian st, and removal of parking on the right side of border street. Currently us residents of my area have to park on border street when a winter storm occurs and the city enforces snow emergency parking bans. The city is extremely occupied and above the limit of of cars and residents. There is currently not enough parking for us residents, therefore these proposals will worsen the situation for us. Not to mention all the new incoming neighbors moving into the numerous of condominiums buildings in my area and all of east Boston. I understand they are permitted a parking spot per their condo but I have seen multiple cars per condo owners or tenants, they still occupy parking on the street. I live on meridian and never able to park there. It's all worse when street cleaning also comes into effect. I do not agree with these proposals. I really hope you take this into consideration and listen to the residents. Especially those that have lived in East Boston for years and with their hard work have bought homes in the area. All of these proposals are affecting many families including my own. My family have lived in east Boston for over 30 years and it's very sad to see all the changes that have occur es without any respect of consideration of abutters. Our town is hurting and this won't help any bit. I hope to stay here longer and build a family of my own but with the way things are going , probably not, sadly. Thank you for your time.

██████████

Hi Kristina & Jay, I just wanted to give some feedback on the draft recommendations for the waterfront & evolving industrial areas. I have to be honest that I missed this the first time I looked at it, but someone brought to my attention today the proposal to eliminate half the parking from Marginal Street as well as one half of the sidewalk was within a slide in that presentation. I honestly

think that is an absolutely horrible idea. Marginal Street is always full on weeknights-- even more so now that the large new developments have opened on the waterfront. It's hard for me to overstate how severely eliminating half of the parking on that street would impact Jeffries Point. If there is a concern about people parking on Marginal to go to Piers Park or the Tall Ship, I think that the better solution is to make that entire street residential parking, or at least 24 hour 2 hour parking except residents. I also think that eliminating the sidewalk on one side of the street is not a great idea. It's already fairly inconvenient that a stretch of the sidewalk on Marginal by the shipyard is not paved, and my understanding is that the shipyard has offered to pave it as part of its overall development plan. If the sidewalk were eliminated on that side of the street, that is a problem for the park, while if it is eliminated on the opposite side of the street, that seems like an issue for those of us who use the Golden Stairs to access Marginal. I would just really ask that you rethink this plan for Marginal Street because I think it would have a really negative impact on the lives of the residents of the surrounding neighborhood. I haven't felt strongly about a lot of the other suggested changes, or I accept that they come with a changing neighborhood, but this is one that I think at the very least merits further discussion with the Jeffries Point neighborhood as a whole.

██████████

I'm not a planner, I'm an East Boston resident and I am raising my family here. I've read through the Plan East Boston and there are so many details I feel like I need to read it again. I do have some strong feelings about a few things that I want to say before tomorrow's meeting though.

- Please incentivize new grocery stores in East Boston. This is imperative before you take away car lanes. Are we an official food desert? I'm not sure, but one of the reasons I use my car is to access fresh, affordable groceries OUTSIDE of East Boston.
- FIX THE MBTA before you plan to rely on public transit in East Boston. I take the T to work every day. It's full of delays and break downs. It is not sustainable.
- I fully oppose the density of housing proposed along the Mary Ellen Greenway. A few years ago the greenway was completely flooded multiple times making it unusable. High volume housing along the greenway would also take away light along the path.
- I am an advocate for public transportation and bike lanes. However, could you please try to take away car lanes in OTHER neighborhoods first before committing East Boston to bus only and bike only lanes; or make Meridian and Border streets one way? We already bear the brunt of airport traffic and with the future Suffolk Downs project traffic and "cut-throughs" will only increase. There have been days when cars have completely crippled East Boston. I see a future where we reduce our dependence on cars but it's not in the near future and reduced car lanes at this moment will only add to the frustration of those who rely on cars to get to work, to get to medical appointments, or to drive their kids to school.

Thank you,

██████████

Hi Jay,

Would the proposed MFR building at 106 Moore St be in the EBR-3 subdistrict? And if so, that would require 1/3 of the lot depth to be permeable, right? Finally, does permeable mean grass/yard or could it be permeable surface parking?

Thank you,

██████
██████
████████████████

I read the latest report and had questions around the building size limits on Faywood ave on the side that abuts Montmorenci. As you probably are aware, I'm on the Montmorenci side that abuts Faywood avenue.

On the latest report it looks like it's still outlined that the current housing projects on Faywood against Montmorenci that are currently brick two story buildings can go up to four stories in the future. While I think the chances of the housing authority to redo these buildings anytime soon after gutting them is slim, I'd still like to understand what's possible. My fear is that in the future (~20 years etc.) they develop 4 stories which would put the top of the buildings at around the same height or taller for some of the homes on Montmorenci, blocking the views and hurting the quality of life for the residents.

1) What's the likelihood of changing the zoning suggestions so that the back side of Faywood against Montmorenci stays at 2.5 stories to keep existing quality of life for the residents.

2) If the zoning changed to 4 stories and the housing authority / Trinity decided to knock down the buildings and go up to 4 stories, could they do that without neighborhood approval?

Lastly and unrelated, the report mentions on page 50 that you want to simplify crosswalks and add public space along Orient Ave intersections. I do see that the intersection near my house of Montmorenci & Orient Ave is part of that.

What exactly is the plan there? I personally don't want that intersection touched as there needs to be a wide open space for the buses to cut onto Montmorenci from Orient. Additionally, I'd be concerned of my from the front of my house being impacted.

I'm CCing ██████ in case he's interested in the response as an direct abutter to Faywood ave.

Regards,

██████████

To whom it may concern,

Please find my comments regarding Plan East Boston below:

Green Space

The plan does not adequately address and prioritize the creation of new parks and green spaces. This is critically important due to the many pressures facing the community including: worsening of urban heat island effect, rapidly increasing population and population density, higher traffic volumes, worsening air pollution, growing numbers of tourists/visitors at the waterfront, continued impact from the airport.

Some examples of potential new park locations include:

- Pier off E. Pier Drive behind the Portside development, where the Tall Ship is located (Massport)
- Land on Border Street between Atlantic Works and the Boston East development (currently DPA)
- Former narrow gauge railroad land, a linear open space that cuts through the heart of Jeffries Point from the shipyard to Maverick street (privately owned)
- Two waterfront industrial parcels at the end of Jeffries Point abutting Porzio Park (currently DPA)

The Plan should have guidelines/goals in place for the city to acquire these lands (via CPA funds?) and to prevent/restrict development of these lands. If waterfront land is taken out of the DPA, the city should not allow all of those parcels to be developed.

The deficit of greenspace caused by the destruction of the 46 acre Wood Island Park by Massport in the 1960s has been partially mitigated by the construction of Piers, Bremen, and Neptune Rd parks. However, East Boston has not been fully made whole. More effort must be made to create more green space and the city must place pressure on Massport to convert their land (Pier behind Portside) to green space.

Also regarding green space, the plan should:

- identify parks that need to be improved/renovated (Porzio Park)
- ensure the greenway is not overshadowed by large developments at its edges

- prioritize extending greenway into adjacent communities
- foster urban farming/nature-based community nonprofits by setting goals to acquire parcels of land for their use

It is inevitable that East Boston will continue to experience rapid growth. In order to ensure residents have a decent quality of life and have the ability to connect with nature, efforts should be made to create new open space.

Comments on other topics

- Ferries: the plan should suggest the construction of ferry terminals around East Boston and encourage the expansion of ferry service to connect different parts of East Boston to a variety of locations around Boston Harbor (Seaport, South Boston, Charlestown, Chelsea....)
- Community Amenities: there is a severe lack of retail, home improvement, and grocery stores in the neighborhood, which are critical for a functioning community. Effort should be made to ensure that larger scale commercial spaces are available within the neighborhood
- Preserve the character and historic fabric of East Boston: Ensure that existing historic structures are preserved and require new developments to be designed and styled to fit in with existing historic housing stock (restrictions/suggestions on neighborhood appropriate windows, siding, architectural style...)

[REDACTED]

I support the addition of dedicated bike lanes on all of the major streets in East Boston. Even if this necessitates making some one way only. This will eventually lead to more residents using bikes for commuting and decrease congestion and pollution from cars.

I also support allowing for housing developments with increased density when they are located near public transportation. We need more housing that is affordable for East Boston residents, both rental and for ownership.

Sincerely,

[REDACTED]

Good Afternoon,

Please see the attached letter with the concerns I have regarding the Plan Boston Plan, specifically with the changes to Border/Meridian Street/and Meridian Street Bridge. I will continue to collect the data on the two blocks of Border knowing this only tells part of the story. I am hoping that after the meeting up Orient Heights and the meeting on the 18th at the high school that serious revisions occur with the plan.

If you have questions after reviewing my letter please don't hesitate to respond to have dialogue.

Regards,

[REDACTED]

**Letter attached at end of document*

To whom it may concern,

My apologies for the 11th hour email. I have been working on this for weeks and realized that today is the last day to submit. I hope that I am not too late.

I am writing as an opposition to the pro-development anti-neighborhood plan that the city of Boston is planning to force onto my beloved community.

This plan is anti-small homeowners and antifamilies.

I have been to meetings and you, the politicians all say we hear you. Hear as in hearing noise as opposed listening and understanding our concerns. You are not listening to the community.

Sincerely,

[REDACTED]

I am attaching a letter as well.

The Boston Zoning Code, BZC, is the set of rules that dictate the allowed shape, density, and use of development in a given area. It protects Boston's distinct neighborhoods from the development of buildings or uses that do not harmonize with their surrounding context. Boston's Zoning Code incorporates a written code (describing setbacks, heights, allowed uses, densities, etc.) and maps that indicate which geographic areas are subject to which zoning guidelines. Fifteen of Boston's twenty-six neighborhoods were once separate towns (or neighborhoods of separate towns). As the years passed, these neighborhoods were slowly annexed by the City of Boston. To this day, many of these neighborhoods remain unique in their look and feel compared to the rest of the City. Zoning

also protects the residents and their quality of life from being diminished by over developing the area which the BPDA recommendations will do.

To allow a parcel to hold 2-6 units depending upon the measurements in a parcel that held one to two family units is a lot of people to bring into any area as thickly populated as East Boston. Is there a threshold for the population of the area when determining the zoning for a particular parcel or will each request be rubberstamped due to this proposed zoning?

East Boston does not have the infra structure. Our roads can barely handle the cars that we have. The Bayswater section of Orient Heights is the main thoroughfare for the town of Winthrop. We can barely sustain them. Other sections of Orient Heights bordering Revere's Beachmont section is the main thoroughfare out of that and yet you want to add more.

**Letter attached at end of document*

Cyrus,

I was wondering if you might be able to answer the question I posed last week in my email below regarding what could potentially be developed in the proposed EBR-3 Gove Subdistrict.

I live in [REDACTED] and am trying to think of examples to share with my fellow residents of potential development that could occur in our neighborhood. There are some example of small scale 4 story new builds on Lubec Street, but I also want to share the potential for a large scale potential development. Hence my question below about the project currently under construction at 272-308 Bremen Street. I wouldn't want to use it as an example if my assumptions are incorrect.

Thanks for your assistance.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Hello,

Thank you for the section of the plan on the future of the McClellan Highway/Upper Chelsea Creek Waterfront.

I am strongly in favor of the area between Route 1A and the Chelsea Creek shoreline to serve people, not trucks. No haul road please.

This area should be used for public improvements, such as district-scale flood infrastructure, public rights-of-way, and open space amenities. I am also in favor of creating ample walking and bicycling facilities in this district, as well as public transportation accommodations, to continue to support people in the area to travel in low-carbon ways.

I appreciate these recommendations in the Plan's draft and encourage the City to work with MassDOT and others to realize this vision.

[REDACTED]

Dear Jason,

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[Redacted signature]

Hello,

Thank you for the section of the plan on the future of the McClellan Highway/Upper Chelsea Creek Waterfront.

I am strongly in favor of the area between Route 1A and the Chelsea Creek shoreline to serve people, not trucks.

This area should be used for public improvements, such as district-scale flood infrastructure, public rights-of-way, and open space amenities. I am also in favor of creating ample walking and bicycling facilities in this district, as well as public transportation accommodations, to continue to support people in the area to travel in low-carbon ways.

I appreciate these recommendations in the Plan's draft and encourage the City to work with MassDOT and others to realize this vision.

[Redacted signature]

Thank you for the hard work that has gone into PLAN East Boston over the last few years. These are challenging topics and personal to many residents, and I feel as though the BPDA has put in some honest work to shift their recommendations when hearing from residents, while also putting forth sound planning principles and prioritizing safety and climate.

I support PLAN East Boston. Some recommendations in the plan that are particularly important to me are:

- Residential Zoning
 - I appreciate the new lot coverage maximums and pervious surface minimums. We need more trees and open space, and should not continue to have new development take up the entire parcel.
 - I believe the zoning allowance for three and six units are too restrictive: there are a lot of odd parcels here and the code should allow for more flexibility for four and five unit buildings.
- Squares and Streets Zoning
 - I have not yet seen the November 14 updates, but I hope that density in the squares is at least seven floors. We need more commercial and residential density in and around our squares and MBTA stations, and the zoning should allow for that.
 - I hope the changes to the streets in the squares support multi-modal travel that prioritizes bus, walking, and biking. Parking minimums should be eliminated, and if there are maximums, they should be low. Our East Boston squares are wonderful because of what is in the buildings and the public spaces, not for the cars and the parking.
- Transportation
 - I support the Border Street/Meridian St plan and think it is forward-thinking to help support our climate goals.
 - I also support all Greenway extensions – in particular on Marginal St as an on-street Greenway extension. This is critical for safety.
 - One of the scariest places to bike (and drive!) is on Bennington Street. This street should be reconfigured to slow down people driving, and improve safety for everyone on the road. I would love to see two-way bike lanes included on Bennington Street. The Greenway segment nearby provides little access to Bennington St, plus is closed in the evenings. Please prioritize safety in this area.

- I do wish the plan went farther with parking; it caters to people who own cars, while a third of East Boston residents do not own them. If we build more parking, more people will move here with cars.
 - I was pleased to see that for all geographies with residential units of three and fewer, we will not require parking.
 - However, instead of requiring parking based on the number of units in a building, we should amend parking requirements to be lower/no parking required near public transit, and allow for some parking when outside of transit walksheds.
- Implementation
 - I hope the Zoning Commission approves the proposed zoning, and that the ideas in the plan have adequate staffing and resources to move forward. We need City funds to implement this vision, I do not want it sitting on a shelf.
 - I also hope that waterfront planning is incorporated – will East Boston have a Municipal Harbor Plan?

Thank you.

██████████

As a bike commuter from East Boston to Somerville, I recognize the need for better bike infrastructure in our community. However, the improvement in bike infrastructure is meaningless without better bike connectivity to the rest of the city. I currently cross the McArdle bridge then head down Williams and Beacham streets to get to work and the bike infrastructure in both Chelsea and Everett is disconnected and dangerous. Any plan to make East Boston more bike friendly must be done either in conjunction with these communities or in conjunction with allowing bikes on the T during months when the ferry is not operating. I have enjoyed being able to take my bike on the ferry during the morning rush, but that will not apply in the winter months.

i support the haul road!! We need it!! Please!!

██████████

Eagle hill cannot afford to lose one more parking spot. Let alone lose all parking in one or both sides of border street. I have sent an email to Jason as well as Mayor Wu detailing me thoughts on the plan. Border being one way is disastrous! And if it is a one way it best be heading towards the bridge as Border is a major street leading to one of the few exits from the city in an emergency!

██████████
██████████

The Haul Road would reduce pollutant in our community.would also reduce truck traffic from our streets. For these reasons I believe the Haul Road should be part of Plan Boston. [REDACTED]

Hello -

Thank you for the section of the plan on the future of the McClellan Highway/Upper Chelsea Creek Waterfront.

I am strongly in favor of the area between Route 1A and the Chelsea Creek shoreline to serve people, not trucks. This area should be used for public improvements, such as district-scale flood infrastructure, public rights-of-way, and open space amenities. I am also in favor of creating ample walking and bicycling facilities in this district, as well as public transportation accommodations, to continue to support people in the area to travel in low-carbon ways.

Our City and state have made many mistakes in the past of building roadway infrastructure along bodies of water. Let's not do that again. I appreciate these recommendations in the Plan's draft and encourage the City to work with MassDOT and others to realize this vision.

[REDACTED]
[REDACTED]

Thank you for the section of the plan on the future of the McClellan Highway/Upper Chelsea Creek Waterfront.

I appreciate how PLAN is keeping the Chelsea Creek waterfront open and available to the public. I am strongly in favor of the area between Route 1A and the Chelsea Creek shoreline to serve people, not trucks. There has been a big financial push by a developer to put a driveway on the creek and I appreciate that good planning can prevail over Money. This area should be used for public improvements, such as district-scale flood infrastructure, public rights-of-way, and open space amenities. Also as a cyclist I am very much in favor of creating ample walking and bicycling facilities in this district, as well as public transportation accommodations, to continue to support people in the area to travel in low-carbon ways.

Our City and state have made many mistakes in the past of building roadway infrastructure along bodies of water. Let's not do that again. I appreciate these recommendations in the Plan's draft and encourage the City to work with MassDOT and others to realize this vision.

[REDACTED]
[REDACTED]

Lydia,

Every bike on the street is one less car adding congestion to our streets. I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. September 1, Draft Release of PLAN: East Boston. As an EJ neighborhood we have little access to the cycling infrastructure in Downtown Boston. Given that we take on the burden of the entire states transportation infrastructure in East Boston we need more clean transportation options. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of

PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Hello,

My name is [REDACTED] and I live in Jeffries Point. I want to voice my overall support for this plan and commend the team behind it for all the work the BPDA has done over the past few years. I appreciate the multi-modal/TOD focus. There are a few specific comments I have:

1) I am very supportive of the plan's recommendations for McClellan Highway and the upper Chelsea Creek waterfront. I support the reconnection of local streets to the waterfront and the boulevardization of the highway. I do NOT support a haul road being built along the parallel MBTA right-of-way.

2) There are two New or Upgraded Crosswalk recommendations I would like to see added to the Plan:

- The first is at the intersection of Marginal St and S Bremen St, on the west side of the entrance to the Mary Ellen Welch Greenway. Lots of bike traffic comes this way, including commuter traffic from Maverick Station and Lewis Wharf and from BlueBike riders using the new station outside of the Tall Ship on E Pier Dr. There is also a lot of pedestrian traffic at this corner, and similar to the conditions at the nearby intersection of Orleans St and Marginal St, vehicle traffic does not always slow down or stop at this intersection.
- The second is on Border St at the northernmost entrance to Liberty Plaza (SE corner of Shaw's). There is a lot of pedestrian traffic crossing at this location because of the staircase in between the Veronica Robles Cultural Center and the Seville Boston Harbor condo building that connects Meridian St to Border St. This crossing is popular for Shaw's shoppers and students at the Umana Academy, despite the added complexity of traffic entering/exiting Liberty Plaza here. To me this is an immediate safety issue that should be addressed in this plan.

3) I think the proposed recommendations for Day Square should go further in terms of promoting walk and bike trips to/from the area, given its central location and diverse mix of businesses. I'm unsure if this is in BPDA's toolbox, but ideally I would like to see the segment of Chelsea St in between the proposed improved public space (Prescott St to proposed dedicated Day Square busway) elevated to flush with the curb with bollards in place to demarcate the roadway. This would not only be a traffic calming measure, but it would also make biking a lot easier in Day Square. Currently, trips from one side of Day Square to the other are very difficult given the complex flow of traffic, and bike parking is hard to access due to a lack of curb cuts and the presence of cars parked along the street. I think raising the elevation of Chelsea St would make cross-Square trips much easier and safer.

Thank you again for all the work you've put into this planning process.

Best,

██████████

Hello Jason,

I wasn't sure whether I'm supposed to send comments for PLAN East Boston to the planeastboston@boston.gov account or to you directly, so I'm forwarding you what I sent to that address earlier this week. I would also like to add a comment about the bike network map on page 26 of the 09/01 draft plan. I strongly urge the BPDA to keep all of the recommendations outlined on this page. As someone who bikes for a majority of my trips, the implementation of a safe and connected bike network in my neighborhood is a top priority.

I bike down Border St multiple times per week to get to Shaws and CVS and welcome any improvements to this corridor. Connecting the Greenway to Central Square would make this trip even more safe and comfortable, and would put these destinations within reach of more neighborhoods along the Greenway and further east.

I particularly welcome bike improvements along Sumner and Bennington Streets, both of which have a number of businesses that are not easily accessible by bike. I currently avoid biking to Day Square because of the traffic and lack of protected bike/ped infrastructure. If the proposed bike facilities along Bennington St and the connection to the Greenway were implemented and more accessible bike racks were installed, I (and I'm sure many others) would patronize Day Square businesses more often. Businesses along Sumner St also suffer from a lack of accessible bike parking and protected bike infrastructure, and would likely see similar outcomes if conditions were to improve.

Thank you again,

██████████

[REDACTED]

Dearest neighbors and colleagues, and to whomever else it may concern:

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. **As someone who rides a bike daily throughout the East Boston neighborhood, this is deeply important to me.**

This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]

Dear Adrian,

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]

Hi Jason

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of

PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr. Jemison,

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear Director Jemison,

I am writing to strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston.

It is past time for Boston to more fully embrace and encourage cycling as a means of transportation. Our addiction to automobiles is wreaking havoc on our public health and on our ecology. Every person who chooses a bicycle over a car as a means of transport should be rewarded with safe corridors for moving around our neighborhood.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]

Hello Councilor Coletta, Rep. Madaro, Arthur and Jason,

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. As a parent who utilizes bike lanes frequently with my son to get to school, run errands, and enjoy our neighborhood, we need all bike infrastructure we can get.

We live on Eagle Hill and our son is still going to school at the East Boston Education Center next to where we used to live (before our landlord sold our unit and we had to move). We therefore aren't eligible for bussing. We share one car with very different work schedules so we rely on part bike, part bus modes to get him to school. We also do grocery, pharmacy and doctor trips via bike lanes. With all this combined, we utilize Bennington and Border Street to run errands and do school trips, and Condor Street to bring our son to extra curricular activities in Chelsea.

We also spend a lot of time on Meridian Street and urge you to preserve the dedicated bus lane.

I we need neighborhood connectivity and safety, especially for families who don't have many options to get their kids safely to school. Please uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr. Ruggiero,

I am writing to express my strong support for the Draft Release of PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map and the transformation of McClellan Highway. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston.

I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. In general, some might tell you that there are very few to no cyclists in the neighborhood. What they probably don't mention are the reasons for this, one being that there is no easy way to ride into the rest of Boston unless you count carrying your bicycle onto the T. Another being that the roads are simply not safe enough for cyclists. For instance, my husband gave up riding around the neighborhood quite quickly after having many close calls with folks driving straight through stop signs and running red lights at fast speeds. East Boston deserves to have a thriving and safe biking community just like the rest of Greater Boston.

Please also consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community.

I would also like to mention my support for transforming part of McClellan Highway into a boulevard and reconnecting my neighborhood, Harborview, to the Chelsea Creek. The plan to redesign the area making it a proper part of the neighborhood and giving us a publicly accessible and resilient waterfront is beautiful and something East Boston truly deserves after seeing so much of its beauty taken over by dirty and polluting industry. I believe restoring and giving back this portion of the waterfront to the community is a much more welcoming and sustainable use of this space than its continued use as industrial space or any proposed truck road.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street and the boulevardization of the McClellan Highway as outlined in the September 1 Draft Release of PLAN: East Boston. These proposals are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Dear Mr. Ruggiero,

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston.

As a parent and an environmentalist, it is very important to me to have access to safe bicycle infrastructure. Bike lanes will allow more people to utilize this cheap, healthy mode of transportation.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear BPDA Community Engagement Manager Ruggiero:

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the proposed East Boston Bike Network Map outlined on Page 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick Central Neighborhood, catering to the growing needs of our community.

In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined on September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Sincerely,

[Redacted signature block]

Hello!

I hope this letter is still timely. I am writing to join many neighbors who have reached out in support of keeping all bike lanes proposed in Plan East Boston.

Incentivizing bike use as opposed to car use is key to ensuring we provide a safe and healthy city for our younger residents, as climate change remains an existential issue for coastal neighborhoods like ours. Protected bike infrastructure is one important way to provide such incentives.

Cities like Amsterdam, Copenhagen, and many others, show how a bike-oriented community can keep residents of all ages more active, healthy, and safe.

Specifically the Bennington St. bike lane can help unite the north and south of East Boston, which would knit our community tighter.

Please do not do away with any of the proposed bike lanes. We don't get a chance to plan for our community every day, so let's get it right this time.

[REDACTED]
[REDACTED]
[REDACTED]

Again, folks are concentrating on the holidays and not on this. All this should be postponed into January, IMO. So many reviews scheduled around holidays and vacations. There IS NO HURRY for attempting to getting it right! [REDACTED]

BPDA -

I am writing in opposition to the current draft East Boston Master Plan's lack of parking provisions. The plan notes that East Boston is already growing at twice the citywide average (p.3), but it fails to address parking in any way. The plan defends this by citing a Metropolitan Area Planning Council (MAPC) study that found off-street parking to be oversupplied in new Boston buildings, including The Eddy and 245 Sumner Street. (p. 71). However, those two developments are near Maverick Station, and the study cited found a parking demand of 0.5 spaces/unit in Boston (p. 71). While some parts of East Boston are near the Blue Line, others are not, and many work or regularly travel to places outside the MBTA's service area. The draft plan proposes to allow 3-family buildings as of right in EBR-2 Zones, which includes virtually all of East Boston south of Orient Heights. Per the MAPC study, replacing a single-family home such as mine with a 3-family building without off-street parking would generate one additional space of parking demand. The neighborhood simply does not have sufficient street parking to accommodate this additional demand.

Eagle Hill has lost significant street parking in recent years due to lengthened bus stops and to no parking zones added near intersections. At the same time, it has absorbed significant new housing, much of which does not include any off-street parking. As a result, it has become almost impossible to find street parking in the evenings. Unlike other parts of the City, we do not have any commercial parking garages, so we have literally no option if street parking is unavailable. Parking has become an untenable issue, one that the switch to resident-only parking did not mitigate.

I understand the housing crisis affecting Eastern Massachusetts. Although East Boston is already growing significantly more than the rest of the City and although we are already one of the most dense neighborhoods in the City, I support additional housing that provides off-street parking. However, I cannot support increasing development without addressing parking at all.

Thank you for your consideration.

[REDACTED]

BPDA -

I have lived and worked in East Boston for the last 25 years. In that time I have been delighted to see more homeownership and improved housing stock and amenities. I look forward to living here for another 25 years and hope for an increasingly diverse and vibrant community.

In those next 25 years, though, I will retire, go on a fixed income, and become less mobile. While I am extremely lucky to own a single family home with my husband, we do not have a driveway. We rely on street parking, which has become more and more difficult to find over the past decade. I now try to get home from work as early as possible just to try to find parking within two blocks of our house.

As my husband and I age, our fixed income and my reduced mobility will mean it will be even more important for us to have relatively close parking. We will not be able to afford to pay for off street parking.

Additionally, not only has East Boston grown in population since we moved here in the late 1990s, but we have also lost street parking to necessary traffic and safety measures like emergency vehicle turning spaces at the ends of blocks and double length bus stops. To allow new developments to spring up without requiring them to provide off street parking would be a mistake.

The proposed master plan for East Boston says we do not need more parking, that off-street parking is plentiful. When I have to spend 15 minutes at 6pm on a weekday finding parking, it is not plentiful. Allowing more multi-family development without requiring adequate parking to go with is will low and moderate income people who rely on free street parking.

An easy answer is to tell residents to use public transportation. If you live near enough to the too few T stops, then you're in luck. But there are large portions of the neighborhood poorly served by the T. If this proposal worked in conjunction with the MBTA to dramatically enhance the number of T stops in the neighborhood, then perhaps the suggestion to use public transportation would be more realistic.

Please revise the draft East Boston Master Plan to include parking requirements for all new developments over two units. Perhaps also encourage private developers to create additional parking to serve nearby neighbors not in their units.

I strongly oppose how it is written now and hope the BPDA will take into consideration providing increased access and equity to East Boston's older residents, and its low and moderate income populations.

Thank you for your thoughtful consideration,

[REDACTED]
[REDACTED]
[REDACTED]

To whom it may concern:

For a community that is always facing huge projects impacting our community, the extension seems generous but again, as in many large projects, these dates always seem to culminate around the more important holidays and events. There is certainly no rush, and I am personally requesting this date be moved into late January.

[REDACTED]
[REDACTED]

Good morning,

I am a resident of Jeffries Point and am vehemently opposed to Plan East Boston. I have been participating in public meetings and neighborhood events since 2018 when the process and the input of the neighborhood has absolutely not been included in this proposal. The neighborhood has been screaming no new variances. We are a small isthmus of one way street that is already feeling too congested, changing zoning on Maverick Street and Marginal Street is directly counter to every piece of feedback I have given and my neighbors have given over the years. These two streets are in

flood zones and do not need over development and large buildings because they are "corridors". They are residential one way streets that need climate resiliency to ensure the existing neighborhood survives the rise in sea level and erosion due to increased storms. The neighborhood has clearly stated time and time again that three story buildings with parking is all that we have the ability to add on in the neighborhood. Over the last 15 years buildings have been added to any green space and buildings that needed to be rehabilitated were increased in size with constant approvals from zoning (despite neighborhood outrage) with less than the minimum lot space allowed. How many fires have we seen in recent months in East Boston where multiple buildings go up in flames due to the close proximity?

The neighborhood made it clear over the last 5 years that we want current zoning rules to stay and any buildings seeking variances can be done on a case by case basis, but this is a small densely populated area of East Boston that is not able to take on large 30+ unit buildings, additional cars, additional traffic and pollution. You have already destroyed this neighborhood, you cannot walk up Maverick Street without contractors completely taking over sidewalks and parking. The neighborhood feeling is already gone. The corridors that possibly could handle large buildings and the traffic they bring would be Chelsea Street and that waterfront area that has already been developed. ZONING VARIANCES NEED TO STAY AS IS FOR MAVERICK STREET AND MARGINAL STREET. These are not two special streets, the tax paying residents should be heard, not the contractors who want to make money putting up large buildings and are paying for their voices to be louder.

Jeffries Point needs climate resiliency planning not destroying zoning on the two streets most vulnerable and currently in flood zones. This plan is disrespectful to residents who have participated and is a disgrace to the neighborhood.

And also, an apology is owed to [REDACTED]. The Plan East Boston presentation (in October I believe) was so unprofessional and the female presenter insulted [REDACTED]. It was so out of line I was stunned. Clearly there needs to be training for how to present - cameras on, dress appropriately, understand the technology of the presentation - it was insulting to the neighborhood association to be treated with such lack of respect when showing us a plan that is in direct contrast to what we have been asking for in terms of zoning for **our** neighborhood.

Leave the zoning as 3 floor/3 family units as is for ALL OF JEFFRIES POINT.

[REDACTED]
[REDACTED]
[REDACTED]

Hello,

I am writing to strongly support the Draft Release of PLAN: East Boston, explicitly highlighting the Transportation and Public Realm recommendations on pages 21 - 26.

The proposed enhancements to connectivity and transportation infrastructure in East Boston are crucial. I strongly urge you to retain the language related to expanding transportation options, including the proposed bike lanes, from the September 1 Draft Release.

Ensuring that all residents can access transportation within a 10-minute walk is vital. This requires safe and reliable bus lanes, bike lanes, and streets. Please consider the following key points in your decision-making process:

Bennington Street Bike Lane: The dedicated bike lane along Bennington Street is essential for connecting the north and south of East Boston, fostering inter-community connections with neighboring areas like Revere, Winthrop, Everett, and Lynn.

Border Street and Condor Street Bike Lanes: These lanes are crucial in providing multimodal connectivity to western parts of East Boston, knitting together the Maverick/Central and Eagle Hill communities.

Sumner Street Bike Lanes: With increased traffic in the Jeffries Point area, expanding infrastructure for dedicated bike lanes on Sumner Street is imperative to meet the growing transportation needs between Maverick Station and the Maverick/Central Neighborhood.

In conclusion, I strongly urge you to uphold the proposed bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street, as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are vital to a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this matter. I look forward to witnessing our community benefit from these positive changes.

Best regards,



Hi There-

I'm emailing to express my support for the draft of PLAN East Boston, especially the bike lanes and recommendations for transportation.

This summer my kids and I had a great day biking down the Mary Ellen Greenway from Lewis Wharf to Constitution Beach. It is wonderful that this bike path exists, but I was struck by the limited number of connected bike lanes during our ride.

All of the proposed bike lanes in East Boston (Bennington St, Border St, Condor St, and Sumner St.) will be key additions to the bike network in Eastie. It is bike networks that are key to safe access and increased ridership. I strongly support keeping all of this bike lanes as part of PLAN East Boston.

Thanks for your time.

Cheers-



I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the Key Recommendations for Transportation and Public Realm outlined on pages 21 - 26 . This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any language around expanding transportation options in East Boston -- including the currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston.

Expanding access to transportation so that all residents can be within a 10-minute walk to frequent transit, bikeshare, and car share requires that East Boston have safe and reliable bus lanes, bike lanes, and streets. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community. In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our city move forward with these beneficial changes. As biking is my main and preferred mode of transportation in every season, the lack of biking options in Eastie mean it's a part of the city that has been off limits to me unless I decide to drive. We need a more connected city and less car traffic and a safe biking network enables more people to choose a safe, green, and healthy way to travel.

Sincerely,

████

████████████████

██

I am writing to express my strong support for the Draft Release of the PLAN: East Boston, specifically regarding the Key Recommendations for Transportation and Public Realm outlined on pages 21 - 26. This proposal is a vital step towards enhancing the connectivity and transportation infrastructure of East Boston, and I urge you to not remove any language around expanding transportation options in East Boston -- including the currently proposed bike lines presented in the September 1, Draft Release of PLAN: East Boston.

Expanding access to transportation so that all residents can be within a 10-minute walk to frequent transit, bikeshare, and car share requires that East Boston have safe and reliable bus lanes, bike lanes, and streets. Please consider the following points in your decision-making process.

Bennington Street Bike Lane: The inclusion of a dedicated bike lane along the Bennington Street corridor is critical. This bike lane would not just be a bike path, but a crucial link connecting the north and south of East Boston. It presents an opportunity for an inter-community connection and would literally pave the way for future multimodal access connecting East Boston to neighboring areas like Revere, Winthrop, Everett, and Lynn. Removing this bike lane would significantly hinder the progress of creating a cohesive, accessible, and environmentally friendly transportation network.

Border Street and Condor Street Bike Lanes: The bike lanes on Border Street and Condor Street are instrumental in providing multimodal connectivity to the western parts of East Boston, areas not currently served by the existing Mary Ellen Greenway bike path. These lanes would also play a significant role in knitting together the Maverick/Central and Eagle Hill communities. Additionally, the preservation of a dedicated bus lane along the Meridian Street corridor is essential for effective traffic separation and safety, which complements the Border and Condor Street bike lanes.

Sumner Street Bike Lanes: The recent dense developments along the waterfront in the Jeffries Point area have led to a corresponding increase in vehicle traffic. In response, expanding our infrastructure for dedicated bike lanes on Sumner Street is imperative. These lanes will offer critical transportation alternatives between Maverick Station and the Maverick/Central Neighborhood, catering to the growing needs of our community. In conclusion, I strongly urge you to uphold the proposals for the bike lanes on Bennington Street, Condor Street, Border Street, and Sumner Street as outlined in the September 1 Draft Release of PLAN: East Boston. These lanes are more than just pathways; they are essential components of a sustainable, connected, and thriving East Boston.

Thank you for considering my views on this important matter. I look forward to seeing our community move forward with these beneficial changes.

Best,



Hi there,

I'm writing to voice my support for the zoning and infrastructure changes outlined in PLAN: East Boston. Boston is in the midst of a housing crisis, and the climate crisis deepens every day we continue to needlessly rely on cars. Allowing for increased housing development and shifting transportation priorities to cyclists, pedestrians, and transit users is a step in the right direction and a moral choice in terms of protecting future generations. I want to echo previous comments commending and encouraging your boldness here. This is a rare opportunity to reform our neighborhood, and it would be a waste for it be stifled by compromising with those who are opposed to any and all change. Plans like these should be looking hopefully toward the future rather than fruitlessly trying to freeze a neighborhood in the past to appease the loudest dissidents. To reiterate, I am in favor of improving bike infrastructure, transit oriented housing, transit expansion and prioritization, removing parking requirements, and focusing on rapid housing growth, and I am hoping this plan for the neighborhood is just the beginning of improvements we will see in the coming decades.

Best,

[REDACTED]
[REDACTED]

Jason,

I hope you are well. Please find attached our comment letter submitted in connection with Plan East Boston.

All the best for the holidays,

Jake

[REDACTED]

Cargo Ventures LLC

[REDACTED]

[REDACTED]

[REDACTED]

**Letter attached at end of document*

Hi Guys,

Happy Friday! I chatted with [REDACTED] and he will be sending through his own notes. Below, I've shared notes based on the updates being made as well as review of the Article 53 changes for us to talk through. I know some are what they are, but I'd like the option to at least get context :)

Let me know if you have any time next week to connect, knowing the comment period ends on the 23rd.

Thanks,

[REDACTED]

PLAN EB Notes & Questions:

- There's still an appetite to preserve single and 2-family homes. The historic preservation group's standards for inclusion are high so what other means can a neighborhood use for protection?

- Can existing city owned land in East Boston be used for affordable housing and/or as a means to alleviate the parking strain? Chelsea is currently building a parking garage in their residential zone to help with that.
- While the parking policy is now clearer for residential and MU, it has exacerbated the gravity of our parking issues, especially with a subpar MBTA system. Can we build underground garages like the rest of the city does?
- Please confirm that EBR story limits include any parking floor when required (4+ units).
- EBR3 and EBR4 are still missing a max gross floor plate like EBR2.5 currently outlines. Can we please include?
- EBR4 - can we include a unit count range here for consistency? I know it's whatever the amount is until it hits article 80, but can we add in a tangible number?
- Can you confirm that additional height cannot be gained by including an IDP unit in all cases?
- It seems like there is a way to gain a free parking level when the flood zone is 7 feet or more, requiring the foundation to be raised. Can we include this nuance and are there other nuances (aka loopholes) that developers can expose?
- It seems like Article 53 allowance for an ADU is the workaround to getting an additional unit for residential zoning. This is not what was agreed to between elected officials and the neighborhood.
- Existing Build Proposal:
 - 531 Bennington Street - just got presented by Richie at Harborview meeting - plan to tear down the building (not structurally sound/leaning), build up 4 floors with 5 units (including one in the basement). Currently 3 fam. No planning to include parking. Can they build a unit in the basement? Is this considered ADU? For Bennington EBR4, can any developer have basement/underground unit in addition to units on all 4 floors?

Article 53 Notes/Questions:

General Note: some of the supporting docs have not been updated (EBR name changes, 55', etc.)

Amendment to Article 53:

- How are these defined:
 - Supportive housing
 - Open space recreational building
 - Group residence, limited
 - Lodging house
 - Temporary dwelling structure
 - Accessory home occupation
- Why are parking garages and lots forbidden?
- How does the exclusion affect the number of stories and other specs?

- *Prohibition of Living Space Below Design Flood Elevation: For all future proposed projects in the Coastal Flood Resilience Overlay District, the development of living space below the Sea Level Rise - Design Flood Elevation will now be prohibited. Certain spaces accessory to residential uses - including stairs, parking, and spaces for storage and mechanical equipment - are excluded from this provision.*
 - Transitional housing or homeless shelter - acceptable use in residential currently
 - Kennel acceptable in residential on corner lots but not in WMU?
 - ADU cannot be in the basement? Can a unit be basement level?
 - What does Neighborhood Business Subdistricts map back to - MU?
 - Sub-station is conditional - neighborhood shopping & community commercial
 - Accessory keeping of laboratory animals - conditional - what's the rationale?
 - Accessory manufacture of products - conditional - what's the rationale?
 - One family is forbidden but acceptable in WMU? - what's the rationale?
 - Mixed Use & Economic Waterfront
 - Research laboratory - conditional WMU - do we need this at all?
 - Accessory storage or transfer of toxic waste - conditional WEC - do we need this at all?
 - Conservation & EDA
 - University/College allowed in Conservation Protection Subdistrict
 - One family detached dwelling is conditional but semi-detached is allowed in CPS - what's the rationale?
 - Cannabis Establishment is conditional in CPS? - what's the rationale?
 - Accessory services for apartment and hotel residents is acceptable in CPS - what does this mean and what's the rationale?
 - How are most of EDAs and most squares maximum of 5 stories high and some areas of Maverick & Central forced into 7 stories?
 - Across the two redlined documents, the stories maximums are different (5 and 6 stories). Which is it?
 - Decreased all parking requirements across the board - this doesn't feel like the right approach.
-

Hi PLAN: East Boston team –

I reviewed the presentations from last week and wanted to know if there was a recording of the meeting or notes I might also be able to review of the 12/6 and 12/7 sessions.

I'm hoping to get details about the following:

- Slide 7: Details about anti-displacement are mentioned as being now part of the plan, but the version on the website is still the Sept 1 draft. Will an updated draft be released in advance of the final version?
- Slide 9: How much funding is currently available in the East Boston Housing Stabilization Trust and what are its sources? How much will be committed and how will it be disbursed?
- Slide 12: As a part of the more detailed corridor work, will that include potential re-evaluation of the zoning map change of Bennington St from MFR/LS to EBR-4? Who are the “funding partners”, how much is being provided, and which agency will be leading this further work?
- Slide 14: How will the proposed Inner Harbor Connector ferry service be funded?

Thanks,

■

I just want to go on record that I continue to oppose this plan to destroy Orient Heights East Boston. My community near NE Casket Company is due to have built over 300 units on three different parcels, along with the new plan to allow increased frontage to build on lots 55 feet wide to house a 6 unit building. The community of Lawn, Palermo and Swan are all mostly two family houses. A six unit building does not fit with this community.

Bennington Street down to one lane is a neighborhood disaster. Traffic is certainly going to increase coming from Beachmont Revere development and Suffolk Downs Development.

Take these projects somewhere else. We have given enough.

■
■
■

Good afternoon,

As the Master Developer of Suffolk Downs, please find attached a public comment letter from the HYM Investment Group, LLC regarding PLAN: East Boston. A copy of the same will be uploaded on the BPDA website.

Thank you for the opportunity to provide comments on the neighborhood planning initiative.

Sincerely,

[REDACTED]

**Letter attached at end of document*

Good morning, Jason, and Cyrus,

Jason, I wanted to let you know that Cyrus led a great call the other night, December 20th.

He answered my questions, particularly on the line of demarcation of where on Leyden Street zoning changes from 2 to 3 stories. That is at 115 Leyden Street.

My 2-story, single family at 135 Leyden Street will now be a 3-story zone. Thus, the current zoning of 2-F, which offered some protection from excessive build to the right and left of my home is now lost.

Further, when you look at the block of Ashley Street that runs parallel to Leyden, that block is 2 stories and now will be 3 stories.

I had a question that escaped me on the 20th. I meant to ask the following:.

With the new plan for zoning, what will the effects be on development projects in the pipeline? That is either having gone before the ZBA, and granted permits, but not yet built, or anything else in the pipeline. Will the ZBA take a pause and re-evaluate projects based on the new zoning?

My concerns are two-fold with the Plan.

1. The zoning is inequitable and divisive. I feel very strongly about this for Orient Heights.
2. With no guarantee of enforcement of the new zoning, the Plan will not succeed.

Thank you for your time and efforts presenting this and listening to the community. I appreciate that the BPDA is taking a step back from the original proposal for changes to Border Street and Bennington Streets traffic flow/usage.

I will be submitting my comments on the BPDA site.

Thank you both.

[REDACTED]
[REDACTED]

Jay,

Please find attached Massport's comment letter on the PLAN East Boston report. Thanks for the opportunity to comment and please feel free to get back to us with any questions.

Enjoy the holidays!

Best,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**Letter attached at end of document*

Greetings,

First of all, I want to thank you for your hard work on this project. As a resident and homeowner in East Boston since 1996, I have attended many community meetings about land use and development and I know how quickly conversations around these topics can become contentious.

I was encouraged to see that the envisioned recommendations for Border, Meridian and Bennington streets have been removed. However, I am writing to request that the proposed changes to London Street and Visconti Way (pp.89-90) also be removed from this plan. The stated goal of these changes is eliminate *regional* cut through traffic heading for the Sumner tunnel but blocking access to London street from Bennington will cause significant negative impact to *local* residents of Eagle Hill. If you cut off access to London street from Bennington, then you will force local residents to navigate through the traffic nightmare that is Central Square/Porter Street to access the tunnel. Equally unappealing is the option to use Havre or Paris streets, as it would feed Eagle Hill residents into the hoards of *regional* traffic using route 1A to access the Sumner Tunnel. Can't you find a better way to keep regional traffic from using London St while preserving access for residents of Eagle Hill?

I also object to the proposal to use Visconti Way to create a bike path that connects the Mary Ellen Greenway to the (now removed) bike path on Border Street. This proposal would route bikes through already congested Central Square. It also would remove one of the very few municipal parking lots near Central Square to create a very small patch of public realm green space that is located in close proximity to the highly-used and well-maintained Bremen Street Park. The proposal states that this new green space would provide design flexibility for a new Selvitella Overpass, but have you ever done a study to determine who actually uses this pedestrian overpass? I doubt that you would find that use is high. And even if there are some residents of London or Paris streets that use it, is it too much to ask that they walk just a block or two further to cross under 1A instead of over it? This seems much more cost effective than building a new pedestrian overpass.

Thank you in advance for your consideration.

[Redacted]
[Redacted]
[Redacted]

Hi Jason,

Attached are AIR, Inc.'s comments on PLAN: East Boston. These comments leverage the perspectives of the Logan Community Clean Air Coalition, a diverse place-based collaborative advocating for reduction of air pollution, largely from transportation sources.

Our comments are broadly supportive of the Plan's transportation recommendations, and offer additional insights and suggestions intended to advance their implementation.

Please let me know if you have any questions.

Happy Holidays,

[Redacted]
[Redacted]
[Redacted]

**Letter attached at end of document*

Good morning

Tomorrow is the deadline for submitting comments on **PLAN East Boston** and I have already submitted my thoughts to most of you on other occasions (7/26/2021; 12/12/2022; 3/23/2023; 10/12/2023), as well as attendance at the three meetings on Orient heights hill. I will not repeat those comments here. However I will bring to your attention issues which have been couched during these discussions and will require immediate and thoughtful attention going forward. They are:

airport terminals runways commercial airlines cargo airlines private planes parking garages rental cars park-and-ride lots express buses commuter buses navigable waterways ocean freighters oil tankers freight trucking oil trucks oil farms bridges (2) tunnels (3) marijuana facilities bike lanes pedestrian paths public beach Suffolk Downs development Wonderland development subway stations (5) MBTA parking lots MBTA car barn ferries limousine lots taxis cargo facilities waterfront issues nexus for Winthrop, Revere, Chelsea, North Shore, Northern New England electric substation

There should be no mistake on NIMBY issues. Not In My Back Yard?
It is ALL in this back yard.

Thanking you in advance, and wishing you all a safe, healthy, and happy holiday season , I am

[REDACTED]
[REDACTED]

Dear Mr. Ruggiero,

The Friends of the Mary Ellen Welch Greenway (FoMEWG) have reviewed the updated draft of PLAN: East Boston and are submitting a letter (attached) to express our support for the draft plan and provide some comments for consideration.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

**Letter attached at end of document*

Dear Mr. Ruggiero:

Thank you and your planning staff on your efforts to create a comprehensive plan for East Boston. While I applaud the overall idealistic visioning of a possible future, for practical and contemporary reasons, elements of the plan that would remove parking for residents and business customers, that would make Meridian and Border Streets one-way and increase danger while impeding traffic-flow, that would channel all that traffic down Princeton Street, would be intolerable to East Boston residents, and increase our frustration and aggravation. We expect government to maintain and even improve our experience, not to make our present daily lives insufferably worse.

The proposals to change Meridian Street and Border Street to one-way, and similarly the alternative redesigns of Bennington Street, and the reduction of street parking, has met with significant verbal opposition at neighborhood meetings and in conversations among neighbors. Please take that stentorian opposition to heart and mind and reject those ideas.

My concerns of the highest order echo the thoughts of less-voluble—but no less-dedicated voters—who are long-time residents of this congested island neighborhood, from whom I have heard parallel outrage about the proposals of the PLAN: East Boston (and hence my use of the third-person plural in parts of these comments). While I deeply appreciate your team's well-meaning and visionary approach, and the length and complexity of that document reflect an enormous effort, elements of the plan are frankly impractical and unrealistic for this especially constrained neighborhood and will increase our suffering, and they are not supported.

The plan must recognize the contemporary reality that private automobiles are the preferred mode of travel for residents, businesses customers, and visitors in East Boston.

The idea to favor bicycles is misdirected because so few people in the neighborhood use a bike: why? For one important matter, *we live on an island*. Bicycles cannot use the tunnels, Route 1A, or the McArdle Bridge (Meridian Street between East Boston and Chelsea) because I learn that has toothed metal plates. I don't recollect seeing a single bicyclist attempt to traverse the Chelsea Street bridge, either. To heft a bicycle onto the packed-out crowded Blue Line trains during the morning and evening commute is impossible. The Blue Bikes in Central Square are largely unused. Instead, within the neighborhood younger people seem disinclined to bicycle: some use climate-unfriendly electric scooters and some use old-fashioned skateboards. Most people walk, who are able. People who depend on wheelchairs and walkers have great difficulties on our streets because of the condition of the sidewalks, ramps, crosswalks, and crossing signals. People who need parking spaces reserved for those with a handicap parking permit are often disappointed to discover the spaces are taken by illegal parkers and double-parkers.

***We oppose the proposal to reconfigure Meridian and Border Streets as one-way streets, and oppose the creation of dedicated bus and bike lanes there:** the streets are too narrow as they

are and parking spaces are already insufficient. The lay-out and circumstances of Border Street, with the hair-pin curve near the Mobil Station, its narrowness, and the dense residential and commercial congestion on both sides of Border Street cannot accommodate traffic from the McArdle Bridge to Central Square. Double-parked vehicles, closure of the Sumner Tunnel, the constant break-down of the T, and unscheduled multiple street closures for utility construction, have created hours of bumper-to-bumper congestion that stretches for miles on Meridian and Border Streets. Meridian Street is one of this neighborhood's few emergency evacuation routes.

***We oppose the proposal to shift Meridian Street traffic to Princeton Street.** The narrow, one-way Princeton Street already suffers from speeding drivers, and there have been two devastating crashes within the past year. Heavy truck and auto traffic down this residential one-way street, and the packed-out lack of parking for residents, neighborhood-wide, is a constant frustration. Because of a lack of street parking, UPS trucks, FedEx trucks, Amazon vans, US Postal Service vans, and frequently moving vans and construction-materials suppliers and construction contractors that haven't arranged to reserve parking spaces, typically block this one-way street while they double-park. Fire trucks responding to emergencies have been blocked repeatedly because of double-parkers. Our neighbor, a disabled Vietnam War-era veteran, has been repeatedly frustrated by illegal parkers in the handicap-only space at his home.

The city has done nothing about speeding drivers on Princeton Street. We need speed-bumps to slow traffic on this street. As with our repeated pleas to address the deteriorated pavement on Meridian Street, the city has done nothing to resolve these years-long problems. The proposal raised by PLAN: East Boston to create more traffic, more air pollution, more noise, and increased danger on our one-way residential street, while the city has done nothing to address the present serious problems on this street, is extremely frustrating.

***We oppose the proposal to eliminate any residential parking spaces on our neighborhood streets.** Residents already suffer from insufficient residential parking. Local small businesses, institutions, and agencies are affected when customers and patrons cannot find a place to park. Eliminating more parking in this neighborhood presently underserved for residential parking spaces is absolutely unacceptable to us.

Residential development has overwhelmed residential street parking in East Boston. Our working and travel hours are irregular. If we leave and return in the evening, it is extremely difficult to find a place to park near our home. We are aging, as everyone is of course, but increasing finding that parking far away from our home, especially at night, brings us difficulties and fear. It was far easier for residents when the strict Eagle Hill resident-only parking restrictions were in place.

The city's reduction in the resident-only parking days and hours on Eagle Hill has further increased non-resident parking throughout the day and on weekends. We applaud the noticeably aggressive parking enforcement for non-resident vehicles illegally parked on Princeton Street: yet, a mere ticket

doesn't seem to deter illegal parkers. I suppose the relative cost of a parking ticket vs. paying for airport parking is an incentive for Logan Airport travelers to use resident parking spaces. I empathize with the employees, owners, and customers of local businesses: a lack of parking spaces at their establishments necessitates that their vehicles will occupy residential street parking spaces all day and on weekends.

***We request that the city direct the Boston Police to consistently enforce traffic laws concerning double-parking, illegal parking in dedicated spaces for bus parking, for handicap parking, at fire hydrants, at intersection corners, and in cross-walks** that impede emergency first-responders, impede other moving vehicles, and that create lethal danger to pedestrians, our properties, and our lives. If the city were to enforce traffic laws in East Boston, that itself would have enormous transportation and public safety benefit. The small city of Chelsea enforces traffic laws, with less annual revenue and fewer officers. Why doesn't Boston?

***We request that the city direct the Boston Police to consistently enforce traffic laws for automobiles, bicyclists, and electric scooter operators** who fail to obey traffic signs, signals, marked cross-walks, and otherwise operate their vehicles in a reckless and illegal manner that creates danger to themselves and others.

***We request, again, that the city undertake full-depth reconstruction of Meridian Street from Nay Street to Havre Street.** The deteriorated pavement on Meridian Street has persisted for years. The issue has been repeatedly brought to the attention of the city transportation department and our elected officials, to no result. It outrages me that the obvious situation has not been addressed, even after years of direct and repeated notifications by citizen--even by elected officials!--of an issue that should have been noticed and promptly attended to by public agency employees as a matter of their ordinary duties and responsibilities.

The city allowed utility companies and their contractors to dig multiple trenches and pits on Meridian Street that were not sufficiently filled and have sunk. The increased car and truck traffic on Meridian Street due to the Sumner Tunnel closures has further damaged the pavement. Why the city continues to allow that situation to linger and then worsen all these years is an outrage, and frankly an economic and environmental injustice to this area. Other neighborhoods have beautifully paved major thoroughfares and side-streets: why does the city disregard this neighborhood's obvious and critical needs for so many years? The Mayor and City Council should address the failure of leadership and management to motivate the transportation agency's staff to do the public's work, which is what a public works department should do but isn't.

Maintaining the existing transportation systems and enforcing existing traffic laws would immeasurably improve our daily experiences and the safety and happiness of the public of East Boston, and would ameliorate many problems that the PLAN: East Boston recognizes. You and your family are well-regarded and long-time residents of this neighborhood. Surely you're as aware as I

am of our present circumstances and the public infrastructure and public safety needs of this neighborhood that need to be addressed presently as priorities.

Until the City of Boston is willing and capable to do ordinary work and take ordinary actions that we need in the present, for which so many have repeatedly pleaded to no effect, visionary planning for possible futures is quixotic, and expending limited public funds for extraordinary infrastructure that is not only unwanted, but so ardently opposed by the public-electorate, is unfrugal.

Sincerely,

[REDACTED]
[REDACTED]

Dear PLAN: East Boston Team,

I believe the time is right to move forward with the team's recommendation for BPDA approval and implementation. I've followed the project plan and progress since moving to East Boston four years ago. Over this period, you've held several community meetings to share project details and absorb resident's concerns. After gathering community input, you adjusted your plan to strike the right balance which wasn't easy given the level of emotion to resist change and in our community. However, change is needed to address outdated zoning laws, our current transportation network and other factors affecting the quality of life in East Boston. While no plan is ever perfect, after five years it's time to move on.

Lastly, while not an integral component of your plan I would encourage incorporating as many green infrastructure elements as possible. This includes utilizing porous paving, encouraging green roofs and adding more trees with pits that collect stormwater diverted from runoff via curb cuts.

Thanks for all of your efforts and for incorporating resident's comments into your design.

[REDACTED]
[REDACTED]

Hi Jason,

I hope all is well. Attached is the GSCA's public comment regarding PLAN: East Boston. Please let me know if you have any questions.

I hope you have a wonderful holiday season!

Best,



**Letter attached at end of document*

Hello,

Thank you for all of your hard work on this project over the past several years. We appreciate being able to share our feedback and feel that these plans will create a brighter, resilient East Boston.

We support the recommendations made by BPDA in PLAN East Boston. Here are our specific comments:

Transportation

- **We support in particular:**
 - Intersection Redesigns
 - Lower Bennington St & Cross Streets, Meridian & Cross Streets
 - Redesigning these intersections to create safer crossings, reduce parking, and add green infrastructure to mitigate heat islands and flooding.
 - Havre & Bennington
 - The proposed redesign to create a T-intersection.
 - Adding public space, street trees and plantings, and shortening pedestrian crossing.
 - **Additional comments:**
 - Update all crossings for ADA accessibility and enforce parking laws to prevent cars from parking in front of curb ramps.
 - Immediately paint missing crosswalk striping between existing curb ramps on Havre St & Bennington St. Cars regularly park in front of the ramps and block access.
 - Intersections of Brooks & Bremen; Marion & Bremen
 - Add a raised intersection for easier crossing to create a direct path of travel to and from Airport Station. Currently the curb ramps are not aligned with the intersection, which

creates conflicts between pedestrians and vehicles.

- London St Access
 - Disconnecting London St from Sumner Tunnel access and creating public space

- Greenways
 - Standardizing access hours across the Greenways
 - Creating a Winthrop Greenway and shared-use bridge
 - **Additional comments:**
 - Add more access points to adjoining neighborhood streets
 - Add additional GoHubs

- Buses
 - Transit priority and enforcement through on-vehicle cameras
 - Meridian St all-day bus lanes including turning Meridian St and Border St into a one-way pair for general traffic
 - Redesigning Maverick Square to prioritize bus and pedestrian access and limit private automobiles
 - Transitway serving a new Day Square Station with dedicated bus lanes to accommodate future SL3 access
 - **Additional comments:**
 - Add benches and shelters to high ridership stops, including outside Maverick Station

- Pedestrian Access
 - Pedestrian travel should be prioritized ahead of other modes in East Boston.
 - **Additional comments:**
 - Add raised pedestrian access across the parking lot of Liberty Square from Central Square

- **Ferries - Additional comments:**
 - Ferries are the future. We need to expand our ferry network to improve transportation options and connections to Downtown and reduce vehicular traffic and car-dependency.
 - We need to plan and fund more ferry routes to locations including Everett, Chelsea, and Charlestown, including stops along the Chelsea Creek and especially Central Square. For now we can:
 - Add shelters or covered waiting areas
 - Add real-time arrival signage

- Cycling
 - Adding covered/secured bike parking at train stations and ferry terminals
 - Adding more Bluebikes stations
 - Creating separated protected bike lanes, especially on Border St and Meridian St
 - **Additional comments:**
 - Upgrade existing conventional bike lanes to prevent double-parking, *especially on Chelsea St where this is particularly bad.*

- Safety
 - Implementing the Street Safety Surge of speed bumps and chicanes
 - **Additional comments:**
 - We desperately need mitigations for speeding on lower Bennington St, where we are not eligible for the Safety Surge initiative, yet have some of the worst instances of excessive speeding, crashes, hit-and-runs, and pedestrian fatalities. Something needs to be done immediately like bump-outs at crosswalks, pedestrian beacons, street trees, or rumble strips.
 - Add "Yield to Peds: State Law" bollard signs in middle of crosswalks
 - Add more clear corners and hardened curb extensions (flex posts do not stop cars)

- Chelsea Creek/Route 1A
 - Creating a greenway connecting Chelsea Creek Greenway to Mary Ellen Welch Greenway using underused state-owned roads
 - Limit GHGs as East Boston is an Environmental Justice Community
 - Creating a new local street network along Chelsea Creek on both sides of Route 1A
 - Redesigning Route 1A as a boulevard to slow speeds and increase transit access
 - Adding a two-way protected bike lane on the Chelsea St Bridge and McArdle Bridge
 - Redesigning Eagle Square to improve safety and limit conflicts for pedestrians
 - **Additional comments:**
 - Prioritize pedestrian and green infrastructure uses along Chelsea Creek and provide public access to the waterfront free of commercial vehicles
 - Reserve the right of way for shared use path and transit movement and prohibit personal and commercial vehicles

- *We do not support a haul road using the rail right-of-way along Chelsea Creek and Route 1A*

Zoning and Built Form

- **We support in particular:**
 - Transit-oriented development
 - Parking maximum requirements and prohibiting building new parking in close proximity to MBTA stations
 - Increasing allowed height and density in the Community Commercial/Neighborhood Shopping subdistrict
 - Form-Based Zoning that allows for flexible uses while conforming to vernacular architecture and design of the existing environment to maintain and enhance the historic beauty of the neighborhood. This reduces excessive variances which prevents a building free-for-all
 - Adaptive reuse of existing structures
 - **Additional comments:**
 - Charge for City parking permits

Squares and Streets

- **We support in particular:**
 - A redesigned Maverick Square (see "Bus" section), which could also facilitate pop-up events and festivals such as farmers markets
 - Eliminating parking minimums
 - Additional street trees and plantings (City can work with Tree Eastie organization)
 - **Additional comments:**
 - Eliminate excessive parking in Day Square and create more public open space with green infrastructure.
 - Include green space along all streets in zoning and corridor plans
 - Create a robust maintenance plan to prevent overgrowth and removal of invasive species and garbage

Bennington St

- **We support in particular:**
 - Allow added height where Bennington Street has a wide right-of-way, east of Day Square
 - Ground-floor retail by right along Bennington St
 - Road diet/redesign of Bennington St east of Day Square including narrowing the street, adding separated bike lanes, and left turning lanes

- **We do not support** added height west of Day Square, where existing buildings are no more than 4 stories and the right-of-way is narrower (consistent with Paris Flats neighborhood form)

Suffolk Downs

- **We support in particular:**
 - Suffolk Downs zoning to allow high-rise buildings
 - Separated bike lanes as part of street design

Waterfront and Evolving Industrial Areas

- **We support in particular:**
 - Adding green infrastructure and coastal resilience measures (such as Emerald Tutus)
 - A mix of uses, *with sea-level rise and flooding in mind (no ground-floor residential)*
 - A continuous Harborwalk greenway
 - Expanding the Condor St Urban Wild
 - Prioritization of access to the waterfront west of Border St, especially at Liberty Plaza and regulatory changes to allow for coastal resilience and public open space near Central Square waterfront
 - **Additional comments:**
 - Create policy, build infrastructure, and fund operations of additional ferry services including Chelsea Creek and a stop at Central Square
 - Zone to allow for more grocery stores, which would eliminate car trips. (There is only one grocery store currently in all of East Boston.)

Implementation

- **Additional comments:**
 - Ensure the highest priority projects receive funding to make sure this all comes to fruition.
 - Explore regional traffic mitigation to prevent East Boston from suffering the health and climate impacts of being a neighborhood many people drive through to get to other parts of the city.

Thank you,

[REDACTED]
[REDACTED]

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Bennington St

- **We support in particular:**
 - Allow added height where Bennington Street has a wide right-of-way, east of Day Square
 - Ground-floor retail by right along Bennington St
 - Road diet/redesign of Bennington St east of Day Square including narrowing the street, adding separated bike lanes, and left turning lanes
- **We do not support** added height west of Day Square, where existing buildings are no more than 4 stories and the right-of-way is narrower (consistent with Paris Flats neighborhood form)

Suffolk Downs

- **We support in particular:**
 - Suffolk Downs zoning to allow high-rise buildings
 - Separated bike lanes as part of street design

Waterfront and Evolving Industrial Areas

- **We support in particular:**

- Adding green infrastructure and coastal resilience measures (such as Emerald Tutus)
- A mix of uses, *with sea-level rise and flooding in mind (no ground-floor residential)*
- A continuous Harborwalk greenway
- Expanding the Condor St Urban Wild
- Prioritization of access to the waterfront west of Border St, especially at Liberty Plaza and regulatory changes to allow for coastal resilience and public open space near Central Square waterfront
- **Additional comments:**
 - Create policy, build infrastructure, and fund operations of additional ferry services including Chelsea Creek and a stop at Central Square
 - Zone to allow for more grocery stores, which would eliminate car trips. (There is only one grocery store currently in all of East Boston.)

Implementation

- **Additional comments:**
 - Ensure the highest priority projects receive funding to make sure this all comes to fruition.
 - Explore regional traffic mitigation to prevent East Boston from suffering the health and climate impacts of being a neighborhood many people drive through to get to other parts of the city.

Thank you,

[REDACTED]
[REDACTED]

I am a resident of the Harbor View neighborhood. Although I have a generally favorable view of the PLAN: East Boston Draft, I strongly disagree with some of the modifications that appear in the modifications dated December 7.

The current proposal to zone the area around Orient Heights station as MU-4 is inconsistent with the goals of the PLAN and inconsistent with the zoning of Day Square, Central Square, and Maverick Square, all of which are zoned for MU-5 or MU-7. The area around Orient Heights station has greater capacity to carry traffic, is closer to a blue line station, and has significantly wider sidewalks than Day Square. Zoning Orient Heights as MU-4 would place inappropriate restrictions on Orient Heights and will have a negative impact on its future.

This is especially true where the proposal currently does not require commercial space on the ground floor. If this proposal is codified, the result will be the development of four-story apartment buildings with parking garages at the ground level, without commercial space. This would have a terrible effect on the neighborhood's future. Orient Heights Square should be zoned for, at minimum, MU-5, and MU-5 should require commercial space at ground level.

For example, 917 Bennington is a five-story building that abuts the beach. Zoning the shopping plaza across the street as MU-4, with commercial space merely allowed but not required is a blunder and without any justification congruent with the goals of the PLAN. This plaza is currently underutilized with single-story buildings and excess surface parking. A vibrant, engaging future for this neighborhood requires such parcels be developed to provide not only housing, but also amenities that commercial space brings. Zoning this area MU-4 will prove a great error.

Recall that although the October 3 meeting at the Madonna Shrine had a very loud, very caustic opposition, nearly all of those voices showed themselves to be wholly unfamiliar (or very nearly so) with what the PLAN actually proposes. Caving to those voices is done at the expense of the neighborhood's future.

As to Day Square, consider this recommendation from the September draft: "Development in Day Square must contribute to an active and vibrant public realm." This statement was written in the context of discussing Day Square as a major commercial hub. While zoning Day Square as MU-5 is laudable, merely allowing, but again not requiring, ground floor commercial use is a mistake.

Several major development projects in the area show that zoning Day Square in this way risks erasing commercial space in favor of parking garages. 319 Chelsea Street was built with three stories on the Chelsea Street side and five stories on the Bremen Street side, where for one month each spring and fall it casts a shadow on the Mary Ellen Welch Greenway, including across the entire Community Garden. What does the neighborhood get in return for this? An enormous parking garage for the private use of the residents of 319 Chelsea Street, with a tiny sliver carved out for commercial space.

At Bremen and Brooks there is under construction a five-story building directly across the street from a large playground and Airport station. This building likewise casts a shadow across the entire length of this playground during the evenings in the early spring and late fall. What does the neighborhood get in return for this? An absolutely cavernous parking garage for the private use of the future residents of this building, which, again, is directly across from Airport station.

PLAN: East Boston should discourage this type of development that places excess private parking on the ground level and provides no or nearly no benefit to other residents of the neighborhood. PLAN: East Boston must ensure that Day Square remains the lively place that it is today by requiring new that development include commercial space.

Regarding Bennington Street between Wood Island and Orient Heights, do not waver from zoning this section as EBR-4, allowing ground floor commercial space. This section of Harbor View is underserved and additional commercial use, whether retail, dining, or something else, would be to Harbor View's advantage.

On the issue of redesigning Bennington Street, I urge you to conduct traffic studies and to make further evaluations as to how this section of Bennington Street can be modified. Although Bennington can become congested at Wood Island and at Orient Heights, the surrounding roads contribute to this problem - Neptune Road and the onramp on the one end, Saratoga Street at the other - Bennington as currently designed is for 22 hours per day underutilized and a dangerous speed zone. The current design does not work. Do not give up on making this road safer not only for motor vehicles, but for bicyclists and pedestrians as well. Doing so, however, may require redesigning not only Bennington, but also reconfiguring parts of Neptune Road and Saratoga Street. This effort will be worth it.

PLAN: East Boston has much in its favor and will be a great improvement to the current zoning process, but it absolutely must remain forward-looking in all sections of the neighborhood. We will have to live with this zoning for the next 40 years, give or take a few. Do not let reactionary cries hold East Boston at a standstill while other neighborhoods and other cities plan for a better future.

Sincerely,



To Whom This May Concern:

Please accept the following comments regarding the recently published draft plan. As a resident of long standing in the East Boston community, I wish to submit my thoughts on what has been put forward for the community's consideration.

Having attended many meetings over the last few years convened by the BRA and the BPDA, both in person and virtually, I believe I have an understanding of what the city's planners envision for this neighborhood. How, you might ask, do I know it's their "vision." They have told residents that repeatedly. Unfortunately, those visions often are at odds as to what residents want and have expressed, and those residents have felt frustrated that it appears the planners have embarked on an agenda-driven plan that is not in the best interests of East Bostonians.

First, the continued cry for added population through housing density has community members concerned. This area already has absorbed more than its fair share of new units, finished and under construction; a case in point is the massive Suffolk Downs development that will do measurable harm to the quality of life in East Boston. The infrastructure simply cannot support such a massive project. Since it is a "done deal," there should be a moratorium on any other new construction in this neighborhood.

Second, dismissive attitudes of planners to vehicular parking has raised the ire of many. To be redundant to opinions stated in public meetings, not everyone is without a car and not everyone desires that lifestyle. The reasons for that posture are many: childcare needs, elderly appointments, recreational wants, etc. The city should stop telling people, tacitly and overtly, that the car has little value in the city confines. Again, the planners' visions do not match the realities on the ground in East Boston.

Additionally, it is good to learn that the Agency has postponed any decisions regarding the proposed changes to major thoroughfares in the neighborhood. Those roadways are major conduits for the local residents and for regional transportation needs. There should be no lessening of traffic lanes and any consideration of bicycle traffic in East Boston should be sent to the Greenway that services the length of this small neighborhood.

Inarguably, regional traffic, both commercial and private vehicles, use East Boston as a cut through for business, personal and connectivity reasons. The impacts of truck traffic on our local streets has produced documented negative impacts to those streets. A proposal to construct a Haul Road along Chelsea Creek to alleviate some of that truck traffic has been met with disdain by the city's planners. Again, because the concept does not fulfill their vision, even though the proposal under consideration will help with traffic concerns, address some of the needed climate resiliency measures and create additional green space for East Boston. The positives are calculable, yet are ignored and not given appropriate consideration by the planners of this document.

Thank you for allowing the extension of the public comment period for this important dialog about our community. I appreciate having another opportunity to express my thoughts on the planning measures.

Sincerely,

[Redacted signature block]

Dear Jason and Kristina. Thank you for the opportunity to comment on the BPDA's revised Plan East Boston. I appreciate the time taken over the past several months, if not years, to listen to the residents of our community. My concerns are the inequities of this plan. The EBR-2.5 and EBR-3 zoning is divisive in a tight knit community. The assignment of 2.5 vs 3 stories is arbitrary. This is particular to Leyden Street and St. Andrews Road. I live on Leyden Street. There is a line of demarcation from an EBR-2.5 to an EBR-3 zone at 115 Leyden Street as explained by Cyrus Micell on December 20 during an Office Hours call that evening. I live at [REDACTED]. My 2-story, single family home is flanked by larger properties and lots on the left and right. There is another modest home at 139 Leyden Street, flanked by larger properties on the corner of Breed and 137 Leyden Streets. Further, considering Ashley Street, which is parallel to Leyden, and mostly 2-story homes on the block of St Lazarus St. Joseph Church, you are changing what is now zoned as 2F to a 3-story zoned Plus, EBR-3 sub districts are allowed up to 6-units for EBR-3 sub districts to 55' (previously 50') That is massive compared to my current home. Which brings me to the success of this plan. Without enforcement by destined to fail before it even starts. When I say fail, this is with regard to community confidence Random assignment of zoning, such as dividing a street or neighborhood into different zones, allows for variances to be sought. Leading to endless hearings and debate. This brings me to the question; With the new plan for zoning, what will the effects be on development projects in the pipeline? That is either having gone before the ZBA, and granted permits, but not yet built, or anything else in the pipeline. Will the ZBA take a pause and re-evaluate projects based on the new zoning? There has been little discussion on the topic of ZBA enforcement of the plan. Enforcement is instrumental to the plan's success. Sincerely, [REDACTED]

Dear Kristina and Jason,

Attached please find BTT Marine Construction's company's comments on the proposed Article 53 amendments. I have also cc'ed key CZM representatives as some of the comments are relevant to the DPA program and boundaries.

If you have any questions, do not hesitate to contact me or Scott.

Best wishes to you all for the holiday,

Tom

[REDACTED]
[REDACTED]
[REDACTED]

**Letter attached at end of document*

Dear Secretary Tibbits-Nutt,

We, the Friends of the Mary Ellen Welch Greenway, are submitting a letter (attached) to express our opposition to the proposed Haul Road Project on a rail right-of-way between the McClellan Highway stretch of Route 1A and Chelsea Creek.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

**Letter attached at end of document*

I am concerned about the plan to make Meridian street a one way street going into Maverick square. Moving the traffic to Border street would be a huge mistake. A ton of traffic can build up there as people are constantly double parking. Also, am confused that the proposal would have Marginal street lose one side of the road's parking. This is insanity to me as parkin is already an issue everywhere. To be clear i am not confused about reading the plan, i am confused that the city would actually consider this. Thanks for the work on this though, it is nice to see the ideas to make the neighborhood a nicer place to live. But i think the two above changes would not do this.

Hello,

I realize that I am sending this after the extension date, but hopefully it will be considered in the body of feedback you have received.

I would like to comment on a couple of items as a resident of East Boston who lives on Meridian St.

Re: Removing parking on one or both sides of Border Street

I think this is a bad idea and I strongly oppose it. Parking is already a nightmare in this area and new, luxury buildings are popping up all the time, filled with wealthy owners who bring one or more cars

to 4 unit buildings with no parking. Please, please, please. Create a parking solution, not a parking problem.

Re: Making Border St a one way to traffic

I think this is a bad idea and I strongly oppose it. Border St is a release valve for all the poorly timed and implemented construction projects that are going on all over East Boston. You want to bring Eastie to its knees and anger thousands of people, make Border St a 1-way.

In summary, I moved here from Downtown Boston over three years ago. I spend good money at local businesses, here, I bring friends and family here and they do the same - I would think you would want to keep and encourage people like me to live and work here. These changes, while in the long-term might help this area, are going to make my life more challenging, now. Instead of encouraging me to stay, these changes would encourage me to leave. I would like to see Plan: East Boston focus more on advocating for building affordable parking, maintaining existing roads, updating current bridges and building new ones. I think bike lanes are a great idea - but modify the footprints of the buildings and sidewalks to add space to the existing 2-ways, don't cannibalize what is already stretched to breaking as it is. Find a way to allow pedestrians to ride their bikes or scooters across a bridge from Maverick to Aquarium so they can more easily access all the companies who pay their salaries so they can afford to live in these new luxury buildings and spend \$18 a cocktail at East Boston restaurants. If I knew then, what I know now about this neighborhood, I would not have moved here, these changes are just a cherry on top. How long do you think it will take for more people like me to spend big money on new condos and homes in this area, only to realize it was a mistake, because, for example, it takes 45 minutes to get from the middle of Meridian Street to South Station, that's about 3 miles? I can take the Greenbush line of the Commuter Rail nearly to North Scituate in that same amount of time.

Best,



Supplemental Documents

**as of 1/9/24*

Items:

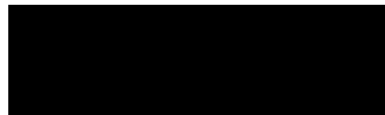
- p. 92 Border Street Study
- p. 101 Letter 1
- p. 106 Letter 2
- p. 108 East Boston Neighborhood Health Center
- p. 110 Boston Harbor Now
- p. 114 HYN
- p. 115 Massport
- p. 120 Airport Impact Relief Inc.
- p. 129 Boston Harbor Shipyard & Marina
- p. 131 Friends of the Mary Ellen Welch Greenway (#1)
- p. 141 Gove Street Citizens Association
- p. 144 Friends of the Mary Ellen Welch Greenway (#2)
- p. 146 BTT Marine Construction Company
- p. 152 Cargo Ventures



Aerial plan of Border Street, 1"=200'

Upper Border Street Study

Saratoga to Condor Street



Central Boston Urban Design



Boston Common



Central Boston, plan. The areas in red were demolished under “urban renewal” in the 1950s– 60s



Central Boston, plan. after “Urban Renewal”



Marlborough Street



Waltham Street

BOSTON PLANNING AND URBAN DESIGN

Until the end of WWII, Boston was one of the most beautiful cities in America. It did have economic and social issues, but the urban fabric of the city was excellent. Boston had beautiful streets, squares, and neighborhoods. Commonwealth Avenue, Louisburg Square, and the Back Bay were world-class (and still are). It should be noted that these urban components were not products of a *Zoning Code*, but of *Design Plans*.

During the 1950s and 60s, however, approximately 25% of the central city was demolished under the euphemistic principle of “Urban Renewal”. An excuse for demolishing the West End neighborhood, for example, was that many houses had inadequate plumbing. (Vienna, Austria—another beautiful city—also had inadequate plumbing, but they fixed the plumbing rather than tear down their city.)

This period was the beginning of the continuous degradation of Boston—degradation that continues today, with bad planning, and bad anti-urban architecture, produced by bad architects and uncontrolled developers. Boston continues to become uglier and uglier.

East Boston’s original development did not fare as well as Boston across the harbor. It did have its own character and a beautiful location, but it was a low-income working-class neighborhood with cheaply built housing, few commercial amenities, few civic buildings, and no real public space structure. This is still the basic problem with East Boston. Luxury apartment buildings have been built around the harbor edges, and property values are climbing as many houses have been cheaply “flipped” (the curse of “Azek”), but the public realm

remains inadequately shabby. Meridian Street is an embarrassment as the town’s main street. Central Square and Maverick Square are shamefully called squares, when they are just open areas without sufficient building definition, i.e., they are not Urban Squares at all. East Boston is in desperate need of urban design improvement.

Urban Design is the design of the public spaces of a city, with form codes, or guidelines, for the development of the private realm. Unfortunately, the current plan being developed by the BPDA is primarily a *Zoning Code*, not a *Form Code* (a Form-based Code). For some time, zoning codes have been discredited as city design tools by knowledgeable urbanists. Zoning Codes are not design codes. They pertain primarily to functional use (and exclusion), allowed area, and sometimes allowed building height. They are partially useful, but do not prescribe urban form and architectural guidelines—the design of streets and squares. Consequently, architects and developers are freer to produce bad things.

Zoning Codes, like Boston’s current effort, also typically emphasize transportation—vehicular movement—rather than street design as places for people. This often makes worse streets, and for the wrong reasons. This would be the case if the city’s plan for East Boston were to be implemented.

The city’s current plan—at least for East Boston—is inadequate and problematic. Boston should commission a knowledgeable urban design consulting firm to ensure a beautiful, sustainable, plan for the city. Names can be provided if necessary.



Aerial plan of central Boston, East Boston, Cambridge, and Charlestown



Aerial Plan of Charlestown



Aerial Plan of Chelsea



Aerial Plan of the North End



Aerial Plan of Back Bay



Aerial Plan of Beacon Hill



Aerial Plan of central East Boston (Eagle Hill and Jefferies Point)

ON CIVIC STRUCTURE AND URBAN DESIGN

Cities are composed of *Neighborhoods*, which are like small towns. Neighborhoods, like cities, should have three form characteristics: a clear center (street or square), consistent urban fabric, and sometimes a clear edge. They should be multi-functional, with most necessities within a ten-minute walk. (Neighborhoods are not *Districts*, however, which are mono-functional.) The *Civic Structure* of a neighborhood, or city, consists of a legible sequence of major streets, squares, civic buildings, and sometimes parks. *Urban Design* is primarily concerned with the design and regulation of the public realm—the civic structure, and other streets, squares, parks, and other public amenities. It is also concerned with *parcels* and *architectural guidelines* for the private realm.

PLANS AND GUIDELINES

No single plan can address all issues. Actually, three levels of plans and guidelines are needed: A Long Range Urban Plan, Precinct Plans, and Site Development Plans. In addition, there should be a process, and design review.

A *Long Range Urban Plan* establishes the overall intent. It defines the primary spatial anatomy (the hierarchical pattern of public spaces) of the city, or neighborhood, as well as its relationship to its surroundings. As such it should be a design plan that suggests the quality of buildings and spaces—not a generic plan such as a use and circulation diagram. The Urban Plan should also be accompanied by general design principles that apply to the whole area and by specific design guidelines that apply to the primary public spaces.

A *Precinct Plan* is, in practice, the most effective tool for managing urban development. As a “neighborhood” plan, it bridges the gap between the Long Range Plan (traditionally the Master Plan) and the siting and design of individual buildings. The Precinct Plan adds flexibility and precision to the Urban Plan and saves it from having to be specific about everything. A Precinct Plan should also be accompanied by specific design guidelines regarding the form of public open space and the architectural character of buildings.

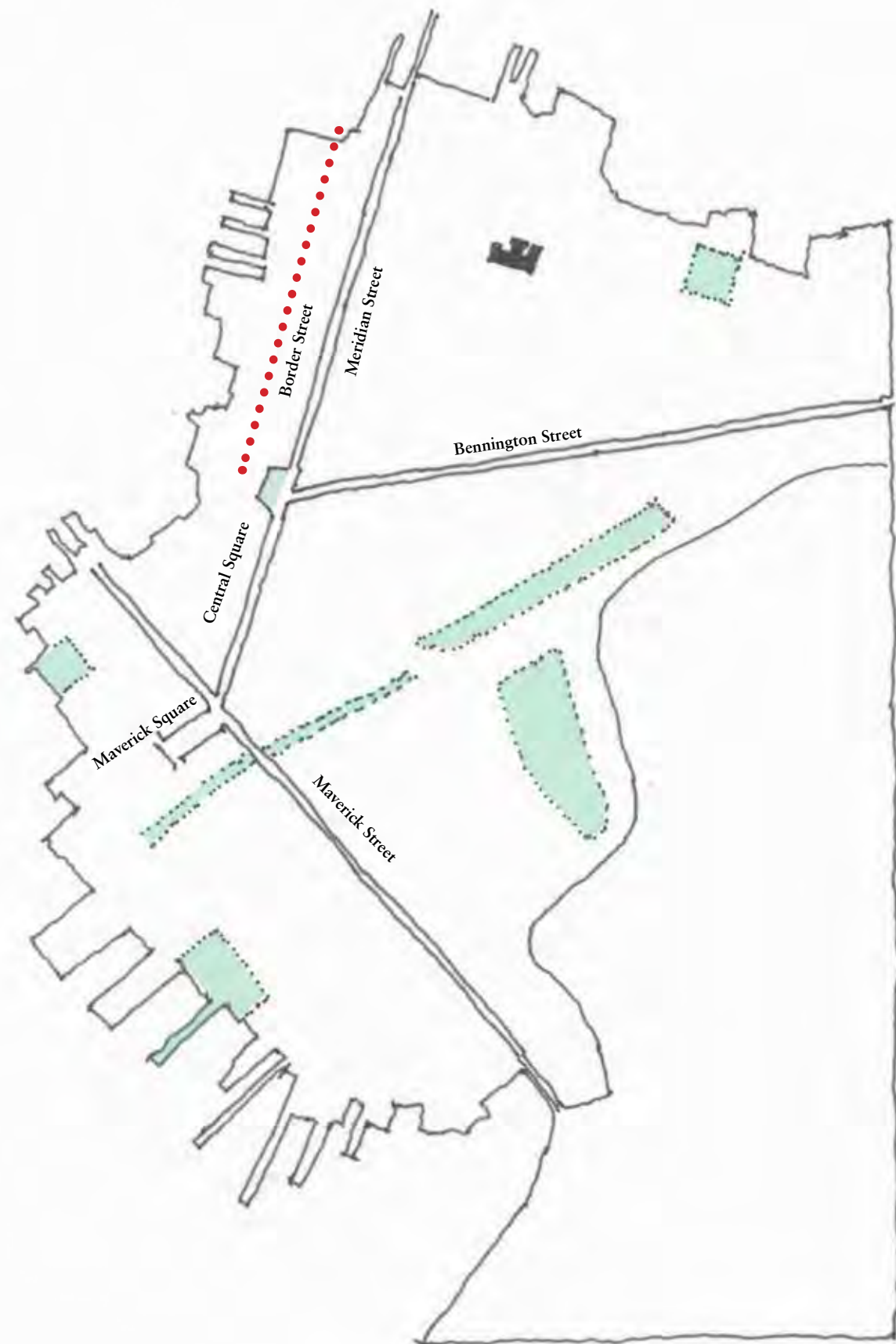
A *Site Development Plan* is really the result of feasibility studies to determine the conceptual, economic, and environmental feasibility of a given project. The Site Development Plan conveys more specific requirements not covered by the Precinct Plan, and should be accompanied by guidelines unique to the particular project and site.

Together these three types of plans and guidelines are the tools or instruments of urban development. They are an indispensable part of the process.

To be effective any process must address both private and public interests. In the recent past this balance has been difficult to achieve due to the hegemony of private interests resulting from lack of vision and weak design authority. To maintain a balance, active participation and cooperation is required.

Citizens and developers have a largely “private” agenda. They are primarily concerned with getting the most square feet possible at the cheapest cost. Every group’s special requirements must be acknowledged, but their needs must also be put in the context of the larger whole. For example, the exterior of the building and the site development should fulfill the project’s responsibilities to the public realm.

The Planning and Design Agency, in contrast to citizens and developers, has an almost completely “public” agenda. It is concerned with the long term viability of a project, but primarily it is concerned with the promotion, development, and maintenance of the quality of the public realm. It thus should play a large role in the development of plans and guidelines, and in the design review of individual projects. Design review should be required for each significant project. A post-construction assessment should also be done.



Civic Structure Plan of central East Boston



Existing plan of Border Street, 1 in. = 200'

Upper Border Street

Saratoga to Condor Street

This study was precipitated by the *PLAN: East Boston*, Draft Release, September 1, 2023, by the Boston Planning and Development Agency.

INTRODUCTION

I believe the current draft *Plan: East Boston* is deficient in two major ways.

The first is that zoning plans are exclusionary and without urban and architectural form regulations and design guidelines (Form Based Codes). Statistical plans alone cannot make beautiful urban environments. Urban and Architectural Design Guidelines are required.

The second is that the street proposals (the traffic recommendations) reflect a vehicular transportation bias rather than human centered considerations, and are ill-advised—especially for Border Street.

BORDER STREET EXISTING CONDITIONS

I live on Border Street and am very familiar with its issues.

Border Street has a great location adjacent to the waterfront and amenities, but *it is an ugly, dirty, and dangerous street*.

Architecture

The architecture along Border Street ranges from junky to awful to banal. There is nothing of particular merit. The city allows really bad apartment buildings to be built, such as the new blue apartment building across from the Umana School.

Urban Design

Border Street is not the result of design or regulations. It is random and chaotic. On the east (residential) side, buildings generally align on the street, but irregularly, and building heights vary considerably. On the west side, buildings generally do not align on the street, and only one or two address the street directly.

Parcels and Use

Most parcels on the east side are small and residential. Parcels on the west side (water side) are commercial and very, very large. There are limited view corridors to the water, and no harbor walk.

There are 32 parcels on this stretch of Border Street and five on the west side.

Parking

There is parallel parking along both sides of Border Street, except at curb cuts. There are massive parking lots on the water side with frequent ingress and egress, especially at the shopping center. These are especially dangerous points, as parked cars make it impossible to see oncoming cars.

Population and Pedestrian Use

There is a very large population on Border Street and much pedestrian traffic, especially on the west side. Hundreds of children use the street, as well as many elderly because of the sequence of *housing project-school-shopping center* along the west side.

Traffic and Circulation

Vehicular traffic consists of cars, commercial service vehicles, occasional ambulances and fire trucks, trash and garbage trucks, tow trucks, and miscellaneous trucks. There are a few electric scooters, and almost no bicycles.

Much vehicular traffic on Border Street travels at excessive, unsafe speed—as much as fifty miles per hour or more.

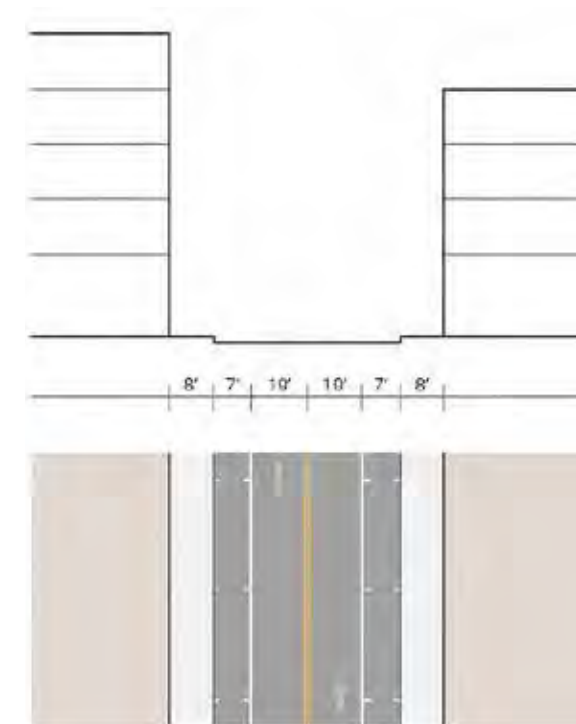
Border Street is a half-mile long between Saratoga and Condor. There are *no traffic lights, no stop signs, and only five pedestrian cross-walks*—all at vehicular entry/exit locations on the west side, but not at the two most crucial and dangerous locations at the shopping center. There are two areas of Border Street with no pedestrian cross-walks for stretches of eight hundred feet.

Consequently, BORDER STREET HAS BECOME A “CUT-THROUGH” STREET, even though it is a local street, not a connector. Todisco Tow trucks from Condor Street, for example, use it instead of Meridian Street because Meridian Street has frequent cross streets, traffic lights, buses, and bus stops, all of which act as “traffic calming” agents. Border Street has none of this, making it a cut-through alternative to Meridian Street.

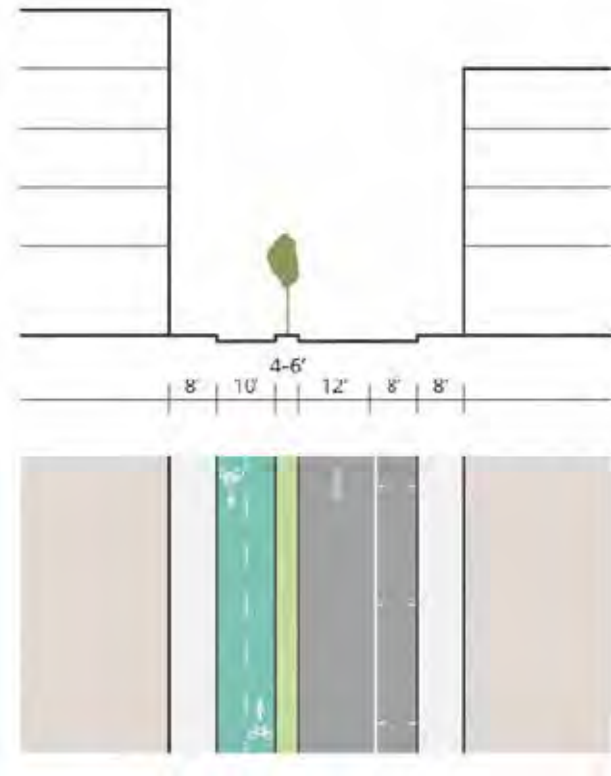
When the bridge to Chelsea is up, outbound traffic backs up well down the east side of Border Street and Meridian Street, and when school is out around 2:00 pm, inbound child pick-up traffic lines up along the west side of Border Street, making a one-way street impossible.



View of Border Street from White Street toward Central Square



Approximate existing dimensions of Border Street



BPDA proposed design for Border Street

PROPOSED BPDA PLAN FOR BORDER STREET

Border Street desperately needs redesign, but the BPDA proposed diagrammatic plan strategy for Border Street would result in a problematic street design, and would be a circulation catastrophe. It does nothing to calm traffic, or otherwise improve the pedestrian realm. In fact, the BPDA's proposal for a one-way traffic lane would actually increase speed. The plan seems to give no thought whatsoever to pedestrians, only to bicycles, which can also be dangerous to pedestrians, especially as proposed. Finally, trees in the middle of the street are inappropriate and do not protect pedestrians. Curb-side street trees should be provided.

This plan should be revised.

RECOMMENDATIONS

Border Street should remain a two-way street with parallel parking on both sides of the street, but this section of Border Street needs *Traffic-Calming Measures* and *Aesthetic, or Design, Improvements*. These two goals are mutually reinforcing. It is common urban design knowledge that reduced speed, parallel curb-side parking, curb extensions, four-way stops, and curb-side street trees all contribute to a safer, more beautiful street environment. All are possible and should be adopted for Border Street.

Speed Limit

Border Street should be designed as a local, two-way, shared street, with a maximum speed of 20 miles per hour. This section is a half-mile long. Without stops, at 20 miles per hour, it would take 90 seconds to traverse. With stops, perhaps twice that. This is an urban neighborhood with many children. The idea should be to reduce speed, not to increase it, which one-way traffic would do.

Pedestrian Crossings

Provide pedestrian crossings at *all* intersecting streets as well as the supermarket and school.

Parking and Curb-Extensions

Parallel parking should be provided along both sides of Border Street, except at curb cuts. There should be curb extensions at intersections and major ingress/egress points. This not only allows visibility of on-coming cars, but it decreases pedestrian crossing distances.

All-Way Stops

There is currently a Four Way Stop at the Saratoga intersection, but no Stop signs on the rest of Border, even though there are traffic lights on Meridian at White and Condor. All-Way Stops should be added to Border at Eutaw and White (a distance of 650').

Street Design

In general, the height of urban street walls should be at least equal to the width of the street, i.e., a 1:1 ratio, and up to 1:1.5.

Parcels

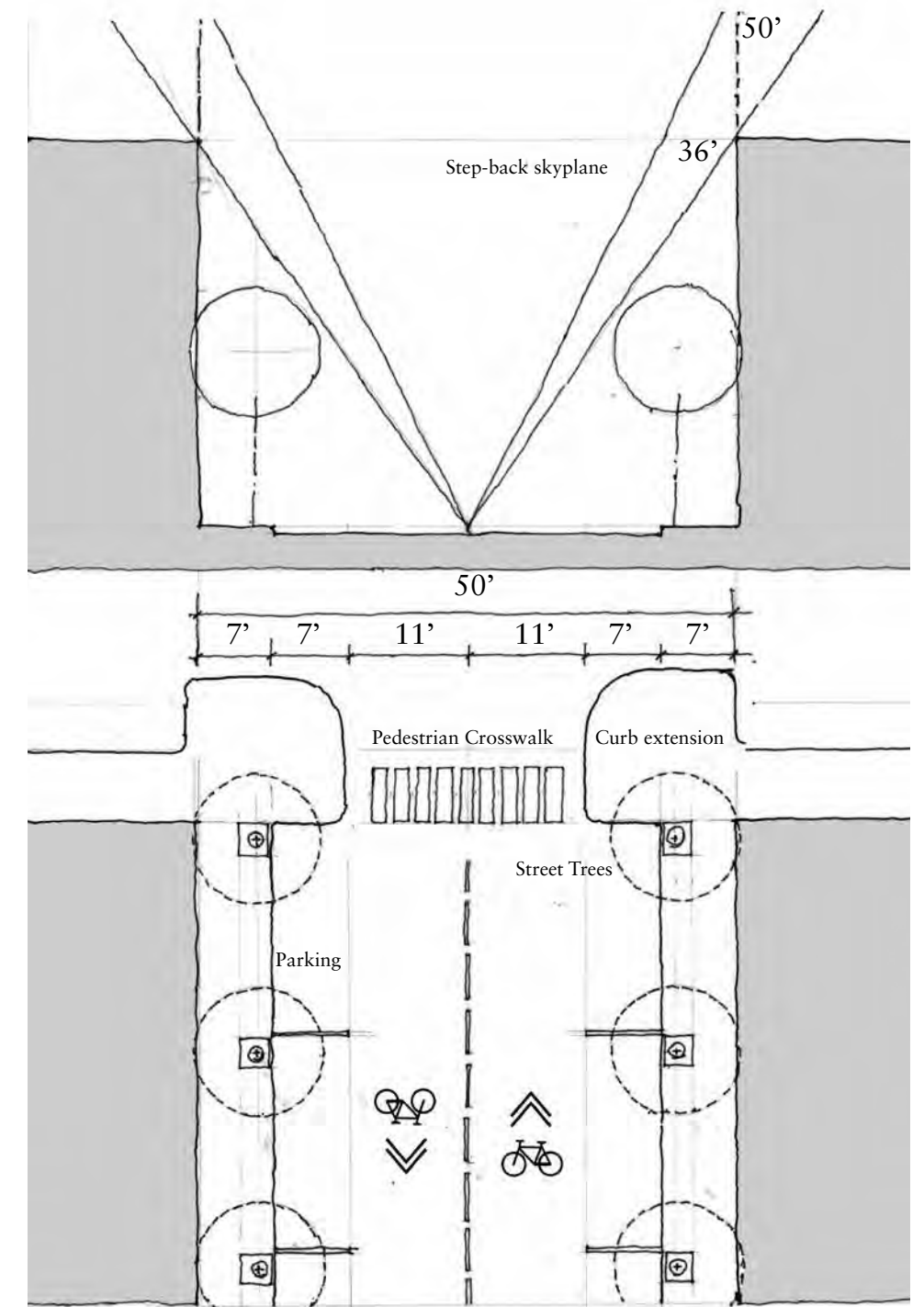
East side parcels should be approximately 25' with no project wider than two to three parcels.

Trash Receptacles

There are currently no trash receptacles on Border Street, consequently the street is always littered with trash. Receptacles should be provided at street corners.

Speed Bumps

Twenty mph traffic, can negotiate speed bumps, even trucks. They should be provided as appropriate.



Proposed Street Design, 1 in. = 16'

Dimensions vary slightly along Border Street. An accurate survey is necessary in order to make a definitive design for the street.



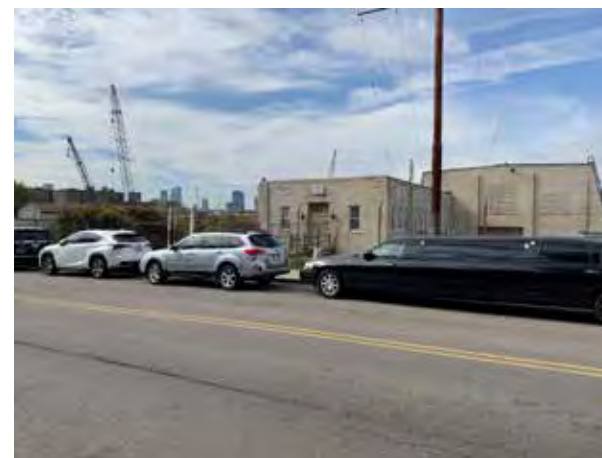
View of the Marine Industrial area and Charlestown from the second floor of 373 Border

THE WATER SIDE OF BORDER STREET

The problem with this part of Border Street is not the Marine Industrial area. The Marine area is, in fact, very interesting, and—provided traffic is addressed as previously described—is part of the unique character of this neighborhood. It is interesting and always changing, as the above view illustrates. The problem is the (lack of) architecture and urbanism of the street edge.

The only buildings that align on the street edge and address the street are the single story BD's and the adjacent four-story brick building, so a wider sidewalk could be possible. Cities need facades to define the streets. There are no facades on the water side of Border Street—only blank walls and curb cuts for vehicular access.

With proper urban design, together with partial rezoning, the Marine Industrial area could, in fact, remain in place, while allowing for additional commercial and/or smaller residential development along the street edge. Indeed, over time, much more residential could be developed. This could be an improvement for Border Street, the shopping center, and Central Square as well.



Views along the water side of Border Street

My mother walks to the [REDACTED] Monday-Friday in the morning and afternoon for her job as a [REDACTED]. After hearing about the proposal to take parking away from Border Street either on both sides or one side, we tracked how many cars are parked from West Eagle St. To Eutaw St (two city blocks). Please note this does not include the cars parked to the right of West Eagle to Condor or beyond Lexington St to Central Square daily. This number increases at night when people are home from work and settled, however because of the recent shootings at 800 Border it is not safe for us to walk this stretch of road to gather the numbers for overnight parking.

It should also be noted that all side streets as well as Meridian Street are at capacity for parking as well so we would truly like to know what the solution is for the residential owners of these cars and where they will be able to park if parking is removed from Border Street.

I want to emphasize this is data of actual cars and people who utilize parking, not estimates or assumptions that people moving in will not have cars. They are already here and will have no place to park.

In addition, this is also without the large housing unit on the corner of Falcon and Border being occupied as well as the new residential units that will be occupied across from the Umana school once construction is completed.

Lastly, Condor and Meridian are Snow emergency streets, and residents utilize Border Street for parking at these times adding to the already high volume of cars utilizing the street daily. Where are other options for snow emergency parking if Border Street is no available? Airport garage parking is not feasible. There are challenges for people trying to get home from the airport during a storm, especially the elderly and those who are handicap. Then the car must be removed from the garage within 24 hours after the snow emergency is lifted, and we are challenged again with getting to the garage and then where to park. The city consistently fails to snowplow to the curb on snow emergency streets so residents can't park unless they have the ability to move heavily plowed snow. Removing the option of having parking on Border Street will compound the challenges for residents in this area.

	Date	Approximate Time	West Eagle St. to Lexington St. # of cars parked
1	Wednesday: 9/13/2023	7:00AM	72
2	Thursday: 9/14/2023	1:30PM	58
3	Friday: 9/15/2023	7:00AM	60
4	Saturday: 9/16/2023	3:00PM	67
5	Monday: 9/18/2023	6:40AM	63
6	Monday: 9/18/2023	1:41PM	60
7	Tuesday: 9/19/2023	9:15AM	52
8*	Tuesday: 9/19/2023	1:43	45
9	Wednesday: 9/20/2023	6:42AM	58

10	Wednesday: 9/20/2023	1:40PM	44
11	Thursday: 9/21/2023	6:40AM	57
12	Thursday: 9/21/2023	1:38PM	48
13	Friday: 9/22/2023	7:58AM	58
14	Friday: 9/22/2023	1:33PM	47
15	Sunday: 9/24/2023	3:30PM	57
16	Tuesday: 9/26/2023	6:40AM	50
17*	Tuesday: 9/26/2023	1:38PM	52
18	Wednesday: 9/27/2023	6:38AM	55
19	Wednesday: 9/27/2023	1:40PM	46
20	Thursday: 9/28/2023	6:40AM	62
21	Thursday: 9/28/2023	1:41PM	48
22	Friday: 9/29/2023	6:40AM	58
23	Friday: 9/29/2023	1:38PM	52
24	Saturday: 9/30/2023	7:00AM	67
25	Sunday: 10/1/2023	2:30PM	53
26	Monday: 10/2/23	6:39AM	54
27	Monday: 10/2/2023	1:40PM	49
28	Tuesday: 10/3/2023	6:40AM	46
29*	Tuesday: 10/3/2023	1:37PM	40
30	Wednesday: 10/4/2023	6:30AM	48
31	Wednesday: 10/4/2023	1:38PM	35
32	Thursday: 10/5/2023	6:37AM	65
33	Thursday: 10/5/2023	1:40PM	44
34	Friday: 10/6/2023	6:38AM	59
35	Friday: 10/6/2023	1:42PM	45
36	Saturday: 10/7/2023	3:30PM	61
37	Sunday: 10/8/2023	9:30AM	67
38	Monday: 10/9/2023	11:20	51
39	Monday: 10/9/2023	1:47PM	43
40	Tuesday: 10/10/2023	7:40AM	38
41*	Tuesday: 10/10/2023	1:36PM	57
42	Wednesday: 10/11/2023	6:40AM	44
43	Thursday: 10/12/2023	6:36AM	62
44	Thursday: 10/12/2023	1:39PM	46
45	Thursday: 10/12/2023	2:56PM	46
46	Friday: 10/13/2023	6:38AM	59
47	Friday: 10/13/2023	1:09PM	50
48	Saturday: 10/14/2023	3:30PM	58
49	Sunday: 10/15/2023	10:45AM	65
50	Monday: 10/16/2023	6:39AM	57
51	Monday: 10/16/2023	1:16PM	42

52	Tuesday: 10/17/2023	6:39AM	48
53*	Tuesday: 10/17/2023	1:38PM	38
54	Wednesday: 10/18/2023	6:39AM	54
55	Wednesday: 10/18/2023	1:39PM	39
56	Thursday: 10/19/2021	6:36AM	61
57	Thursday: 10/19/2023	1:40PM	52
58	Friday: 10/20/2023	6:37AM	64
59	Friday: 10/20/2023	1:39PM	47
60	Saturday: 10/21/2023	11:05AM	69
61	Sunday: 10/22/2023	8:30AM	71
	61 Separate counts of cars out of	36 days	Average of 54 cars daily

***Street cleaning is until 12:00PM**

It is also proposed for Border Street to become one way. This is going to cause further congestion in Central Square. Eagle Hill residents driving will be forced to add traffic to Central Square either coming or going for shopping at Shaw's or any of the other retail stores in the square. I would also like to hear your reasoning on making Border Street a one way for cars, yet have bike lanes going in both directions? Aren't bike riders supposed to follow the rules of the road? This would mean that bikes should only be able to travel in the direction of the one-way street. Bikes, electric scooters, scooters, skateboards etc., do not pay excise taxes, nor registration fees, or have to pass a test to determine they understand the rules of the road, yet we are making accommodations for them, and penalizing those that are paying for road repairs etc. with their excise taxes. We must register our cars, have a license to demonstrate competency so until these same rules apply for bikes, scooters etc., they should not be the priority.

I have heard the rationalization at one of the virtual meetings that they are trying to create the bike lanes on Border Street (which require the street to be one way and remove parking on one or both sides of the street) so there will be easy access for those traveling from Revere and Chelsea in and out of East Boston. We need to prioritize the quality of life for East Boston residents before making accommodations for other cities. East Boston residents already wait for multiple buses when trying to take a bus from Eagle Hill because they enter the city at capacity from the route through Revere and Chelsea. When taking the bus from Maverick, they must fight to exit the buses with passengers taking the bus to Revere or Chelsea refusing to move or allow access to the exits of the bus. Residents that live in the city deserve to have parking and egresses to get to and from other sections of East Boston with some flexibility, not lose quality of life for residents of those outside of East Boston.

When Border Street was closed for the Cultural festivals twice this summer, it took over 45 minutes for us to get to Shaw's driving from Eagle Hill, please don't tell me to walk, as I would like to know how we are supposed to carry a week's worth of groceries blocks through Eagle Hill. During the street closure there was no right turn allowed at the light of Meridian and Saratoga, so we were required to go all the way through the square and turn near London and

connect with Border Street and back-track toward the square to get to Shaw's. Even if we were allowed to turn right at the light at Saratoga and Meridian, it will cause further back-up on Meridian because there will be so many people turning and there is pedestrian traffic. Has there been a traffic study that shows the volume of cars utilizing Border Street both ways throughout the day? If so, can that information be shared and the method in which the study was conducted be disclosed.

It was cited that the area of Condor and Meridian is the site of many collisions. However, has it been identified that a number of these accidents are caused by people who are cutting through the gas station to avoid waiting at the traffic light? There should be a no left turn out of the gas station as it requires people to cut over three lanes of traffic.

Lastly, it is being proposed that the Meridian (McArdle) bridge be brought to two lanes and add bike lanes. This is not feasible, and anyone who enters East Boston or tries to exit, has sat in the traffic that is already present will agree. We FINALLY achieved a left turn only lane on Meridian which assists us in keeping traffic moving on Meridian Street. With weekend closures from the tunnel, as well as anticipated tunnel closure for two months again next summer, two lanes on the bridge will be a disaster. Anyone who took a minute to gather data during the closure knows that traffic extended often through Central Square, and that is with the option of two lanes, where are the cars going when there's only one lane of traffic. It is also important to note that many of the cars on the streets of East Boston belong to those that are passing through from the airport or from the north shore to get to Boston. As residents on Meridian, we deal with the traffic daily as we try to get access to our home and parking, where cars are often frustrated with the traffic situation, they barely allow residents to be able to park, block intersections, cover crosswalks and do not stop for pedestrians. Changing the capacity by limiting the bridge to one lane is only going to exuberate these problems. With the closure of the tunnel, many residents of Eagle Hill utilized Border Street to navigate to get home. Removing this option if Border is a one way will impact our quality of life.

It is time for people who live here to be present on the planning committee and not those that are connected to politicians and their agendas. In connecting with the community regarding the in-person meeting at East Boston High School on October 18, 2023, I can't even count how many people (residents, store owners, and the Boston Police) who were unaware of this plan. I hear all the time that you advertise and open things for public comment, however meetings are not advertised to reach most people. Posting things on the plan Boston website, when many aren't even aware of plan Boston is not accessible. Relying on social media only reaches a certain demographic of people and eliminates the possibility of residents to access information, not everyone is on social media and technology. Public meetings have been online which limits lifelong residents that are not computer savvy. Those that have lived in this community for decades, who have been paying taxes for decades have a right to have their voice at the table. When you are planning these types of changes, I implore you to look at a way to saturate the neighborhood with information. We placed fliers throughout the neighborhood, we had fliers hanging in local stores and communicated with our business owners. Connecting human to human to get the word out. I suggest that you have someone from each neighborhood (Eagle

Hill, Orient Heights, Jeffries Point, The Flats etc.) be represented on the planning committee (again, not people who are puppets of local politicians) but those who are a neutral resident who will make a commitment to communicate to their community what is happening. To collect the voice of the people, not the script of the people who only have one agenda and that agenda doesn't take into consideration the people who will live in the community with the ramifications of these decisions.

October 17, 2023

Plan East Boston Redevelopment Plan 2023.

To Whom it May Concern:

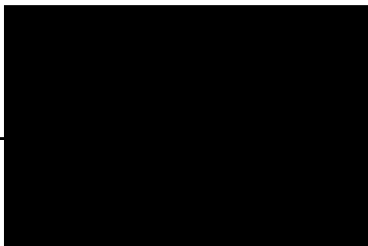
I have attended several meetings regarding the re-zoning of East Boston. I am amazed at how ill prepared the presenters are and how the slides are difficult to decipher even for people who have lived in East Boston their entire lives. The streets are not labeled and there are no parcel numbered spaces (street and house numbers) to really visualize what the presenters are speaking about. The color codes labeled yellow- I thought were orange making it difficult to figure out where the slide represented in the beginning. The quality of the slides are poor at best making it difficult for the elderly to see. Speaking of the elderly- many of whom do not have the internet and did not get officially notified but found out by speaking to friends and neighbors. The lack of accommodation to the elderly on notification is incredible. They are not informed in a timely fashion. Attendees asked questions and the presenters look like a deer in headlights, as if they had never seen this information before. The presenter in charge of traffic- stated that there was not a comprehensive traffic study throughout East Boston but the small traffic study that was conducted- he was confident traffic would be ok. How can anything be determined without an independent comprehensive traffic study of East Boston? Questions regarding police, fire, ems not to mention schools are unable to be answered. Questions regarding parking and traffic are responded by people won't have cars- which is either really insulting, naïve or not a well thought out plan. People need cars especially the elderly and young families. Even if there are a handful of people without cars, they will utilize rideshares and delivery services for food and products purchased online which will add to the traffic. The MBTA currently cannot sustain the riders they have especially on the train lines. To be honest this was a typical dog and pony show that MassPort would put on to get what they wanted even though they knew that it would not benefit the residents but if they painted it pretty enough and put on a big enough of a show, the show would garner support. Just like MassPort, this is not good for the community but like MassPort – this will be rammed down our throats.

I am a 4th generation East Boston resident. I have lived in my family home my entire life. The home has been in my family since circa 1948. I am ■■■ and have lived through changes of East Boston- many positive things but there have been some negative, the expansion of Logan Airport and all the health and traffic issues it has brought. No, the Haul Road is not the answer-it will only be a gateway for more airport expansion. I have heard the arguments that look at what MassPort has given to East Boston. MassPort gave nothing to East Boston out of the generosity of their hearts or sense of altruism. East Boston fought for everything starting with the Maverick Street Mothers. Now the city is doing what MassPort did with the current ZBA and BPDA rubberstamping one variance request after another despite neighborhood and abutter outcries. There was a time when the residents' and abutters' concerns mattered and were taken into serious consideration and not a side note. This is when residents and not developers mattered. Those days are long gone. Now absentee homeowners and developers can do whatever they want where ever they want in East Boston because there is a rubberstamp mentality. The plans presented at the meetings that I have currently are not providing any greenspace in East Boston, however, I have heard that the plans for Charlestown have greenspaces. To quote Big Yellow Taxi by Joni Mitchell ".....They paved paradise, put up a parking lot". East Boston is becoming that parking lot. I have come to the conclusion of my 60+ years living in East Boston that East Boston is the dumping ground of the city. I had hoped that Mayor Wu would be different, sadly, she is the same as all the others.

The population in the city of Boston is approximately 654,776. Mayor Wu believes that the city of Boston can sustain 800,000 despite limited schools, ems, police and fire along with the infrastructure of roads and public transportation etc.. It appears that Mayor Wu wants to put all but 1,000 into East Boston. It is very disappointing.

There are so many zoning spaces because each section of the city and each section within the city sections are so unique. Many sections of Boston were annexed in and not part of the initial Boston proper. The zonings should be respected by not respecting the zonings is to take away a community that has flourished in its own uniqueness whether it is geographic or buildings or landscaping. East Boston is the most unique geographically because it is a peninsula. There really is only one way out. East Boston residents are the only section of the city that has to pay a toll to drive into our city hall. We have resident parking because parking is scarce already. We can't even have guest passes for relatives to come and visit their elderly relatives without getting a ticket. Yet, the city wants to bring more and more people into an area that only has one ambulance, limited fire and police and roads to that the city is looking to decrease Bennington Street from two lanes on each side to one lane on each side and to reduce Border Street to one way. These two streets are thoroughfares to and from the Ted Williams, Callahan and Sumner Tunnels. Yet, the decisions are being made that will NOT benefit the current residents of East Boston but will benefit the BPDA and ZBA so that all they have to do is rubber stamp projects that make developers more money at the cost of the fabric of community that has been my home for over 60 years. Variances are being given without consideration to the community to the abutters. These automatic zoning takes away the voice of those who live in the area. Property taxes will continue to rise but property values will be reduced. Properties could become shaded due to homes that are built larger/taller than the current homes. Many homeowners chose where they live for the one family feel. Developers are buying homes out of the pockets of families because of these rubberstamped variances. Developers can pay top dollar limiting families from an opportunity to purchase a home. By making zoning easy Boston is making it easy for developers to scoop up homes from families who want to live in a freestanding home not an apartment setting condo. The developers tear down the homes and build a box building that does not fit in the area denying families the opportunity to buy a single-family home in the city. This current plan, current administration is pro-development, anti-families, anti- small homeowner and anti-elderly. You want affordable housing, stop the money grab by developers and respect the residents and the zoning laws that were put into place to protect the fabric of the community which protects family and the elderly. Housing prices are high because developers swoop in and over bid families. I can't say this enough.

East Boston is a beautiful community filled with so much diversity. The homes that are being torn down are beautiful and boxes are put up. Don't destroy neighborhoods with overdeveloping. You want to build something-build more greenspace for families and the elderly to enjoy.





November 30, 2023

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

jason.ruggiero@boston.gov

planeastboston@boston.gov

Re: PLAN: East Boston, Public Comment

To Whom It May Concern,

East Boston Neighborhood Health Center (“EBNHC”) has had a chance to review the details of the latest Draft PLAN: East Boston and Draft PLAN: East Boston Zoning Amendments and would like to voice its support for the general direction of the proposed changes. EBNHC has been a dedicated steward of the East Boston community since its founding in 1970, working to advance the safety and overall well-being of all East Boston residents. The aspirational plans put forward by the BPDA would better meet and promote the long-term needs of our neighborhood as it continues to grow.

We believe the proposed changes thoughtfully recognize the need of the community for increased density and more mixed-use neighborhoods to promote diverse and economically thriving neighborhoods that our residents want and deserve. East Boston residents bear a disproportionate burden of air pollution and chronic conditions impacted by the physical environment of our neighborhoods. We support reduced minimum parking requirements, improved public transit connectivity and accessibility, and expanded access to bike lanes and pedestrian paths as those changes would create healthier and more livable environments for our residents.

We are encouraged to see the BPDA prioritize increased density, particularly in areas near public transportation, supported by the simplified zoning to match the needs of our residents. In particular, we welcome the consolidation of zoning subdistricts and promoting mixed-uses in the Waterfront subdistricts and expanded mixed-uses in neighborhoods including Gove Street, Sumner Street and Addison Street. We also support the creation of Bremen Street EDA that would promote new uses including multi-family housing to create a more integrated and livable neighborhood. Overall, the proposed zoning amendments would strengthen community ties and bolster the local economy, giving residents access to goods, services, and living space that they would otherwise travel further into the city for.



In voicing our support, we acknowledge not every idea in the plan is ideal for the community or for the individual properties. For example, the proposal mentions some changes for Meridian Street and Maverick Square that can have strong impacts on patient and ambulance accessibility to major clinical facilities and in particular to East Boston's only 24/7 emergency department, among other potential impacts. We look forward to continuing to work with the BPDA to address specific community and EBNHC needs and reinforce that we feel the proposed changes in this plan are a step in the right direction for all of East Boston.

Sincerely,

Julia Makayova
Legal & Government Affairs Counsel
East Boston Neighborhood Health Center



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bostonharbornow.org

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December 1, 2023

via email: planeastboston@boston.gov

Boston Planning and Development Agency
Attn: Kristina Ricco
1 City Hall Square, Floor 9
Boston MA. 02203

Re: PLAN: East Boston and Article 53 Zoning Amendments

Dear Ms. Ricco

Boston Harbor Now respectfully submits the following comments on the *Draft PLAN: East Boston and associated Article 53 Zoning Amendments* proposed by the Boston Planning and Development Agency (BPDA). Our organization attended PLAN: East Boston in person events in the early stages of the planning process and has been tracking this project closely since discussions about the Waterfront and Evolving Industrial Areas began in July 2023. Most recently, we attended the PLAN: East Boston Draft Release Public Meeting held on September 12, 2023.

As longtime stewards of the Boston Harborwalk, Boston Harbor Now is committed to ensuring the waterfront we build today is designed for a more resilient and inclusive future. We use the term “Harborwalk 2.0” to capture the aspirations of this work to ensure that waterfront developments are accessible and welcoming; are prepared for the coastal impacts of climate change; and center equity and inclusion in the development of its design, construction, and programming. An accessible waterfront should have both linear and lateral connections between the city and the water, as well as numerous activation strategies to serve all Bostonians. A resilient waterfront includes a variety of climate adaptation strategies to protect and serve Boston at a district scale. To center equity in waterfront design is to focus on strategies that make the waterfront feel safe and inclusive through lighting, signage (preferably multi-lingual), full ADA accommodations, and the elimination of features that make users feel unwelcome or excluded.

Traveling to, along, and across the Water

As advocates for a more accessible Boston Harbor, we appreciate the attention the BPDA has put into planning related to new multimodal connections to, along, and across Boston Harbor and Chelsea Creek. The plan contemplates new street features like bike lanes, curb extensions, and other complete street elements that expand the existing street and greenway



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network for a wide range of users, connecting people to the waterfront and its amenities. On the Chelsea Street and McArdle bridges, bike lanes and potential pedestrian improvements on the surface as well as new signage will create a safer and more comfortable experience for people crossing the water. New bike infrastructure on Border Street will help people traveling along the waterfront, while new shared-use paths extending the Mary Ellen Welch Greenway will help visitors get to Piers Park and Winthrop Greenway. We applaud these improved connections, especially in areas where the official Harborwalk does not exist along the waterfront due to designated port areas or historic uses. Though these alternate routes are not a perfect substitution for Harborwalk, the proposed improvements help realize some of the goals of “Waterfront Way,” envisioned by the 2000 East Boston Master Plan by creating connections between waterfront amenities. Finally, as the BPDA works to implement these infrastructure improvements, we hope they will be safe, comfortable, and intuitive to navigate.

We also appreciate that PLAN: East Boston builds off the ideas laid out in *Vision Chelsea Creek*. In the 2020 community-led plan, *Vision Chelsea Creek* called for an “Urban Boulevard [that] envisions a safer, more pedestrian- and cyclist-friendly corridor along Route 1A” with a potential flood barrier alignment and waterfront access points, which is echoed in the BPDA’s plan for McClellan Boulevard. We are excited that the BPDA’s design envisions a new Harborwalk along Chelsea Creek with inland connections to the neighborhood, opening a currently inaccessible part of the waterfront to community members. Though the final design of this right of way will be determined by the Massachusetts Department of Transportation (MassDOT), we appreciate the city’s advocacy for waterfront access and the community-generated planning document.

To expand the transportation network across the harbor, the BPDA has proposed a series of recommendations to make Inner Harbor crossings more accessible and equitable. We appreciate that the BPDA recognizes the importance of creating multi-modal options that accommodate cyclists, pedestrians, and public transit users and understands the inequities affiliated with the current pricing of different harbor crossing modes. With reduced fares and more consistent scheduling, ferries could be both the short and long-term solution to facilitating more Inner Harbor crossings. We recommend the BPDA, the City of Boston, and the MBTA work collaboratively to establish a permanent, affordable year-round ferry service between East Boston and Downtown. The service piloted during Blue Line shutdown and the Sumner Tunnel Closure over the past two years only scratches the surface of the potential for a more frequent, fare-integrated, bow-loading ferry system.



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A Vision for the Waterfront

New zoning for the waterfront district up-zones current waterfront industrial areas to include additional commercial uses: Community Uses, Cultural Uses, Entertainment and Recreational Uses, Office Uses, Retail Uses, and Service Uses. These zoning changes do not preclude the current water-dependent industrial uses found on the waterfront but instead allow the new uses to exist alongside them, assuming they are located outside the Designated Port Area (DPA).

The plan acknowledges that many of the existing DPAs in East Boston are not consistent with the BPDA's goals for the waterfront but stops short of outlining a vision for how the waterfront might look if the DPA designation were to be removed for any individual sites. Although there is a desire for job creation and for more welcoming uses than some of the existing waterfront industrial areas, there is no explicit mention of what uses the BPDA or community members hope to see along the waterfront in these areas.

The allowed uses in the proposed zoning suggest a less industrialized waterfront with more commercial uses, but it may be helpful for incoming development to have a more concrete list of desired amenities and uses along the waterfront, especially on the ground floor. Chapter 91 requires buildings within 100 feet of a project shoreline or on pile-supported piers that do not have a water-dependent use to include facilities of public accommodation (FPAs), providing the community with public amenities. Given the opportunity Chapter 91 presents, we recommend that further study be undertaken, perhaps in the Environment Department's Resilient Border Street Waterfront Project, to better understand how future Chapter 91 amenities and FPA spaces can be used to support the community members' waterfront vision.

The Resilient Border Street Waterfront Project, a new design study to evaluate coastal resilience strategies along the Border Street waterfront, is a key next step in the implementation of the City's Climate Ready Boston initiative. We hope the process will evaluate flood prevention strategies that will be applicable for Border Street both with and without a DPA designation, in the event that this unique area is removed from the state's protected status. If the DPA designation remains, point access between industrial sites to provide the public with views of the water or new open spaces is recommended. If the DPA designation is removed, the strategies contemplated by the plan should incorporate public access as well as opportunities for the public to interact with the water. As noted previously, a list of landside amenities needed to support waterfront usage should be compiled and used as a resource in further planning. Similarly, the Urban



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Design Guidelines created as a part of PLAN: East Boston should be expanded to include guidelines for new Harborwalk that may be created either along the water's edge or as points of access within a working waterfront. Though the proposed design guidelines contain sections on the public realm and open space, special attention should be placed on the Harborwalk and the design details needed to keep the Harborwalk cohesive and welcoming.

In-line Edits

In our reading of the plan and affiliated zoning amendments, we noticed some copy edits that may need revisiting. On page 159 in the caption of Figure 03-49, there is a typo "The parallel rights-of-way for McClellan Highway and the rail parcels converge at this location for a combined **XX**-foot right-of-way".

Additionally, the word "handicapped" appears throughout the text of Article 53 and likely in much of Boston's zoning code. Though it is not part of the code contemplated for review, we suggest the BPDA discuss proper terminology with the Disability Commission staff or use the terms "person with a disability" or "disabled."

In conclusion, Boston Harbor Now is appreciative of the BPDA's proposed plan to create a more accessible waterfront. Focus on multimodal connections will allow a wider variety of visitors to travel to, along, and across the water, and improvements like McClellan Boulevard create new opportunities for waterfront access. Upgrades to street networks will create safer and more comfortable travel paths, while new shared-use paths will connect new audiences to the water. In future planning efforts, we hope to see more focus on landside amenities to support community needs and expand waterfront usage. Though we look forward to the new Resilient Border Street Waterfront Project, which will delve deeper into coastal resilience infrastructure, we hope additional work can be done to better support the activation of the waterfront throughout the neighborhood.

Thank you for the opportunity to comment on the BPDA's plan for East Boston and associated zoning and urban design guidelines. We would be happy to speak with you further if there are additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Katherine F. Abbott".

Katherine F. Abbott
President and CEO
Boston Harbor Now



VIA EMAIL

December 20, 2023

Jason Ruggiero
Community Engagement Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

RE: PLAN: East Boston

Dear Mr. Ruggiero and Members of the Plan: East Boston Team:

Plan: East Boston includes meaningful ways to achieve the goals of Boston's Squares + Streets initiative, including improved transit options, parking reconsideration, concentrating height/density, planning appropriate transitions from existing neighborhoods to new developments, and incorporating green infrastructure in public spaces. As the Master Developer of Suffolk Downs, HYM recognizes the effort that went into creating the report thus far, and particularly appreciates the thoughtful way in which in-progress and proposed developments were considered.

We welcome the opportunity to provide input for consideration as Plan: East Boston continues to be advanced, with a particular focus on the proposed future of Route 1A corridor where it interfaces with the permitting obligations of Suffolk Downs. As proposed in Plan East Boston, there are two areas where the existing Route 1A street corridor public right of way widths are not sufficient to accommodate the proposed modifications as outlined in Plan: East Boston and therefore may require further study and modification as Plan: East Boston continues to advance.

- At Boardman Street and Route 1A: The road section would need to be 132 feet to accommodate the proposed Plan: East Boston changes and maintain the proposed future turn lanes. This is 32 feet greater than what is available in the existing public right of way which is only 100'.
- At Tomasello and Route 1A: The road section would need to be 162 feet to accommodate the proposed Plan: East Boston changes and maintain the proposed future turn lanes. As part of the Suffolk Downs improvements, 24 feet of the Suffolk Downs frontage has already been planned to be utilized to accommodate the widening of Route 1A. However, the proposed concept included in Plan: East Boston would require an additional 38 feet of accommodating the full street section that will be needed at this location.

For both the Boardman Street/ Route 1A and Tomasello/ Route 1A intersections, we respectfully request further evaluation by the City of Boston to determine how the City will acquire this additional right of way and how the City will be maintaining the future turn lane capacity at these intersections. In addition, the Route 1A corridor, particularly at Boardman Street, is already a very constrained corridor and we respectfully request further traffic analysis to show the impacts of the proposed Plan: East Boston changes. Last, it would also be helpful to have a better understanding of the coordination that may have taken place with the various state agencies having jurisdiction in this corridor to ensure that the overlapping objectives are accounted for in the final form of Plan: East Boston.

On behalf of the Suffolk Downs Master Development, HYM supports the focus of PLAN: East Boston to invest in safety and foster connectivity to new neighborhoods through the creation of cross-town connections that are key to supporting job growth and smart housing expansion. We look forward to participating in continued dialogue on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. O'Brien', is written over a light blue horizontal line.

Thomas N. O'Brien
Authorized Agent



Massachusetts Port Authority
One Harborside Drive, Suite 200S
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December 22, 2023

James Arthur Jemison, Director
c/o Jason Ruggiero, Community Engagement Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Subject: PLAN East Boston

Dear Director Jemison:

On behalf of the Massachusetts Port Authority (Massport), thank you for the opportunity to comment on the final draft of the PLAN: East Boston document (the “Plan”). The Plan references high-level planning goals including expanding access to housing, advancing climate resilience, enhancing transportation options, and supporting the local economy, future growth, and active public spaces. The Plan’s recommendations focus on defined specific use areas including: neighborhood residential areas; squares and corridors; and waterfront and evolving industrial areas, and policy considerations for advancing future development projects in East Boston.

Massport appreciates the years of cooperative engagement with the City on a number of projects and initiatives related to open space, transportation, climate resilience and the public realm. As you know, Massport owns and operates Logan International Airport, and owns, operates and maintains over 38 acres of open space in East Boston, including Bremen Street Park, Piers Park I, the recently opened Piers Park II, the Airport Edge Buffers and portions of the Mary Ellen Welch Greenway, as well as waterfront property in state Designated Port Areas (DPAs) such as the Boston Harbor Shipyard and Marina (the “Shipyard”), which supports maritime industrial uses and jobs, consistent with Massport’s mission. We hope to work collaboratively with the City to address the following comments related to Plan recommendations, policy considerations, and proposed designs that could adversely impact Logan International Airport and our DPA tenants’ operations.

Truck and Large Vehicle Access

Massport tenants at Logan International Airport and in the Shipyard rely upon dependable access to local customers, logistics warehouses, and the interstate highway system. Massport has worked with the City on programs and infrastructure to segregate truck traffic from neighborhood streets and has made a significant investment in the development of the Coughlin Bypass Road in East Boston to advance that purpose. While it is important to plan for a balance of travel modes through the City’s Complete Streets design methodology and enhance transit options in East Boston, key City of Boston truck routes serving

Logan Airport and the Shipyard must be preserved. The state's 2023 Freight Plan highlighted the need to protect these critical last mile highway connections. Regarding the Shipyard, in addition to access along Marginal Street, the plan should define a truck route accessing the regional/interstate highway network. Future improvements as outlined in the Plan should ensure trucks of all sizes are able to safely and most directly navigate to and from key highway access points.

Marginal Street

Plan recommendations for Marginal Street propose traffic calming design measures, curb extensions and connections to the Mary Ellen Welch Greenway. Reference is made to the application of the Boston Transportation Department's Street Safety Toolkit and the application of raised crossing and speed bumps, which are designed for streets that are rarely used by large vehicles and trucks. Although Marginal Street is framed by residences and Piers Park I and II, it provides connectivity to commercial uses within the Shipyard. In fact, Marginal Street is the only access route to and from the Shipyard for large trucks (WB-67) that routinely make deliveries to the maritime and industrial businesses that operate there, such as Blue Atlantic Fabricators, Harbor Fuels, ACK Marine, and Down East Cider. An active urban harbor requires these types of businesses to ensure the viability of the maritime economy in Boston. Therefore, any design considerations for improvements to Marginal Street must support truck turning radii and dimensions necessary to facilitate safe truck access to and from the Shipyard to the nearest regional/interstate highway network.

Boston Harbor Shipyard and Marina Potential Harborwalk Connections

The Plan references a planning process to develop a public Harborwalk connection through the Shipyard, which is not a public space, to link open space resources along Marginal Street to Porzio Park. Generally, Massport supports improvements to the Harborwalk, and its Shipyard tenant has allowed pedestrians to walk through the Shipyard; however, the Shipyard is located within the DPA and its primary uses are maritime industrial. Massport and its Shipyard tenant will need to be included in any discussion of a public Harborwalk in the Shipyard and must account for the heavy industrial nature of existing and planned maritime uses and activities in the Shipyard. Workable alternatives, including the public Harborwalk, must not create an unsafe condition and must not restrict trucking and other maritime industrial activities in the DPA.

Coughlin Bypass Road / Day Square

The Coughlin Bypass Road in East Boston was completed by Massport in 2012 and is heavily utilized by trucks and passenger vehicles. It is a crucial connection for trucks between Logan Airport and logistic distribution and warehouse centers as well as the regional/interstate highway system, and importantly keeps a great many large vehicles off the residential street network in East Boston. The Plan's recommendations for Day Square propose the creation of a Day Square MBTA bus transit station between Frankfort Street and Chelsea Street, and dedicated bus lanes on Chelsea Street.

Massport previously met with BPDA transportation staff regarding this proposal and alterations to the Coughlin Bypass Road necessary to facilitate MBTA bus access from Frankfort Street. Also, Massport has had a transportation consultant evaluate the alternative represented in the Plan with separate right-of-way configurations for bus transit and the Coughlin Bypass Road. The transportation consultant assessed the scenario for impacts on truck access to the Coughlin Bypass Road and determined that the design is not feasible and is unsafe. At the City's request, our transportation consultant is doing further evaluation of this proposed design. In the interim, we ask that it be removed from the diagram of the Day Square Tomorrow Vision presented on page 102 of the Plan.

The proposed dedicated bus lanes on Chelsea Street must also be evaluated to ensure the design does not adversely impact truck access to and from the Coughlin Bypass Road, or alter its state designation as a Critical Urban Freight Corridor, as referenced in the 2023 Massachusetts Freight Plan. The Plan recommendation repurposing Frankfort Street east of Neptune Road for bus-only access to Wood Island Station should also be subject to further review with the community as the design could impact existing parking that services the adjacent Neptune Road Buffer.

Transportation

Remote Employee Parking / Chelsea Street Bridge

Over 20,000 people are employed at Logan Airport by the Airlines, the U.S. Department of Homeland Security, and various airport-related service industries, and over 5,000 of them utilize remote employee parking in Chelsea due to limited on-airport employee parking resulting from the Logan Airport Parking Freeze under the federal Clean Air Act. Employees utilizing remote parking in Chelsea board airport shuttles which frequently cross the Chelsea Street Bridge every day. Because the Chelsea Creek is an active shipping navigation channel and is also located within the Chelsea Creek DPA, the bridge span must be elevated several times a day to accommodate tankers and cargo vessels, resulting in significant traffic congestion in East Boston and Chelsea.

The Plan proposes to create a two-way separated bike lane, and a bus priority lane on the bridge by reducing the travel lanes from four to three. This change is intended to create a Green Links connection to connect the Chelsea Greenway to the Mary Ellen Welch Greenway. The proposed reduction of lanes on the bridge will worsen existing congestion at the approaches to the bridge and adjacent intersections, resulting in additional delay for traffic to return to normal speed and volume after the lowering of the bridge span. Massport has significant concerns that the design will negatively impact employee access to Logan Airport, as well as truck access to and from the Coughlin Bypass and the level of service of MBTA SL3 and proposed T104 buses.

McClellan Highway / Route 1A

McClellan Highway/Route 1A with traffic volumes of over 60,000 vehicles a day, is a primary vehicular access route for passengers, employees and airport freight from areas north of Boston to and from Logan Airport, as well as commuters coming to and from Boston. The Plan proposes a

redesign of McClellan Highway as “McClellan Boulevard” to moderate vehicle speeds and expand transit access through the separation of vehicular, transit, and bicycle and pedestrian rights-of-way. A local street network on both sides of Route 1A is envisioned to connect existing neighborhood streets with multiple at-grade intersections and provide crossing opportunities for waterfront access. Additionally, the existing MBTA rail right-of-way along Chelsea Creek is represented as a coastal flood resilience berm with a bike and pedestrian only pathway integrated into the berm. Massport does not currently have a position on the disposition of the right-of-way, however, if the City or adjacent property owners were to advance options for its re-use, limited access for transit should be a consideration, and Massport would be willing to engage with stakeholders in a continuing discussion.

The recommended design modifications to Route 1A will affect the vehicular capacity of this important route into the City of Boston and Logan Airport. It is important for traffic traveling south and north to be able to flow efficiently, since constraints would both create congestion and create negative environmental outcomes.

Open Space

Many of the Plan’s public realm and open space recommendations focus on developing greater connectivity between existing parks and linear open space resources such as the Mary Ellen Welch (MEW) Greenway and the Harborwalk. Massport owns and manages stretches of the MEW Greenway and is supporting upcoming pedestrian/bicyclist improvements to connections; i.e., the Day Square pedestrian/bike connection. More clarity is needed from BPDA regarding the Plan reference to the rezoning of the Massport’s airport edge buffers with a different zoning designation. Massport requests that the current draft zoning Map 3A/3B East Boston Neighborhood District be corrected for the Navy Fuel Pier Airport Buffer parcel which is referenced as Waterfront Access Area Open Space Subdistrict (OS-WA) in the draft Plan, but noted as Waterfront Mixed-Use (WMU) on the map and inappropriately designated as an area permitted for Planned Development Areas.

Zoning

The Plan’s Waterfront and Evolving Industrial Areas section proposes changes to zoning code that will simplify waterfront zoning districts and facilitate a broader mix of uses to support local employment opportunities and access to the waterfront. Many businesses along Route 1A require proximity to Logan Airport and are part of the economic ecosystem that supports Massachusetts’ economic development, trade, and tourism. Six waterfront zoning subdistricts in the current code are to be consolidated into Waterfront Mixed-Use and Waterfront Economy subdistricts. The draft zoning defines Waterfront Mixed-Use as areas providing a mix of residential, commercial and service establishments, where the Waterfront Economy areas allow for a mix of commercial and water-dependent economic activity. Although the Plan supports a greater mix of commercial uses in the new waterfront subdistricts, the state’s DPA requirements will continue to prioritize water-dependent industrial uses and businesses that support those uses in DPA areas. It would be helpful to have a reference in the Article 53 Tables Zoning Amendment regarding this state regulatory requirement where applicable in the new waterfront subdistricts.

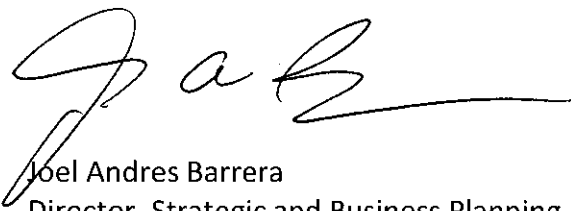
Director Jemison
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The Shipyard has infrastructure uniquely positioned to serve maritime industrial uses and must be preserved to serve these businesses and jobs. Future zoning updates cannot allow uses that are incompatible with maritime industrial businesses and uses in the DPA. The Plan also makes certain policy recommendations regarding DPA regulations. Massport would expect to be part of any discussion with the States Office of Coastal Zone Management and Department of Environmental Protection on proposed DPA regulatory changes or DPA boundary reviews.

Thank you for your attention to our concerns, and please do not hesitate to contact me at (617) 568-3705 or at jbarrera@massport.com if you wish to discuss any of our comments.

Sincerely,

Massachusetts Port Authority

A handwritten signature in black ink, appearing to read 'JAB', with a long horizontal flourish extending to the right.

Joel Andres Barrera
Director, Strategic and Business Planning
Massachusetts Port Authority

cc: A. Hargens, A. Guerriero, R. Goto, B. Washburn, S. Lee, C. Busch/Massport
Daniel Padien, DEP
Joanna Yelen, CZM



December 21, 2023

Mr. Jason Ruggiero
Community Engagement Manager
Boston Planning and Development Authority
One City Hall Square
Boston, Ma 02201

Re: AIR, Inc. comments on PLAN: East Boston draft

Dear Mr. Ruggiero,
Airport Impact Relief, Incorporated (AIR, Inc.) thanks you for the opportunity to comment on PLAN: East Boston (the Plan) AIR, Inc. is a community volunteer-led 501C3 which has been advocating for reduction and mitigation of Logan Airport's negative environmental consequences since 1965. We appreciate BPDAs extension of the comment deadline, and thank the Authority for accepting our perspectives on the Plan's draft transportation recommendations.

The Plan recognizes the safety and mobility challenges posed by fast moving, out of town commuter and airport traffic which spills off McClellan Highway (Route 1A) into East Boston's residential communities, and offers a full slate of recommendations to improve neighborhood safety and mobility. We enthusiastically support the Plan's transportation recommendations, and are especially supportive of recommendations to downsize McClellan Highway and prioritize installation of speed bumps.

AIR, Inc.'s partner groups come from a wide cross-section of area residents with a variety of technical and non-technical backgrounds. We have supported internal discussion of many facets of the Plan's transportation recommendations. However, agreement over the timing and course of removal of parking has been difficult to achieve. We are proposing that BPDA develop a phased-in approach which seeks to reduce traffic speed and volume, and improve ferry, bus and train options to begin a shift away from passenger car use, before removing significant amounts of parking. We believe that broader acceptance of the Plan's transportation recommendations will come as residents see improvement in the unsafe conditions which make use of automobiles the preferred mode of transportation for many East Bostonians, and cause such high demand for parking.

These comments are submitted in mobile-friendly Google Doc format to ensure that they are broadly viewable and shareable. Due to the extensive and important nature of the Plan, our

comments cover a range of topics which are accessible through an outline inserted on the following page.

Chris Marchi
Airport Impact Relief, Incorporated (AIR, Inc)

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AIR, Inc. Comments on PLAN: East Boston Draft

Logan Airport

The Plan paints a picture through a variety of data, of a community facing layers of environmental injustice. We add that with 2,100 acres comprising 1,800+ harbor facing acres and another 300 inland acres, Logan Airport and its accessory uses consume 60% of East Boston's land. At present operational levels, Logan emits 35,000 lbs of air pollution per day causing a 360% increase in childhood asthma and 200% increase in COPD, and attracts 150,000 cars per day.

Airport impacts are felt all over East Boston, so we recommend that the final Plan should include a chapter on Logan Airport, including:

- The city's assessment of Logan's traffic, noise and air quality impacts
- Economic impact analyses of public health, traffic congestion and other airport related environmental costs
- Recommendations for impact reduction and mitigation programs

- An assessment of the available political, procedural and legal resources to effect net reduction in negative environmental and public health outcomes related to the operation of Logan
- With airport operations emitting 35,000 lbs of EPA criteria pollutants every day, driving childhood asthma 400% higher in high exposure zones, BPDA should include a MERV 16 air filtration requirement on all new buildings and gut renovations

NOTE: the Plan states that adding height in the Day Square area is challenged by proximity to Logan, and FAA regulations. We respectfully offer a correction regarding this: FAA has no jurisdiction over land uses or building heights. We see no reason the city should impede its planning for environmentally destructive aviation activities.

Prioritize speed control

Until the release of this plan, community requests for speed control had been met with excuses about snow plows, or the lack of staff for speed enforcement. So the fact that the Plan finally promises speed bumps in a number of neighborhoods is a victory for everyday East Bostonians. **BPDA should make speed control its first priority** in a phased implementation plan.

Phase One; Speed Control

Speed control initiatives should be implemented to increase safety in East Boston's neighborhoods. As part of a phased approach, the city should first prioritize a community-wide safety, speed and volume reduction campaign:

- Installing speed bumps on specific streets, including at mid-block locations where necessary to bring speeds down to safe levels across the community
- Installing stop signs on all approaches to every intersection in grid areas such as Eagle Hill, to ensure consistency and control speed
- Providing police resources for speed enforcement
- Creating a truck exclusion plan which keeps discretionary trucking through the neighborhood to a minimum
- Maintaining sidewalks, crosswalks, and street striping and symbols to increase driver recognition of pedestrians and reduce crashes
- Developing and engaging residents about plans to eliminate cut-through traffic volumes using no turns and one way street strategies as has been done in Beacon Hill and the South End
- Conducting ongoing engagement with community stakeholders to fine tune these initial actions
- Proposing pilot ferry terminal locations with funding, fare pricing and schedule strategies to improve local commuting options and create a viable means of bringing bikes across the harbor
- Advancing design proposals for the Central Square to Greenway, Condor Street, Winthrop, and Chelsea Creek greenway extensions to provide safe, non-motorized pathways between neighborhood destinations

- Advancing discussions about downsizing Route 1A, to advance this important improvement
- Engaging with community partners to develop policy recommendations to reduce airport pollution and congestion impacts, including
 - Advocating for an airport sponsored community air filtration program in classrooms and homes
 - Advocating for an 80% high occupancy vehicle (HOV) airport ground access goal, through improvements to Logan Express including additional locations, fare reductions, and an airport access fee to improve the cost positioning of HOV modes
- Developing a community traffic speed, volume, parking, and mode composition monitoring process to track speed and volume changes, parking supply, and pedestrian and biking mode shift

A key objective of Phase One should be to show residents that the city understands community priorities and can be trusted to follow through.

Phase Two; Begin upgrades WITHOUT taking parking

The next step in East Boston's transportation makeover should advance pilot versions of the city's next level recommendations for bus and bike infrastructure, while prioritizing preservation of community parking resources.

The Plan reports that walking and biking are dangerous, yet recommends strategies fueled by removal of the parking resources needed by residents who drive *to avoid the dangers of walking and biking*. BPDA should close this contextual gap. East Bostonians would be less concerned with which direction Meridian, Border and Condor streets go, or whether dedicated bus and bike lanes are squeezed in, if the Plan's recommendations were less hostile to parking. For example, removing parking to improve sight lines and make streets safer would not be necessary if speeds were safely under control.

In Phase Two, the city should continue to implement its improved pedestrian, cycling and speed control infrastructure while codesigning temporary pilots of key transportation recommendations in collaboration with local resident groups, and preserving neighborhood parking resources.

- Continuing to build curb extensions to shorten crosswalks
- Designing place making events to demonstrate dedicated bus and bike lane options and collect feedback
- Selecting two and piloting two ferry service locations, one of which should be in Central Square
- Colocating high quality covered, secured bike stations at MBTA and ferry terminals
- Drafting a community-wide pedestrian safety and traffic management plan
- Developing additional temporary off-street parking plans, including proposals to increase the use of existing private off-street parking, to proactively replace parking which may need to be disrupted by future plans

- Creating incentives for non-motorized modes of travel such as advocating for fare reductions on MBTA busses, trains and ferries
- Evaluating and reporting on means to reduce traffic volume on East Boston streets by disincentivizing driving by adding commuting period toll strategies (known as congestion pricing)
- Establishing a bus-mounted camera enforcement program like New York City's to keep cars from blocking bus lanes and improve bus trip times compared to passenger cars
- Continue measuring and reporting speed and volume metrics to prove that these early efforts are working

Along with the safer and slower streets which will follow this incremental approach will come the opportunity for the city to make its pitch for mode shift by incentivizing residents to get out of cars and offering reduced MBTA and ferry fares or other valuable benefits for cyclists. We expect that the combination of Phase One and Phase Two efforts will result in significantly reduced traffic speeds, and measurably reduced congestion, as well as increased non motorized mode share.

Phase Three; Implementation

Over the past decade, many planning processes have been conducted, but very little action has been taken. If the city follows through by erecting stop signs, installing speed bumps, eliminating cut through routes, enforcing speeds, and codesigning and fine tuning more advanced ideas with neighborhood residents, more progress can be made in Phase Three:

- Finalizing a community wide transportation plan
- Constructing planned bus and bike lanes
- Expanding ferry service further
- Implementing public realm improvements in Squares and Corridors

This phased planning proposal is incomplete and submitted only to provide a sample roadmap of how the Plan's necessary mode shift recommendations can be achieved, bringing us from where we are today, to where we need to be. Successes in the early phases will lead to valuable mode shift, reducing pressure on limited neighborhood parking resources. At that point, with some creativity, the full benefit of the many great recommendations in PLAN: East Boston can be realized, and pressure on parking resources may drop sufficiently for supply to be reduced.

Route 1A and the McClellan Highway Economic Development Area

The Plan recognizes that East Boston is bisected by 1A and that speeding conditions from the highway spill out into multiple neighborhoods. **The forward thinking recommendation to decommission McClellan Highway is perhaps the single most important recommendation in the entire draft master plan.** Dedicated bus infrastructure on McClellan Highway will improve regional bus service, tipping the scales in favor of HOV access to downtown and the airport. A repaired local street network would connect existing neighborhood streets to the

waterfront, stitching the Chelsea Creek back into the community. Decommissioning highways leads to safer streets, less air pollution, and better connected neighborhoods. The [results of boulevardization projects](#) suggest that downsizing 1A would benefit all East Boston neighborhoods.

The Plan recommends evaluating residential growth and relaxing zoning to encourage opportunities for retail, office, research and development, and light industrial development along 1A. The Plan recognizes that the needs of industry and infrastructure have been prioritized over community environmental conditions for generations along Chelsea Creek, and concludes that investment there should support environmental justice by reducing reliance on motor vehicles, and minimizing pollution and GHG emissions.

As part of its broader advocacy for the environmental rights of residents of East Boston, the city should advocate for regional congestion pricing strategies working in parallel with improved transit options. Bus rapid transit and dedicated bus infrastructure, improved bus shelters and terminals, reduced fares, and other amenities and benefits should be designed to improve the competitive position of HOV modes of travel into Boston and to Logan relative to use of private passenger cars.

Ferry Service

The data and dialogues throughout Plan: East Boston point to the need for water transportation. East Boston's island location creates unique mobility challenges for residents, which are amplified by bridge raisings, and complicated by airport and commuter vehicular congestion, especially at peak daily travel times. We would like to see the Plan's early emphasis shift further toward improvements to water transportation, instead of focusing so much on GoHubs which are more oriented to ground-based transportation connectivity and bikeshare.

One stakeholder told AIR, Inc. that the city's emphasis on cycling infrastructure made no sense because there is essentially nowhere to bike to. Bikes are allowed on MBTA trains and can be mounted on the front of buses, however crowding during peak daily travel periods and uncertain availability of rack space eliminate these as serious options, and accordingly, the Plan reports that only 1% of commuters use bicycles to get to work. With no good way to get bikes downtown, the only option is the very dangerous and unpleasant Chelsea / Everett truck route. Ferries are perfectly suited to carry bikes, and could significantly expand cycling as a commuting option, for those who may be inclined and able to ride bicycles.

Given Logan Airport's massive ground access challenges with tens of thousands of passenger cars competing for space on already congested roads, the Port Authority could be expected to partner in the development of a ferry system. Not only would an expanded Inner Harbor Ferry System provide better service to air travelers seeking to access a variety of downtown locations, but each local non-airport trip which is removed from tunnels, trains, and buses and shifted onto the water would preserve and extend existing limited roadway capacity.

Miscellaneous

Bus Terminals

The Plan envisions systemic improvements to bus transit, including provision of dedicated lanes and improved bus shelters. To improve the competitive positioning of bus transit among mode choices, in busy bus hubs such as Day Square, Central Square, and Maverick Square, the city should develop recommendations for enclosed and secure bus station terminals which feature at least passive heating and at a minimum include shelter from wind and rain, as well as 24/7 remote security surveillance. Such bus terminals could provide additional opportunity for traveler-serving retail, public restrooms and concessions and amenities such as WiFi and bike storage facilities. In order for these advancements to be implemented, concerns over vagrants and public safety should be fully addressed.

As in the case of ferry expansions, with Logan traffic contributing so heavily to local and regional mobility challenges, the Massachusetts Port Authority should be asked to partner in development of this ground mobility innovation. Every trip converted to a bus trip will reduce pressure on roadway congestion which chokes both the city and the airport.

More and better conceptual renderings needed

AIR, Inc. has conducted engagement activities to discuss PLAN: East Boston with a diverse group of partners and neighborhood stakeholders. Although the plan includes many pages of illustrations, we have repeatedly heard that the few conceptual drawings provided for squares and corridors do not always illustrate the key elements of the plan's recommendations. **People want to see how things will look.** One consistent comment has been requesting more conceptual illustrations with better visual representations of proposed key amenities.

Circulator Bus

With most of the available land for residential development located along East Boston's waterfront, the city should engage in discussions with the MBTA to identify alterations and additions to bus service, which will provide circumferential travel along the coast including stops colocated with shopping districts, ferry terminals and MBTA stations.

RE engagement

As AIR, Inc. has often commented regarding Massport's Logan Airport environmental filings, the use of the PDF format for community plans is inappropriate. PDF's are not easily scalable to screen viewing and they are not searchable. A vast majority of environmental justice community residents use only cell phones to access the internet and review content. In addition, larger PDF documents crash frequently. As a case in point, the 88 page PLAN: East Boston crashed 18 times during AIR, Inc.'s review. Each crash requires reloading of the document and returns the reviewer to page one, requiring users to perform manual scrolling to return to their previous

spot. PDFs also do allow copying and pasting, which hinders efforts to produce comments. HTML formats would be preferred.

Street trees

In 2016, local youth conducted a street tree census by counting existing street trees on free satellite imagery available on Google Earth, determining total possible 'tree slots', and dividing the tree count by the available slots. They reported that East Boston had trees in only 11% of the available street tree slots. Since then, Tree Eastie has formed and mobilized residents across the community to plant trees. Between Tree Eastie, the Park Department's and other's efforts, as many as 600 additional trees have been planted over the past few years, bringing the community's tree slot percentage to around 17%. However, if a tree census were taken of available slots at new developments and major gut renovations, we would expect a 'developers' tree slot percentage' of under 5%. BPDA should insist that all major development projects exceeding a certain dollar value threshold, or receiving zoning relief, install street trees and ensure their survival.

Again, with Logan Airport's contribution to air pollution, and the damage to open spaces and public realm caused by past and present Port Authority policies, Massport should partner in efforts to expand tree canopy in East Boston and other impacted communities.

RE Piers Park

The Plan states that Piers Park was airport mitigation. While this open space has great mitigation value, the original Piers Park was envisioned as a goodwill gesture when such sentiments existed during the Dukakis Administration and after strenuous and open opposition to airport expansion by the White Administration and community activists. The development of Piers Park I was not part of any mitigation program or milestone. Whereas funding for Piers Park II languished in the state legislature for decades, Massport agreed to fund this park expansion in Jeffries Point as part of the mitigation package for the development of the new Terminal E and a 5,000 spot increase in allowable on-airport paid commercial parking at Logan.

BOSTON HARBOR
SHIPYARD
& MARINA

December 22, 2023

James Arthur Jemison, Director
c/o Jason Ruggiero, Community Engagement Manager
Boston Planning and Development Agency
One City Hall Square Boston, MA 02201

Dear Director Jemison:

On behalf of the Boston Harbor Shipyard and Marina (the “Shipyard”), thank you for the opportunity to comment on the PLAN: East Boston final draft (the “Plan”). The Plan addresses opportunities to expand access to affordable housing, climate change impacts and resiliency measures, transportation improvements, economic development, and activating public open space throughout the East Boston community. The Shipyard is proud to be located in an area with such rich maritime history and since its inception, has been an integral part of East Boston’s working waterfront.

Marginal Street is the lifeline of the Shipyard and essential for dependable access to truck routes and the interstate highway system, customers, and deliveries to the maritime and industrial businesses. The Plan recommends curb extensions, speed bumps, and connections to the Mary Ellen Welch Greenway (the “Greenway”) on Marginal Street for traffic calming measures. The proposed changes would further restrict the only access large vehicles and trucks have to and from the Shipyard, thus potentially create unsafe conditions. In addition, restricting roadway connections to Marginal Street from the highway would impede essential access for employees and large vehicles/trucks. The Plan should ensure future improvements include safe and direct navigation through neighborhood streets to and from key highway access points.

The Plan proposes to develop a Harborwalk through the Shipyard for continuous access through Marginal Street and connections to open space resources. The Shipyard has provided limited public access through the property for many years, including access to local restaurants, the Institute of Contemporary Art (“ICA”) and water transportation. Changes to current access must account for the heavy industrial nature of existing and planned maritime activities in the Shipyard and must not create unsafe conditions for the public, restrict trucking, or alter water dependent industrial uses that rely on the East Boston Designated Port Area (“DPA”). Proposed changes would need to be reviewed with the Massachusetts Port Authority (“Massport”) and Shipyard management.

The Shipyard has been an integral part of East Boston for centuries, and it is our goal to be able to continue to operate and serve the needs of Boston Harbor and the

Director Jemison – PLAN East Boston
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community for many more centuries to come. Please feel free to contact the Shipyard via email at alagasse@oceanhavens.com to discuss our comments/questions.

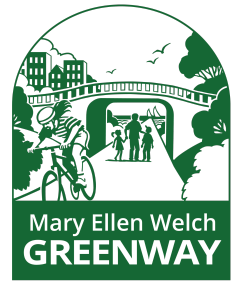
Sincerely,

Ann and Chuck

Ann and Chuck Lagasse
Boston Harbor Shipyard and Marina

Cc: Andrew Hargens, Massport

Friends of the Mary Ellen Welch Greenway
16 Chestnut Street
Medford, MA 02155



December 21, 2023

Boston Planning and Development Agency
1 City Hall Square
9th Floor
Boston, MA 02201-2013

Dear Mr. Ruggiero,

The Friends of the Mary Ellen Welch Greenway (FoMEWG) have reviewed the updated PLAN: East Boston draft and would like to express our support for the draft plan and provide some comments for consideration.

The Friends of the Mary Ellen Welch Greenway (FoMEWG) is a community-based non-profit that has served as stewards of the Greenway for more than 20 years. Our mission is to advocate and steward for the enhancement, care, and activation of the Mary Ellen Welch Greenway in collaboration with the East Boston community, Boston Parks and Recreation Department, Massachusetts Port Authority, Massachusetts Department of Conservation and Recreation and other aligned partners. We care deeply about the Greenway as a space in our community to walk, run, bike, commute, and enjoy green space in East Boston. We are happy to see many of our core values and grand vision for the greenway extensions in PLAN: East Boston.

The FoMEWG are in support of many of the planning concepts that are directly related to the Mary Ellen Welch Greenway, as well as connections to the Greenway extensions (see maps in Appendix A). Many of the public realm improvements outlined in the Plan are part of the Friends' long-time vision to extend the Greenway to adjacent communities and improve access to the existing Greenway while helping to green the streets of East Boston by adding street trees and addressing flooding.

Squares + Corridors

The Friends are excited to see so many excellent public realm improvements to improve the Greenway and the walking and biking connections to one of the green gems in our community. We are excited to see many public realm improvements for walking and biking, increased street tree canopy, GoHubs, Better Bike Lanes, and complete street projects with green infrastructure - while folding in climate resilience projects - throughout East Boston.

There are several ideas in the Plan that we are most excited about that directly relate to the Greenway. Below are a few key project concepts.

- **Gove Street on the Greenway** (p43): We strongly support the creation of a welcoming and accessible gateway to the Greenway at the Gove Street and Orleans Street intersection, as well as keeping the mobility hub. We recommend making a permanent passive plaza where the temporary tactical plaza was in 2019 and where the current GoHub is located since there is a long-term interest in this project concept.
- **Improved access around Maverick:** FoMEWG would like to propose the exploration of a connection to the Greenway near Maverick Square, connecting on Maverick or Sumner Street, with amenities including an accessible ramp and wayfinding between Maverick Station and the added entrance to provide direct connectivity between East Boston's busiest square and the resource that is the Mary Ellen Welch Greenway. In addition, improving the connections and crosswalks on Gove Street and Bremen is greatly needed, especially given the high volume of kids who walk here on their way to and from school.
- **Byron Street Access the Greenway** (p49): The Friends strongly support the creation of a Mary Ellen Welch Greenway access point at the Byron Street/Cowper Street intersection to improve access to the Greenway and surrounding areas.
- **Greenway Connector + Hours:** We also support the recommendations to extend the hours on the Greenway Connector owned by Massport. Many people would use this more if they could use it for transportation around East Boston and to access transit if Massport extended the hours.
- **On-street bike connections** (p26 and p89): We are excited to see many bike lanes throughout East Boston that would significantly improve access for more residents to utilize the Greenway.
- **Bike Share + GoHubs along the Greenway** (p70): Adding GoHubs and a bike share adjacent to the Greenway are great additions to help get people out on the Greenway more.
- **Connection to Chelsea Creek** (p101 - 102): We also appreciate that *PLAN: East Boston* builds off the ideas presented in *Vision Chelsea Creek*. In the design, we strongly support the proposed shared-use path that will continue the Harborwalk and be part of the Friends' vision for an extended greenway network in our community. The Greenway extension to Chelsea would open up new opportunities for transportation and recreation between the two communities and other adjacent communities. As the plans develop into a site design, we would like to see more attention given to the shoreline treatment regarding climate change resiliency and creating a new public park. The Friends would look forward to working with MassDOT, the City, and project partners to advance this project.
- **Winthrop Greenway** (p106): The Friends and our partners in Winthrop are excited to see the Winthrop Greenway featured prominently in the Plan, and this proposal is consistent with previous planning efforts. A Winthrop Greenway has been a vision for residents for decades, and the Greenway extension would greatly benefit both communities for transportation and recreation. We would be excited to continue to work with the City of Boston and our other government partners to advance this project toward design and construction.
- **Orient Heights and Connections to the Greenway** (p111 - 112): The area around Orient Heights is a critical connection between the existing Greenway and the extension to Winthrop and Revere - and therefore, we need a seamless connection for walkers, runners, and bikers. Orient Heights is a hub of recreation, residency, public transit, and a strong business district, and making a connection here can improve access across communities. We appreciate the City's vision to enhance this critical node.

- **Suffolk Downs + Bennington Street** (p120 - 124): Extending the Mary Ellen Welch Greenway to Revere along Bennington Street is a long-time vision for the Friends. We are excited to see the two-way bike connection on Walley Street and the two-way cycle on Bennington Street. It needs to be clarified in the current Plan if the two-way cycle track extends past all the way to Revere or its intersection with Walley Street. For the FoMEWG, we support the installation of a two-way cycle track on the east side of Bennington Street from Orient Heights to Revere to ensure a continuous Mary Ellen Welch Greenway that provides transportation and recreation opportunities for East Boston residents to the surrounding communities. In Appendix B, there are five sections using [BPDA's DXF files](#) of the City grid to explore different configurations that illustrate that there is room for a two-way cycle track on the east side of Bennington Street near Suffolk Downs.

In addition, to make this plan more resilient, we suggest adding climate-resilient infrastructure along the separated bike path on Walley Street. Bioswales or street trees can be planted between the bike path and traffic lanes, providing a natural cooling effect and flood mitigation, which is especially important for coastal areas.

Finally, the Greenway is an excellent way for people to get around East Boston, but it is not a replacement for the overall safety improvements needed on the entire length of Bennington Street, including from Wood Island to Suffolk Downs.

For the FoMEWG, we consider Bennington Street between Orient Heights Station and Revere important as a local and regional Greenway connection and would like to see a two-way cycle track. We know this is a large project, and we look forward to continuing the conversation with the City, MassDOT, and other projects as this project develops.

Waterfront

Plan East Boston offers a wonderful vision to improve the public realm along the Harbor, which will help to bring people to enjoy the waterfront to do the Harborwalk or walk along a new Greenway along Chelsea Creek. These improvements would significantly improve the quality of life for residents, as well as help with climate change resilience - while balancing the waterfront industrial use.

- **Harborwalk** (p131 -132): The FoMEWG supports the vision to extend the Harborwalk around East Boston's waterfront. We would like to see a better connection between the Greenway and the Harbor in Maverick that is clearer to navigate.
- **Chelsea Creek + 1a Corridor** (p159-160): We are delighted to see a multi-use path along Chelsea Creek, which has been a long-term vision for the FoMEWG, and the proposed complete streets re-design will help ensure that the path is accessible for all users, including people who work along this corridor. Future design efforts are needed to work through the details of what this green space could look like, and building off the community vision compiled in *Vision Chelsea Creek* would be very beneficial.
- **Inner Harbor walking and biking tunnel** (p171-172): We are excited to see this proposal, which would be incredibly beneficial to connect cyclists and pedestrians.

Mary Ellen Greenway + Overlay District

Given the undeniable value of the MEWG to the East Boston community as an open space, an active transportation connector, and a resilient infrastructure element, a Greenway Overlay District should be included in the East Boston rezoning. A Greenway Overlay District will ensure extra guidance to the adjacent properties, explicitly focusing on the future uses and design elements fronting the Greenway. PLAN: East Boston is looking to rezone many properties along the Greenway as multifamily and we have a unique opportunity to make sure that our beloved Greenway is celebrated and enhanced with every new development welcoming new residents to our area. Another point to consider is that the fragmented ownership along the Greenway between State and City departments makes the design review inconsistent along the Greenway. A zoning overlay will provide more predictability to the review process. There are precedents of this type of zoning overlay in the current Boston Zoning code, such as the [Greenway Overlay District](#) and the [Greenbelt Protection Overlay District](#). We, the Friends of the Mary Ellen Welch Greenway, have developed our own recommendations that help us review any proposed project adjacent to the Greenway. As a reference, it is attached to this letter.

We appreciate the thoughtfulness in improving walking and biking conditions in East Boston and the connections to the Mary Ellen Welch Greenway. In the updated *PLAN East Boston*, we would like clarification on the Revere extension of the Mary Ellen Welch Greenway to ensure that this is more consistent with a typical greenway experience for pedestrians and cyclists. We would also like to see consideration for a Greenway Overlay District as well.

We are happy to continue the conversations about projects around the Mary Ellen Welch Greenway. We look forward to working with the City and project partners to support and implement these projects.

Sincerely,

Elizabeth Mullard

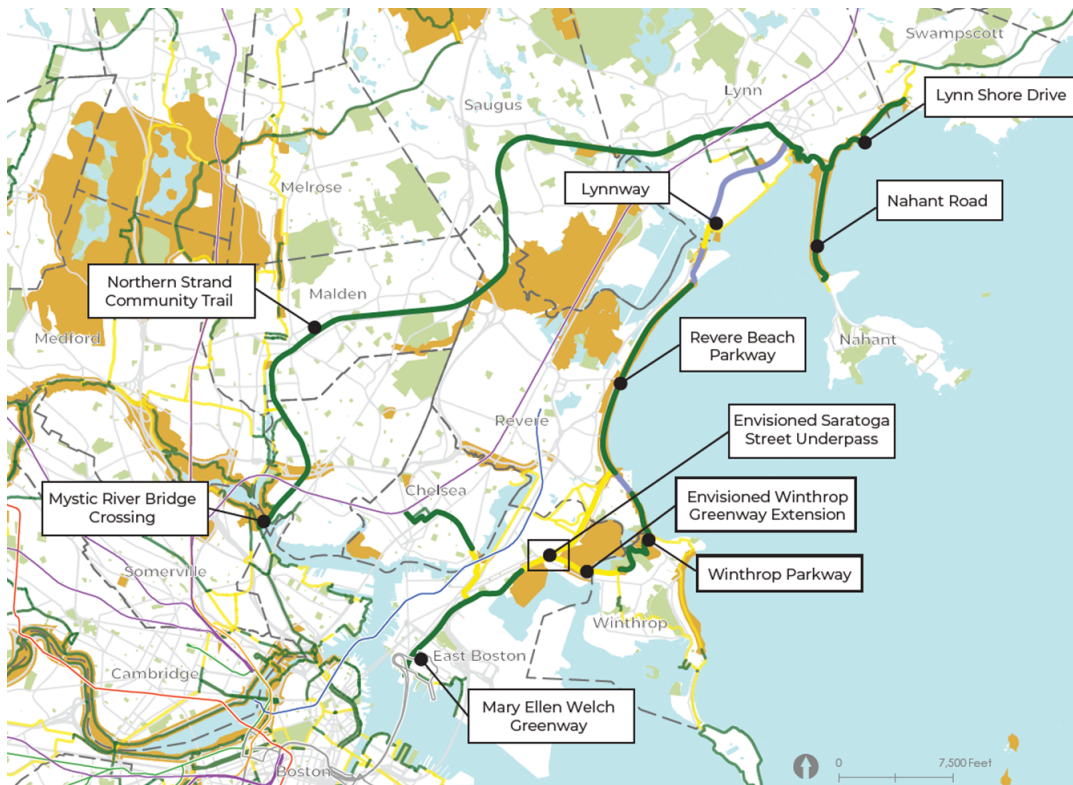
Liz Mullard
President
Friends of the Mary Ellen Welch Greenway

APPENDIX A: Greenway Maps

East Boston + Greenway Connections

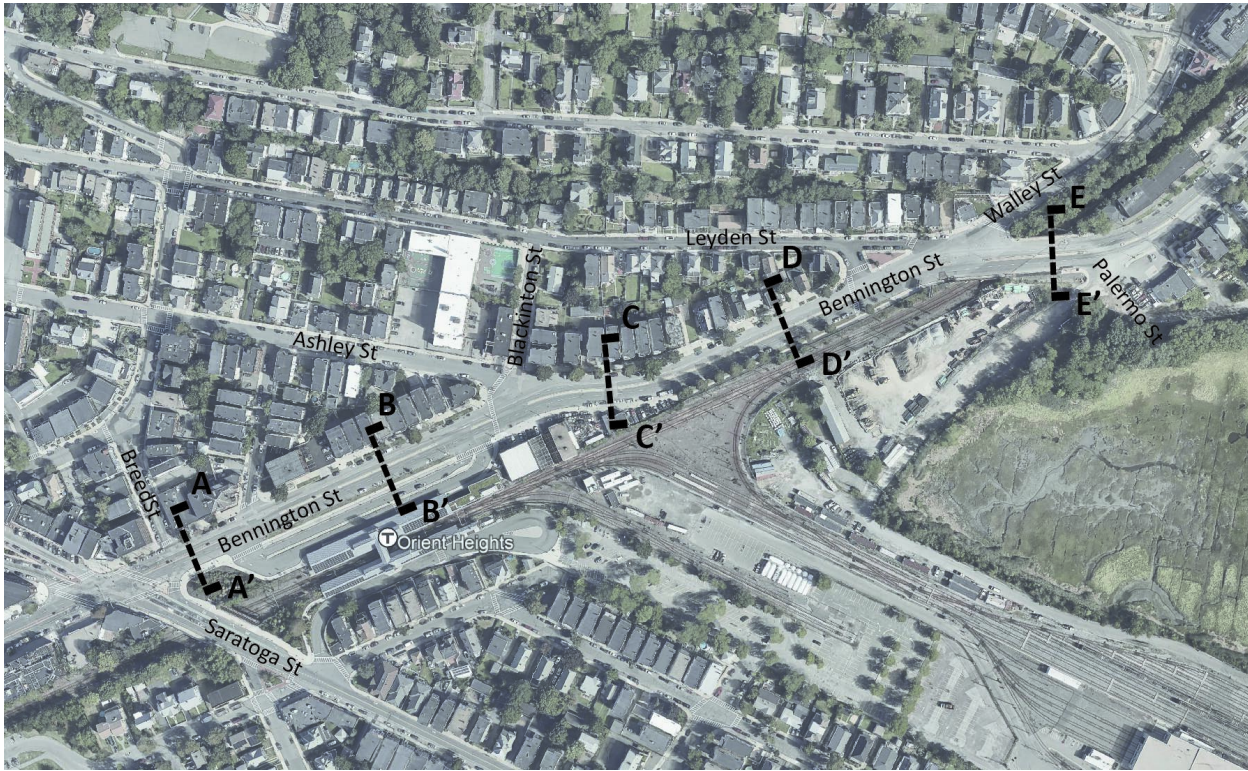


FoMEWG Greenway Extensions Map with the four greenway extensions to create a recreation and transportation network (Source: FoMEWG)

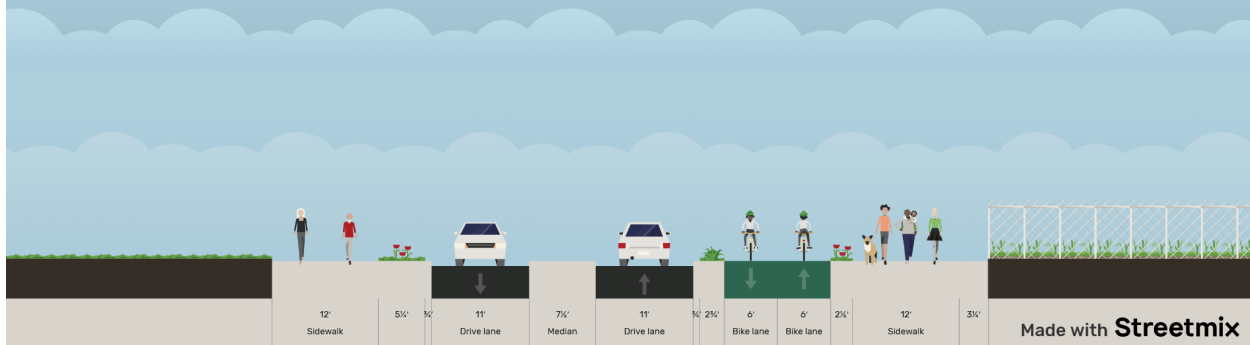


Regional Greenway Connection Map (Source: MEWG-Winthrop Greenway Feasibility Study)

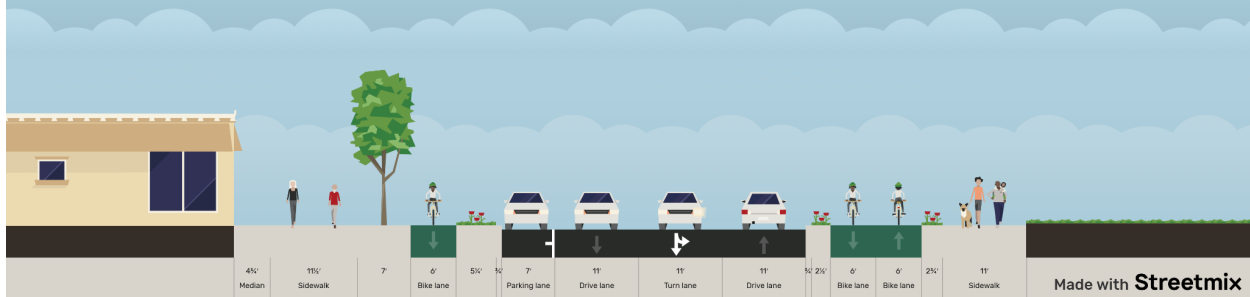
APPENDIX B: Bennington Street Cross-sections



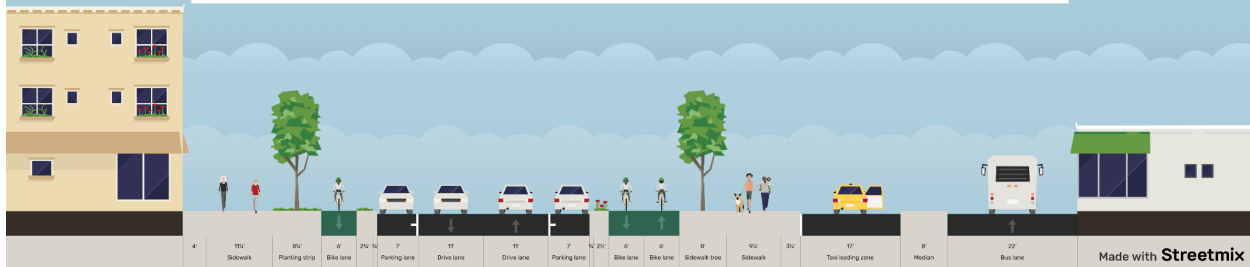
E-E' Bennington St between Walley St and Pal...



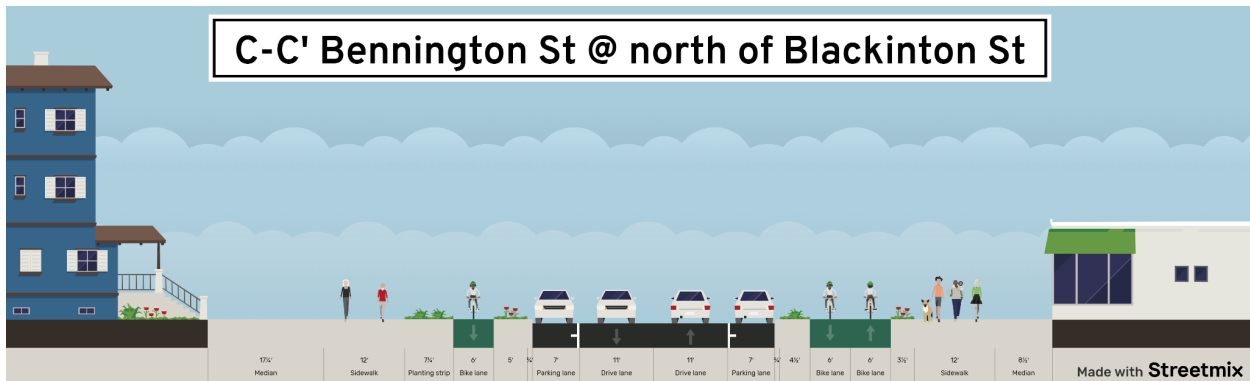
A-A' Bennington St @ Breed St



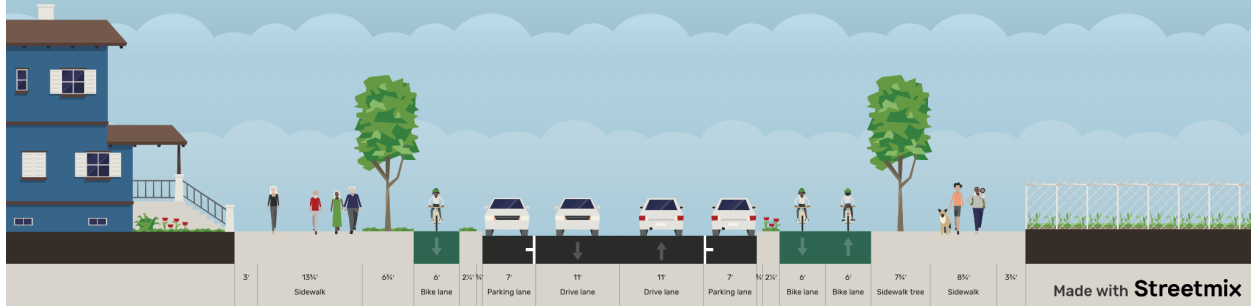
B-B' Bennington St between Antrim St and Ashley St



C-C' Bennington St @ north of Blackinton St



D-D' Bennington St @ South of Leyden St



APPENDIX C: Greenway White Paper

MARY ELLEN WELCH GREENWAY PRIORITIES “WHITE PAPER” FOR DEVELOPMENTS ON OR ADJACENT TO THE MEWG

June 2021

This document was prepared by the Friends of Mary Ellen Welch Greenway (FoMEWG), a twenty-year-old nonprofit whose mission is to advocate and steward for the enhancement, care, activation and extension of the Mary Ellen Welch Greenway in collaboration with the community, Boston Parks and Recreation Department, Massachusetts Port Authority, Massachusetts Department of Conservation and Recreation, and other partners.

Contacts for questions: FOMEWG Executive Committee

- Karen Maddalena, Chair - email: tkmaddal@aol.com
- Robert Uhlig, Vice Chair - email: bobuhlig@gmail.com
- Valerie Burns, Treasurer - email: vj.burns@icloud.com
- Nat Taylor, Development Committee - email: nattaylor@gmail.com

ENHANCEMENTS ON THE GREENWAY

- Fund Implementation or Contribute to MEW Greenway Identity and Wayfinding Signs.
- Address Flooding + Stormwater run-off from adjacent sites onto the MEWG.
- Regrading to raise elevations to address stormwater and drainage issues within the MEWG.
- Contribute to Pole Mounted Lighting Enhancements by the City to modify lighting from outdated light sources to warm LED light sources.
- Fund or Contribute to Enhancing Gove Street crossing of the MEWG and regrading from Orleans to Bremen Street.
- Create a seamless transition between Private-public space and the Greenway.
- Fund or Contribute to new Site Furnishings to enhance the public realm for the MEWG.
- Fund or Contribute to new art to enhance the public experience on the MEWG.

MAINTENANCE FOR THE GREENWAY

- Funding maintenance for a set duration or Contribute to MEW Greenway Endowment with BPRD.

ENHANCEMENTS ADJACENT TO THE GREENWAY

- Provide on site landscape and site furnishing enhancements on properties adjacent to the greenway to provide buffers and transitions between the development site and MEWG.
- Fund or provide enhancements to Gove Street between Orleans St and the MEWG.
- Fund or provide enhanced tabletop crosswalks and bump outs on Bremen Street.
- Provide a 15' building setback along Bremen Street to allow for 7' for street trees and 8' sidewalk.

MITIGATING IMPACTS TO THE GREENWAY

- Proposed developments should not impose new shadow impacts on the Greenway.
- Provide as part of developments open space on site for residents such that the development does not rely on the MEWG to be their only open space
- Minimize or eliminate new building entrances, plazas, courtyards that directly abut connect to the greenway to avoid privatizing portions of the MEWG and related buffers.

MITIGATION AND ENDOWMENT FUNDING SPECIFIC FOR THE MEWG

- Mitigation and endowment funding should be provided to a Boston Parks and Recreation Department account for designated restricted funds which is a 501c3 with earmark for funds to be spend on capital improvement and maintenance specific to the Mary Ellen Welch Greenway with input from the FMEWG.



Gove Street Citizens Association
govestreet.org
board@govestreet.org

December 23, 2023

Arthur Jemison
Chief of Boston Planning & Director of BPDA
One City Hall, Ninth Floor
Boston, Massachusetts 02201

Dear Mr. Jemison,

The Board of the Gove Street Citizens Association (GSCA) is submitting the following comment regarding PLAN: East Boston.

The Gove Street Citizens Association represents residents of the Ward 1, Precinct 2 neighborhood. Over the past 20 years, the Gove Street area has experienced significant growth, including 200+ new units built, another 300+ units have been approved, and many more are in the pipeline.

Against this backdrop, **the GSCA board's concerns regarding the plan focus on three issues**, which reflect feedback from the Gove Street community communicated through monthly meetings and community surveying. These concerns include: 1) preventing displacement of middle- and low-income residents, 2) inability to meet day-to-day needs without owning a car, and 3) the potential negative impact on the Mary Ellen Welch Greenway. We expand on these below.

While PLAN: East Boston sets up continued growth, it does not create sufficient affordable housing to preserve the socioeconomic diversity of Gove Street's predominantly Latino community. The affordable units produced recently through large-scale projects, including 9 McKay Place, 135 Bremen Street, the Frankfort + Gove Street Project, and the proposed 9 Geneva Street project, are insufficient in quantity and level of affordability. As only 9% of housing units are income-restricted there is a significant affordability gap in the neighborhood. By 2030, GSCA's goal is for at least 25% of homes in our neighborhood to be made available to low- and moderate-income residents. Lack of a comprehensive plan centered on the needs of vulnerable populations in the Gove Street neighborhood would ultimately lead to their displacement and change the fabric of the community.

PLAN: East Boston does not create a realistic path for reducing the need for car ownership in our community where despite most residents living less than a 15-minute walk to Maverick Square, 3 out of 4 households still have cars. As more people move into the area, we are concerned that we will see an influx of vehicles unless we create sufficient space for new local businesses and greater investment into reliable and frequent public transportation. Overcrowded streets will not only increase congestion, but also decrease safety for pedestrians, cyclists, and other vehicles in the neighborhood. In addition to a long-term strategy for encouraging a shift towards lower carbon modes of transit, we also need short-term improvements in signage to improve safety—especially along Orleans, Gove, Maverick, and Porter Streets—as well as more robust street cleaning.

The residents of East Boston have spent decades transforming the old crumbling manufacturing infrastructure and freight lines into the Bremen Street Park and into the Mary Ellen Welch Greenway. PLAN: East Boston does not provide sufficient guidelines and regulations, like set- and stepbacks, to help protect this greenery from excessive shadows and encroachment, green space that has helped connect our neighborhood.

PLAN: East Boston’s proposed upzoning creates a once-in-a-lifetime opportunity to address our neighborhood’s challenges and create a stronger, more equitable community. However, without comprehensive strategy and complementary public policy and programs, that opportunity will be squandered. In addition to changes to zoning, we need to:

1. **Preserve existing housing** that would otherwise be renovated and become inaccessible.
2. **Deepen the affordability of new housing** to be more accessible to existing residents.
3. **Promote the creation of businesses** to satisfy day-to-day needs within a 15-minute walk.
4. **Invest in transportation infrastructure and attractive alternatives to driving** to address congestion and parking availability.

To meet these ambitious goals of creating/preserving hundreds of affordable units, building a more walkable community, and ensuring future generations can also enjoy the Greenway, we need the support of our fellow community organizations, BPDA, elected officials, as well as city and state agencies to:

1. **Streamline access to and proactive commitment of existing funding sources, like proceeds from linkage contributions**, that can be both rapidly deployed to residents and local non-profits for stemming resident displacement and be incorporated into development projects to increase affordability.
2. **Provide incentives, like tax exemptions and density bonuses**, for owners of existing property and small-scale developers exempt from the IDP policy

- to also create mixed-income inclusionary housing within our neighborhood, like larger-scale projects do.
3. **Proactively plan for future private and public investments** enabled by upzoning through tools like District Improvement Financing (DIF), which could be used to finance climate resiliency efforts and transportation infrastructure—and particularly to ensure the long-term financial sustainability of the Greenway—using future tax base growth.
 4. **Create a zoning overlay along the Greenway** to provide more detailed regulations to preserve this community resource, rather than relying on a public development review process of projects and Planned Development Areas (PDAs) to negotiate with developers on a case-by-case basis.

GSCA is committed to being a partner in this effort and truly representing the needs of all our residents. Our strategic planning survey showed that respondents skew towards older, whiter homeowners—a trend consistent with most civic organizations and, unfortunately, public processes more generally, including the BPDA's.

While we continue to pursue strategies to become more representative of the people we serve, our Board seeks to advocate on behalf of the voices not in the room. We do this today by negotiating for equitable development practices that maximize the public benefit of those projects.

BPDA's mission is to promote “inclusive growth in our city—creating opportunities for everyone to live, work and connect” and we urge you to take this to heart to also advocate for the voices too often left out. We look forward to working together so that the Gove Street area and East Boston of tomorrow can be stronger, more resilient, and a place that a diverse community is proud to call home.

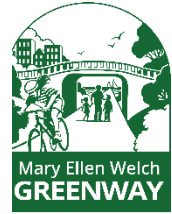
Sincerely,

Gove Street Citizens Association Board
Neelesh Batra
Jane O'Reilly
Chen Cao
Lorraine Curry
Paola Villatoro
Frances Amador
Carlos Muñoz-Cadilla

CC:

Manuela Villa Gómez, East Boston Neighborhood Liaison
City Councilor Gabriela Coletta
Representative Adrian Madaro

Friends of the Mary Ellen Welch Greenway
16 Chestnut Street
Medford, MA 02155



December 19, 2023

To: Secretary Tibbits-Nutt
MassDOT
10 Park Plaza
Boston, MA 02116

CC: Mayor Michelle Wu
Tiffany Chu
Councilor Gabriela Coletta
Senator Lydia Edwards
Representative Adrian Madaro
Ethan Britland, MassDOT
Stephanie Santana, MassDOT
Manuela Villa Gomez
Jason Ruggario, City of Boston
Kristina Ricco, City of Boston
Nick Schmidt, City of Boston
Maria Belen Power
Crystal Johnson
Brittney Jenkins
Board Members of the Friends of the Mary Ellen Welch Greenway

Re: East Boston Haul Road

Dear Secretary Tibbits-Nutt,

We, the Friends of the Mary Ellen Welch Greenway, are writing to express our opposition to the proposed Haul Road Project on a rail right-of-way between the McClellan Highway stretch of Route 1A and Chelsea Creek.

The idea for the Greenway was conceived some thirty years ago as a linear park running the length of East Boston; from the new Piers Park to the Belle Isle Marsh, which includes the beloved Bremen Street Community Park and the Greenway Connector that was built by and is operated by Massport. East Boston residents, our neighboring communities, and Massport's patrons and employees have come to enjoy the Greenway as an island of tranquility.

The proposed Haul Road would create a severe bifurcation of the Greenway. A linear park by design is a continual path for non-vehicular recreation and transportation. We understand that the intended purpose of the Haul Road is to facilitate cargo transport from the airport to points north of the city. Like an interstate highway, the Haul Road would have limited points of access and egress and few traffic controls. Like an interstate, there is no proposed way for the Greenway to cross the Haul Road. The present crossing of the Greenway at the intersection with Frankfort Street is dangerous and not ideal. We fear that the Haul Road would only make that pinch-point worse.

In addition, the proposed Haul Road makes it challenging to expand the Greenway along Chelsea Creek. A multi-use path and new open space have been of great interest to the community as demonstrated in Vision Chelsea Creek led by Harborkeepers, and a multi-use path was included in the City of Boston's Plan East Boston and was featured prominently in MassDOT's 1a plan. These deep planning processes involved community members and have forward-looking views about multi-modal transportation that improves our communities and our environmental health - and the proposed Haul Road does not.

The proposed incursion into the East Boston community and across the Greenway may be a convenient and expedient course of action for ambitious airport industrialists and Massport, but we question its necessity. The environmental impact of additional trucking on a dense urban fabric is not practical. The East Boston community, a diverse mix of cultures and heritages, as well as an environmental justice community (EJ), should not be asked to bear the full brunt of an expanding International Airport.

Please seek alternative solutions and protect the investment already made in our neighborhoods.

Sincerely,

Elizabeth Mullard

Elizabeth Mullard
President
Friends of the Mary Ellen Welch Greenway



BTT Marine Construction Company, LLC
338 Border Street
East Boston, MA 02128

December 22, 2023

Kristina Ricco
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Dear Ms. Ricco,

Thank you for the opportunity to submit comments on the draft East Boston zoning amendments (Article 53) re-issued In December, 2023.

As you know, BTT Marine Construction operates from its property at 330 -- 400 Border Street in East Boston, along with Boston Towing and Transportation which operates tug boats in Boston Harbor from its offices at 404 Border Street. As RTC New Street LLC, we also own property at 34 and 36 New Street, which is essentially vacant and has not been actively used for maritime industrial activities since late 2013. A family-owned and operated company, BTT/Reinauer recently celebrated its 100th anniversary and is one of the leading maritime/waterfront businesses in the northeast. Its operations include tugs/barges, marine construction, ship building, and off shore wind services.

BTT Marine Construction has participated in the Plan East Boston initiative since its inception in 2018. We attended the topical public hearings including, most importantly, the session on Waterfront and Economic Development Areas in November 2019.

Our waterfront properties are currently part of the East Boston Designated Port Area (DPA) and therefore subject to state regulations (301 CMR 25.00) administered by Coastal Zone Management and the Department of Environmental Protection under its Chapter 91 regulations. The Plan East Boston draft waterfront regulations found in Article 53– which, in essence, reflect the community’s wishes for how these properties can and should be used -- are relevant to us despite our being “anchored” in a state system that is anachronistic, prescriptive, and un-changing.

Nonetheless, we wish to take this opportunity to both (a) offer feedback and suggestions on the draft Article 53 zoning amendments for Waterfront Mixed Use subdistricts, and (b) use this

opportunity to discuss and shine a light on the disconnect between local and state working waterfront regulations.

The December 2023 Draft Article 53 Amendments

Under the amendments, Section 53-9, our two properties would now be zoned in Waterfront Mixed-Use (“WMU”) Subdistricts. These subdistricts are designed to provide a mix of residential, commercial, and service establishment to the neighborhood’s waterfront. We support that goal.

In general, we applaud the amended regulations that reflect changes to the two neighborhoods where we own properties, and offer more flexible uses of our properties to meet the needs and wants of the residents of these neighborhoods.

Mixed Waterfront Use Tables (53-10)

We offer the following comments and suggestions on the revised Use Tables found identified as Table C in 53-10.

- We support the opportunity to develop a small hotel, by right, or a large hotel, upon conditional approval.
- We believe that a “Research Laboratory” in a WMU subdistrict should either be allowed by right, or the uses should be delineated into Small Laboratory (e.g., <50,000 sq ft) and Large Laboratory (e.g., > 50,000 sq ft). Under this suggestion, a small Research Laboratory should be allowed by right, and a large Research Laboratory would be conditional. This suggestion reflects our belief that marine or blue economy research facilities along the waterfront would be valuable enterprises and appropriately placed on the waterfront. These do not look like the large research laboratories that the Agency appears to be envisioning (see our suggestion for a change to the definition of Research Laboratory).
- Under the Industrial and Storage Uses category, General Industrial should be conditional (“C”) rather than forbidden (“F”) in a WMU subdistrict. As described later, the disconnect between DPA regulations which currently foster and promote general industrial use on these properties and an outright prohibition under these draft regulations is particularly incongruent.
- Under Waterfront Uses, we offer a few suggestions:
 - “Other docks, piers, wharves, berths, dolphins, or mooring facilities for tow boats, barges, dredges, ferries, commuter boats, water buses, water taxis, or other vessels engaged in waterborne commerce, port operations, or marine construction” should be allowed by right in a WMU subdistrict. There is a rich history of such vessels along the waterfront in East Boston and we believe that such usage should be sustained.
 - “Wharves, piers, docks, and storage facilities for the commercial fishing industry” should be allowed by right rather than conditional. The commercial

fishing industry should not be prejudiced by these regulations. For example, similar language is allowed (i.e., Dock, slip, pier, wharf anchorage, or moorage for commercial or recreational vessels awaiting servicing, provisioning, off-loading, or delivery), except that the commercial fishing industry is not explicitly mentioned. Among other concerns, BPDA should not promote recreational sport fishing vessels in WMU subdistricts while it restricts commercial fishing vessels.

- Under Accessory and Ancillary Uses, we suggest that:
 - There should be a use called “Accessory storage of fuel/minerals” to allow for the storage of these materials on-site to support manufacturing and light industrial activity, which is an allowable primary use;
 - Accessory Drive-Through should be conditional, not forbidden;
 - Accessory Research Laboratory should be conditional, not forbidden, as larger Research Laboratories are allowed as conditional primary uses; and
 - Accessory Vehicular Services (which are prohibited as primary under Transportation Uses) should be allowed. Businesses operating in a WMU Subdistrict should be able to service their vehicles on site.

New Use Definitions

We have comments on two new definitions: (1) Research Laboratory and (2) Light Manufacturing or Trade Establishment

Research Laboratory – We would prefer to add the word development such that it reads “Research and Development”. We believe that there are potential R&D enterprises on the waterfront that are not adequately contemplated by the current, draft “Research Laboratory” definition. For example, an R&D laboratory could be associated with off-shore energy application, or the research and development of marine technologies (e.g., robotics, ocean-sensing); or research on marine species (e.g., analysis, genomics). “Research and Development” is also consistent with the comparable term found in 310 CMR 9.12 for allowable water dependent uses.

We suggest the following revised definition.

Research and Development Facility – used for the development, conduct, or observation of scientific experimentation or research, including but not limited to medical, life sciences, or marine science applications, in which all or a portion is dedicated to uses that require specialized facilities and/or built accommodations. This might include, but is not limited to, wet laboratory facilities, clean rooms, controlled environment rooms, and space for the prototype manufacture, servicing, maintenance, data collection and analysis, and other functions associated with the R & D facility.”

Light Manufacturing or Trade Establishment – We would suggest deleting the phrase “have low impacts on the surrounding environment” as this is a subjective term and later in the definition, you provide specific language that would disallow any use that is not compliant with applicable federal, state, or local regulations. With respect to the language in #3, we would suggest

deleting this section. It is wholly subjective and biased against light manufacturing. Businesses and enterprises should be responsible stewards of the environment, but standards of noise, smell or light reflection (e.g., solar installation on roof) should not be more onerous for light manufacturing facilities than other businesses, activities, or services in the neighborhood.

The Disconnect Within

Now, to the reality of the situation. Over the past four years, Plan East Boston has offered the opportunity to the residents to imagine the future of its neighborhoods. BPDA has strived to develop neighborhood regulations that improve the quality of life in the neighborhood and achieve common goals to preserve, enhance, and grow the community within a climate of change.

At the same time, and over the same general period, the State’s Office of Coastal Zone Management, at the request of waterfront businesses and the City of Boston, has reconsidered the boundaries of the four (4) designated port areas in East Boston and decided that, essentially, no change is warranted with one small exception to Jeffries Point.

We would argue that the definition of cognitive dissonance can be found on the East Boston waterfront. The goals of the Plan East Boston initiative – as reflected in the allowable and potential uses within the draft Article 53 zoning amendments for Waterfront Mixed Use subdistricts – are not aligned with the allowable uses prescribed for DPAs. As a result, one side of Border Street aspires to one reality. The other side of Border Street remains in a different reality. Border Street is a corridor or a connector that severs the two.

Indulge us as we point to examples of the disconnect:

Article 53 Zoning Amendment Goals	DPA Reality
Housing: “the goal of expanding access to housing options that are affordable, stable, and able to meet household needs as they change over time.” The WMU subdistrict allows for selective housing uses.	Residential housing is not allowed within a DPA
Climate and Environment – “Advance climate preparedness and promote a healthy environment”	While the DPA regulations do not prevent climate preparedness to prevent or minimize flooding, infrastructure improvements are not financially viable based on marine construction costs and the lack of economically viable allowed uses for DPA properties in East Boston

<p>Urban Form – “Guide neighborhood growth that is predictable and contextual and contributes to a public realm that is active and connected.”</p>	<p>Under DPA regulations, the “public realm” is a presumption that a working waterfront supports cultural and historical public realm criteria. In reality, public realm attributes are limited because water dependent industrial uses do not require public access, under DPA regulations, and can silo the DPA property from neighborhood interactions.</p>
<p>Transportation – “Ensure access to travel choices that connect all parts of the neighborhood to all parts of the city both safely and reliably.”</p>	<p>A major problem, the anachronistic DPA envisions industrial activity along the waterfront, but residential development and the neighborhood streets, now used principally for automobiles and pedestrian traffic, no longer can accommodate industrial vehicles such as 18-wheelers and tractor/trailers. A walk down Border Street showcases the issues. A consulting firm studying the issue confirmed this. As one community leader wrote in the chat at the Sept 12th public hearing, “Cities are for people, not cars and trucks.”</p>
<p>Jobs and Economy – “Support neighborhood economies that meet the needs of local communities as well as regional industries.”</p>	<p>This is hard to accomplish if you are generally not allowed to provide for the needs of the neighborhoods and uses are generally restricted to water dependent industrial uses.*</p>

*The focus of the DPA regulations on the shrinking universe of “Water dependent industrial uses” and the discretionary limits on “supporting uses” is in stark contrast to the allowable uses in the draft Article 53 amendments.

There are 114 prescribed uses in a Waterfont Mixed Use Subdistrict. Of these, 65 prescribe allowable uses and 22 are conditional. In other words, 76% of prescribed Article 53 uses are potentially allowed, 57% by right.

In contrast, state regulations at 9.12(2)(b) define 16 water-dependent industrial uses within DPA properties. Some of these would NOT be allowed in the WMU subdistrict, such as:

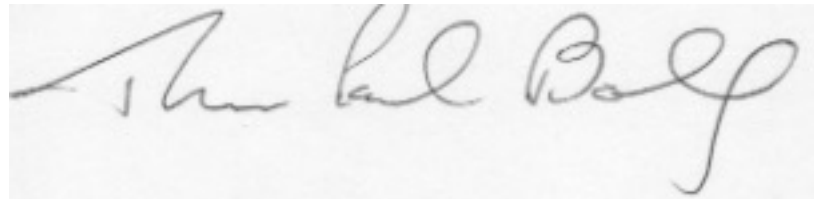
- Marine freight terminals
- Manufacturing facilities relying primarily on the bulk receipt of shipment of goods
- Seafood processing

And some would not be allowed (e.g., research facility) unless the facility relied on the use of harbor water for its operations.

A discussion of uses would not be complete without noting the allowance of “supporting use” or “incidental use” in the DPA regulations. These are not prescribed but rather are assessed by the state based on these criteria: “The type, location, scale, duration, operation, and other relevant aspects of the industrial or commercial use must be compatible with activities characteristic of a working waterfront and its backlands, in order to preserve in the long run the predominantly industrial character of the DPA and its viability for maritime development.” From our perspective, such uses are not looking across the street at a unique neighborhood; they’re approved or denied by an agency with minimal interaction with the community, and the discretionary nature of the decision-making limits “urban form” that guides neighborhood growth that is predictable and contextual.” The Waterfront Mixed Use Tables in Article 53 are designed to provide clear guidance.

While this diatribe is pointedly written for an audience at CZM, where they are assessing potential changes to the program, it is relevant to the BPDA and the residents of East Boston. The goals of Plan East Boston and the vision of waterfront mixed use subdistricts can not be achieved if the DPA boundaries and the DPA program remains as it is currently designed and implemented. An updated East Boston Municipal Harbor Plan will not solve the issues described here. The State and the City need to resolve this. It is in everyone’s best interest.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas P. Balf". The signature is written in a cursive style and is centered horizontally within a light gray rectangular background.

Thomas P. Balf
Oceanvest, LLC
On behalf of BTT Marine Construction, LLC

cc: Scott Haggerty, BTT Marine Construction
Craig Reinauer, Reinauer Transportation Companies
Lisa Berry Engler, CZM
Kathryn Glenn, CZM
Charles Goodhue, ERG
Hannah Stroud, ERG



1441 Brickell Avenue Suite 1012 Miami, FL 33131 (212) 248.3111

December 19, 2023

James Arthur Jemison, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: PLAN: East Boston Comments – Upper Chelsea Creek Waterfront

Director Jemison:

I am pleased to share with you my comments in response to the Draft Release of PLAN: East Boston (the “Plan”) dated September 1, 2023. I am CEO of Cargo Ventures LLC, owner of multiple properties from 160 McClellan Highway to 480 McClellan Highway in East Boston (the “CV Property”), aggregating approximately 26-acres the parcels stretch from approximately the Chelsea Street Bridge to the Boston/Revere line. Given the location of the CV Property in the Upper Chelsea Creek Waterfront Manufacturing Subdistrict (the proposed Waterfront Economy Subdistrict), my comments focus primarily on Chapter 3: Waterfront and Evolving Industrial Areas with particular attention to those recommendations relating to the Upper Chelsea Creek Waterfront.

I. Limitation of Existing Industrial and Airport-Related Uses

Existing uses on the CV Property include light-industrial, warehousing, airport logistics and support, offices, and a coffee shop (Starbucks), along with accessory parking and airport-related park-and-fly parking. These are long existing uses that not only create a critical mass of essential services in support of Logan International Airport (e.g., airline catering operations, airport vehicle repair, and shipping and logistics warehouses and offices) but they also provide much needed blue-collar jobs to East Boston residents and the surrounding communities. The companies that occupy these buildings house approximately 950 employees, the majority of which are residents of East Boston, Chelsea, Winthrop and Revere, and contribute tens of millions to the local economy through taxes, fees, and investment.

As you may be aware, I have proposed to redevelop portions of the CV Property by expanding the existing uses into new, sustainable, resilient, facilities totaling approximately 700,900 square feet of net new development that will generate an estimated 1,400 new jobs. Additionally, consistent with the goals of the Plan, the proposed project contemplates, among other benefits, significant investment in infrastructure for truck electrification, new publicly accessible open spaces, implementation of significant resiliency measures, and pedestrian and bicycle connections through the CV Property. Unfortunately, as drafted, the Plan would not support this proposed redevelopment. In fact, if the BPDA and other city agencies

ultimately decided the project has great merit, the Plan does not provide you with the tools to accomplish a redevelopment of the site.

The Plan recommends limiting “the further proliferation of low intensity uses such as self-storage and logistic centers” because such uses “generate low job intensity while simultaneously generating outsized vehicular and truck traffic impacts”. While I can appreciate the general concern articulated here, this statement does not accurately illustrate the nature of the uses existing at my properties. Unlike traditional warehouse/distribution uses, airport support facilities are significantly more labor intensive on a per square foot basis, leading to significantly higher employment on a per project basis than would be found in traditional warehouse distribution centers. As such, phasing out such uses would not necessarily achieve the goals of the Plan, nor would it be beneficial to the East Boston community, especially for those residents who work in these jobs.

As Logan Airport continues to operate at a high and growing volume, the need for off-site airport support services will continue to grow as well. This inevitable growth will stimulate new businesses and the jobs and tax benefits associated with them. The Plan, however, discourages expansion of airport-related uses into East Boston. I think that’s a mistake. If the Plan is implemented as written, these uses, and the good-paying jobs associated with them, would simply be established in abutting communities such as Chelsea, Winthrop and Revere and communities even further such as Saugus and Peabody. Those communities would reap the economic benefits, while East Boston would continue to disproportionately bear the brunt of the traffic going to and from the airport.

I respectfully request that the BPDA reconsider its opposition to the expansion of long-standing industrial uses along the Upper Chelsea Creek Waterfront and revise the Plan accordingly. Proposed redevelopments like mine present an opportunity to create new, well-paying jobs for East Boston residents while at the same time advancing many of the important goals of the Plan relating to sustainability, resilience, and connectivity.

II. PDA Eligibility

The Plan acknowledges that “Flexibility is needed to leverage private development for the delivery of public improvements such as district-scale flood infrastructure, public rights-of-way, and open space amenities”, and therefore provides that Planned Development Areas (“PDA”) may be approved in certain areas. However, the Plan does not recommend that the proposed Waterfront Economy Subdistrict (in which the Property is located) be PDA eligible. For reasons discussed in more detail below, I think that the BPDA should add the Waterfront Economy Subdistrict to the list of areas within which PDA’s are permitted.

Goals of the Plan relative to the Upper Chelsea Creek Waterfront include advancing coastal resilience infrastructure and increasing open space and public access to the waterfront. In furtherance of these goals, the Plan suggests that “a new local street network is needed on both sides of Route 1A to connect to existing neighborhood streets, facilitate waterfront access, and create a walkable block structure that supports evolving land uses compatible with East Boston’s fabric”. I applaud these goals and welcome the

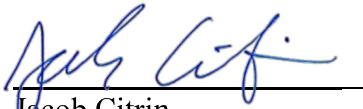
Mr. Jemison
December 19, 2023
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opportunity to help the City realize them. As you know, achieving these goals throughout the City takes a combination of public investment and planning, as well as the private contributions of land and funds to construct new walkways, harbor access and climate protections. Those private contributions won't happen if the landowners are forced to maintain their non-conforming uses "as is", to avoid losing valuable zoning protections. Without the development flexibility provided by PDA's, the ability of owners of property like ours to meaningfully contribute to their implementation would be significantly diminished. The ability of the City to achieve its infrastructure, resiliency and open space goals would be increased significantly if the PDA "tool" is available to the BPDA in this subdistrict.

My property represents a barrier, both physically and figuratively, between the waterfront and the East Boston neighborhood, and the City and its admirable goals articulated in the Plan. However, my properties as they exist today provide critical support functions to our world class airport, employ over 950 people and generate millions in economic impact to the City but an exciting opportunity exists to do even more and my properties can be a critical element in markedly improving the Upper Chelsea Creek Waterfront area for the benefit of the community and businesses reliant on it. I want to be part of the solution and not an obstacle. As such, I respectfully request that the BPDA consider allowing PDAs in the proposed Waterfront Economy Subdistrict so that we can work together, landowner and City, to thoughtfully redevelop the CV Property and help achieve the goals of the Plan.

Should you have any questions at all, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jacob Citrin", written over a horizontal line.

Jacob Citrin
Cargo Ventures LLC