

Melissa Anderson
122 Walnut St
Boston, MA 02122

October 11, 2017

Brian P. Golden, Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, MA 02201

CPC Ericsson Street LLC
Ryan P. Sillery
300 A Street
Boston, MA 02210

RE: 24 Ericsson St / Neponset Wharf Project

Dear Director Golden and Mr. Sillery,

I have comments and inquiries on the CPC Citypoint Capital and CPC Ericsson Street LLC Proposed Project at 24 Ericsson St, Boston, MA 02122.

For the purposes of this letter, any capitalized terms will refer to the defined terms of the Letter of Intent as submitted by CPC Citypoint Capital and CPC Ericsson Street LLC. Additionally, I will make my inquiries in the order of the Environmental Notification Form/Project Notification Form dated June 2017.

COMMENTS

By building the Proposed Project, the neighborhood population will double in size, if not more, and multiply traffic by 8 times without resolving our current traffic problems.

My family has chosen to live in the Port Norfolk area for the reason that it is as secluded as it is, while still being in the city limits per my husbands' employer guidelines. The Proposed Project will change the nature of our neighborhood in a negative manner and will cause the City of Boston to lose one of the only neighborhoods that has these traits.

Our current traffic problems will be compounded beyond relief. As a neighborhood, Port Norfolk needs our infrastructure corrected before we increase the traffic and residents to the degree that is proposed. We continue to build up the city without correcting the street levels.

While I find the lack of access as a benefit to maintaining our seclusion, poor transit access to the neighborhood will exponentially increase the number of vehicles in the neighborhood. While the goal is to have less one passenger riders, there will still be vehicles that will still need parking.

Lastly, a number of the environmental and historical summaries in the Environmental Notification Form and Project Description are listed as "to comply with law". Under the current US administration, I am cynical that some of the laws will be in the best interest of the environment and historical preservation of the neighborhood. I would like exact specifications on what CPC Citypoint Capital and CPC Ericsson Street LLC are proposing for each of the following:

- Sewage
- Density
- Dredging
- Wildlife
- Historical preservation

INQUIRIES

On Thursday, September 28, 2017, the Port Norfolk Civic Association, Inc. held a meeting regarding the Proposed Project and disseminated a template letter (enclosed) for the neighbors to mail in. I was not notified of and did not attend the meeting, I was provided the template letter by a neighbor. Based on the website provided, I reviewed the Proposed Project documents. I have several questions as I am going solely off of the Proposed Project documents and have not been included in any presentations to or any meetings of the Port Norfolk Civic Association, Inc. on the Proposed Project.

- The new pedestrian bridge being considered across Pine Neck Creek to connect the Project Site and Tenean Beach. We currently have sidewalk access around the entire neighborhood, including to Tenean Beach. How would the new pedestrian bridge improve pedestrian access?
- Environmental Notification Form page 1
 - Estimates status of Proposed Project design is 10%. How common is it to approve a project design as a community and a city without a complete project design? What degree of flexibility is the builder allowed to change the design without City approval?
- Environmental Notification Form page 2
 - Transportation estimates increased vehicle trips per day to multiple 7.8 times from 222 to 1,737 (unadjusted) or 8.5 times from 192 to 1,632 (adjusted).

- How will the City address the neighborhood traffic concerns that will become more prevalent if increasing traffic 8 to 8.5 times and increasing residents at least 2 times? Is there a plan to install stop lights at the intersections along Water St or speed bumps on Walnut St, Pork Norfolk St, and Lawley St? Is there a discussion on turning Walnut St into a one-way northbound? We continue to have problems with people (both neighbors and visitors to the existing commercial space) speeding, not stopping, and not yielding to pedestrians. These have been ongoing concerns that have been raised with the City by the Port Norfolk Civic Association, Inc. that have not been addressed. In the past, a traffic strip has been laid down halfway down Walnut St. That does not resolve any of the aforementioned concerns.
- At the intersection of Walnut St. and William T. Morrissey Blvd. to enter Neponset Circle or the 93-N onramp, there are existing difficulties and delays exiting the neighborhood as 3A and Gallivan Blvd. traffic will block the intersection or speed through the lights. Will the current stop light be moved to assist to intersect with Walnut St. for traffic control or will an extended delayed red light be entered on 3-A and Gallivan Blvd. traffic?
- Environmental Notification Form page 2
 - Estimates water use to increase from 1,370 to 30,752 with the wastewater generation/treatment remaining at 91%. Ultimately, we will be increasing wastewater from 125 (GPD) to 2,796 (GPD). Is there a more effective wastewater generation/treatment plan available to decrease that?
- Environmental Notification Form: Solid and Hazardous Waste page 8
 - Indicates the construction will disturb asbestos containing materials. While the Proponent may work closely with their environmental team, what is the effect on the neighbors during the construction?
- Environmental Notification Form: Solid and Hazardous Waste page 8
 - States that anti-idling law will be enforced with signage. What is the neighborhoods options these laws are not followed?
- Environmental Notification Form: General Project Information page 17
 - States the estimated average daily traffic on roadways serving the site to be detailed in the DEIR/DPIR. When is the DEIR/DPIR expected for review?
 - Will the construction equipment remain on site for the 18 months of construction?
 - Will there be roadway construction?
 - Will parking spaces be blocked due to oversized vehicles? If yes, how will these be scheduled?
- Environmental Notification Form: Historical and Archaeological Resources Section page 23
 - States that the Proposed Project site is part of a historic structure, or a structure within a historic district but the Massachusetts Historical Commission was not consulted. When and in what form will the Massachusetts Historical Commission be consulted?

- Project Description 1.2.2
 - Building A is 43 residential units, 25 room hotel, 70 parking spaces, and 45 bicycles. What is the occupancy expectation of the residential and hotel units? How do we account for parking?
 - Building B is 21 residential units and 21 bicycles. What is the occupancy expectation of the residential units? How do we account for parking?
 - Building D is 86 residential units, 115 parking spaces, and a restaurant. What is the occupancy expectation of the residential units and restaurant? How do we account for parking?
 - Public Amenities/Supporting Uses includes a Kayak Storage Shed, Marina Support Building, and a Fishing Pier. What is the traffic estimate and parking plan?
 - Public Amenities/Supporting Uses includes a potential Pedestrian Bridge. As previously mentioned, we have existing pedestrian access to Tenean Beach and do not need a bridge.
- Project Description 1.3
 - The Summary of Public Benefits is a list of items that “will comply” with law or “will explore” opportunities. There is insufficient details available for a review.
- Project Description 1.4.4
 - Port Norfolk Planning and Zoning Policies
 - Please clarify how the Proposed Project protects and enhances the existing residential community with traffic, wastewater, and parking concerns.
 - The residents currently have waterfront options available through different sections of Pope John Paul II Park, there are no new options to better utilize the waterfront listed.
 - Imagine Boston: 2030
 - Are residential units to support workforce, senior citizens, or rent-controlled? What will be the intended selling prices of the units?
 - Based on the current material, the Proposed Project does not invest in infrastructure related to traffic and parking concerns.
 - Related to workforce, what is the plan on public transit? Will there be more frequent buses along the 201/202/210 bus line or I have heard a “rumor” on building a Braintree redline T stop across from Tenean Beach?
 - Metropolitan Area Planning Council (MAPC), MetroFuture: Making a Greater Boston
 - Please provide exact figures on how the Proposed Project will establish affordable housing opportunities consistent with the BPDA’s Inclusionary Development Policy.
- Project Description 1.5.2
 - Please provide details on who has been selected for the Impact Advisory Group and how to become involved.

- Are there currently retail vendors interested in the Proposed Project? My concerns are of both vacant properties and high retail vendors in a secluded neighborhood. Additionally, what is the parking plan for retail customers?
- The Proposed Project includes the replacement of the existing marina. Who owns the marina? What is CPC Ericsson Street LLC's connection to the marina?
- I pulled the Business Entity and the Certificate of Organization of CPC Ericsson Street LLC. There are no managers list. Is CPC Ericsson Street LLC member managed? Who are the members of CPC Ericsson Street LLC? May I request a copy of the members Schedule Y or a corporation organization structure chart (with Assistant Secretary's Certificate)?

I am not opposed to any incoming structure and building at the project site, I would like to see the space at the end of the street be more usable for the neighborhood. I believe the Proposed Structure is too large for the Port Norfolk neighborhood. I request clarity as to how the City is going to solve our current neighborhood difficulties before doubling (plus) our size and I am requesting exact specifications as to how CPC Citypoint Capital and CPC Ericsson Street LLC will improve the environment through sewage, density, dredging, wildlife, and historical preservation.

I apologize for any duplication of questions. While living in the neighborhood for 5 years and paying the annual dues, the Port Norfolk Civic Association, Inc. has continued to pick and choose if and how neighbors are notified of coming meetings and important agendas. Accordingly, any future Port Norfolk neighborhood meetings regarding the Proposed Project, please provide me email notice at [REDACTED] so I may attend.

Sincerely,

Melissa E. Anderson

Melissa E. Anderson

cc: Tim Czerwienski at City of Boston
Jared Eigerman of Dalton & Finegold, LLP
John Lyons of Port Norfolk Civic Association, Inc.
Kell McManama of CPC Ericsson Street LLC

CPC Ericsson Street LLC
CPC Ericsson Street LLC
Ryan P. Sillery, Resident Agent
300 A Street
Boston, MA 02210
[REDACTED]

Kelly McManama
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CPC Ericsson Street LLC Legal Counsel
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Jared Eigerman
183 State Street, 5th Floor
Boston, MA 02109
[REDACTED]

City of Boston
Boston Planning & Development Agency
Brian P. Golden, Director
City Hall, 9th Floor
One City Hall Square
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Tim Czerwienski, Project Manager
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Port Norfolk Civic Association, Inc.
John Lyons, President
[REDACTED]

Comment Letters on the Neponset Wharf project are due

October 1, 2017

You may post Comments on the BPDA Website through the project link below. There is a 6000 word maximum

<http://www.bostonplans.org/projects/development-projects/24-ericsson-street>

or you can write a comment letter and send it by e-mail to Tim Czerwienski at

tim.czerwienski@boston.gov

It is extremely important that the BPDA receive as many letters as possible from Port Norfolk!

September 28, 2017

Brian Golden

Director

Boston Planning & Development Agency

City Hall, 9th Floor

One City Hall Square

Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. These include problems concerning traffic, sewage, height, density, use, dredging, and the wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Port Norfolk Waterfront Service Zoning Code and the Port Norfolk BRA Plan.

Name

Signature

Address

E-Mail

October 1st, 2017
Brian Golden, Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square,
Boston, MA 02201

Re: 24 Ericsson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

This letter is in response to the proposed Neponset Wharf Project at 24 Ericsson Street by City Point Capital. My name is Jason Berry. I am a homeowner in the Port Norfolk neighborhood and I am on the IAG for this project. I am strongly opposed to the project in its current form. I have outlined my comments and concerns in the following letter.

Document Outline –

1. Size, Scope & Density
2. Environmental Impact
 - a. ACEC Status
 - b. Dredging
 - c. Height and Size of Structures
 - d. Wave Fence Removal
 - e. Reconfigured Docks and Piers
 - f. Pedestrian Bridge
3. Phased Project with No Overall Plan
4. Traffic & Parking
5. Building Height, Design & Style
6. Fire & Safety
7. Infrastructure & Construction

Document Content –

1. Size, Scope & Density

The project is too large and aggressive for the neighborhood. It has too many units, the buildings are too big and there are too many different uses being proposed (residential, hotel, restaurant, marina storage & service, reconfigured docks, new fishing pier, bait shop, kayak facilities, public restrooms). It would overwhelm all aspects of the neighborhood and cause irreparable damage. The Port Norfolk neighborhood is a small peninsula with access, infrastructure and size limitations. A smaller, more focused project is better suited to the neighborhood.

2. Environmental Impact

a) ACEC Status

The project is in the on the Neponset River Estuary, an Area of Critical Environment Concern (ACEC). From CMR 12.00 - "ACECs are those areas within the Commonwealth where unique clusters of natural and human resource values exist and which are worthy of a high level of concern and protection." The project in its current form is at odds with the intent of the ACEC provisions.

b) Dredging

The project plan claims it involves maintenance dredging and improvement dredging is not anticipated. I believe more attention should be given to the dredging license, the extent of dredging and the distinction between improvement and maintenance. The possibility of any improvement dredging in a prohibited ACEC area should not exist.

The project is in an intertidal area and as such is required to evaluate approaches and practical steps for avoidance when possible and minimization if avoidance is not possible. The project in its current form aggressively expands the scope of the marina. There is a functioning marina currently on the site. The most practical approach for avoidance/minimization would be to keep marina operations consistent with the current scale which can be accomplished without dredging.

Dredging would impact the "substantial soft-shell clam beds are located at the mouth of the river" [reference 1]. The Neponset River Watershed suffers from "Legacy toxins (i.e., PCB-laced soil and groundwater from a former industrial property leaches toxins into the river)" [reference 2].

Reference 1 - <http://www.mass.gov/eea/agencies/dcr/conservation/ecology-acec/neponset-river-estuary.html>

Reference 2 - <https://www.neponset.org/your-watershed/issues/>

c) Height and Size of Structures

The size of the proposed structures will have an adverse effect on the surrounding ecosystem and will decrease the quality of the Tenean beach experience. The height will add shade to Pine Neck Creek and Tenean Beach. The shaded area will change water temperatures impacting wide life and vegetation. The size of the structures will impact an area heavily populated with birds.

d) Wave Fence Removal

The project calls for the removal of the in-water Tenean beach wave fence. Increased wave action from the removal of the fence could cause erosion issues at Tenean Beach and should be studied. The fence removal should be evaluated consistent with dredging given it will disturb the ocean floor. Removing the wave fence creates an unnecessary risk in an ACEC.

e) Reconfigured Docks and Piers

The project calls for the reconfiguration of existing with docks with the addition of a new boardwalk/fishing pier. This work should be evaluated consistent with dredging given it will disturb the ocean floor. Reconfiguring docks and adding new in water structures creates an unnecessary risk in an ACEC.

f) New Pedestrian Bridge Over Pine Neck Creek

The proposed pedestrian foot bridge between the site and Tenean beach will be placed over Pine Neck Creek. The creek ecosystem has improved over the years and will be set back by this structure. This work should be evaluated consistent with dredging given it will disturb the ocean floor. Adding a new pedestrian foot bridge creates an unnecessary risk in an ACEC.

3. Phased Project with No Overall Plan

Concerns have been expressed about the developer's future plans for adjacent parcels which would have a significant impact on the current project proposal. The developer should be required to respond in writing to any statements made in the press regarding other parcels in the neighborhood. The developer should be required to produce any letters of intent, purchase & sale agreements or other documents relating to other parcels in the neighborhood.

A plan should be established for the entire neighborhood that has the support of the city, the residents and current business owners. Going through the Article 80 process only to find additional adjacent parcels should have been included will be a misuse of city resources and a waste of time for all those involved.

4. Traffic & Parking

The Port Norfolk neighborhood is already near maximum capacity as it relates to traffic and parking. There are only two access points to the neighborhood (Conley Street and Redfield Street) both with serious limitations. The neighborhood contains no main roads and consists primarily of three parallel side streets.

In addition to individual residences, the neighborhood is home to a large electrical contractor (SullyMac) and very popular restaurant with a function hall (Venezia). The Joseph Finnegan Park recently opened and is drawing additional traffic as it becomes more utilized. A 37,000 square foot industrial building at 12 Ericsson Street recently began leasing and will draw more traffic when occupied. Any traffic plan must take into account existing rate of growth in traffic.

The traffic generated by the proposed project should attempt to remain consistent with the traffic patterns of the existing business on the lot, the MarineMax Russo Boston. The project should benchmark any proposed traffic changes against the current traffic patterns of the existing business.

5. Building Height, Design & Style

The height, design and style is not consistent with the neighborhood. Port Norfolk is a small seaside neighborhood with a lot of history that the project should embrace. I personally think the Boston Harbor Distillery is an excellent example of a design style that fits the neighborhood. The developer is applying a design consistent with current projects in the South Boston Seaport area that are not appropriate for this neighborhood.

The height of the proposed structures should use the existing structures on the lot and in the neighborhood as a reference point. The increased height will make the beach less desirable for visitors given the reduced sunlight, obstructed views and decreased ocean breezes.

6. Fire & Safety

There are two proposed access points to the project - (1) the corner of Lawley and Ericsson to the left of 12 Ericsson and (2) between the Winery and 12 Ericsson on the right. Both passageways are between buildings with limited space and do not currently have sidewalks.

More work needs to be done to ensure that these passageways have the capacity to provide streets and safe sidewalks to the project. The limited access and size of the project also create emergency access concerns that need to be addressed.

Recent events in Boston and other areas of the country have raised concerns regarding the fire safety of wood-framed "Type 3-A" construction. If the project plans on using this construction technique the safety impact needs to be addressed.

The new Joseph Finnegan Park and continually expanding Neponset bike trail are sending more pedestrians and cyclists down Water Street to the intersection at Water, Lawley and Conley Street. The current safety and function of that area for pedestrians and cyclists needs to be remedied before any projects move forward.

7. Infrastructure & Construction

The street in front of 55 Lawley Street is prone to flooding. During high tide events water comes up from through the street drains. Many residents in the area have existing sewer issues. Parts of the neighborhood are constructed on fill. The existing buildings are old and structures are prone to vibrations. This project will overwhelm the existing infrastructure in the neighborhood and damage existing structures.

Because of the small streets and tight corners the neighborhood already experiences issues with larger trucks being unable to maneuver. The project plan should not rely on bringing construction materials and equipment by truck down Lawley, Port Norfolk and Walnut Streets.

Please call [REDACTED] or email [REDACTED] with any questions. I can be reached via mail at 67 Lawley Street, Dorchester MA 02122.

Thank you,
Jason Berry

Brian Golden, Director
Boston Planning and Development Agency
Ninth Floor, Boston City Hall
One City Hall Plaza
Boston, MA 02201

September 22, 2017

Dear Director Golden,

As a member of the Port Norfolk neighborhood in Dorchester for more than twenty years, it is extremely disheartening to me that we are still discussing the monstrous project known by the developers as the Neponset Wharf Project at 24 Ericson Street. This neighborhood is very small, a peninsula completely surrounded by water. There are only three streets, and we are already over-run by cars, trucks, and other vehicles, people, and noise. The antiquated water and sewer systems are long since overburdened, and it is now impossible to get in or out of the small neighborhood by car. In fact, we lost one of our neighbors to fire when the emergency vehicles could not get in. The detrimental impacts to wildlife and the environment are legion and have been well addressed by others.

This project would double or even triple the population of the neighborhood with the addition of 150 condo units and a 25 room "boutique" hotel, plus commercial enterprises, a fishing wharf, boats, a 95-space parking tower, and many other things. In short, this project would destroy our neighborhood.

Until recently, this has been an old neighborhood, characterized by the varied architecture, large yards and ample green space, wildlife including many species of birds, and wild flowers, chipmunks, squirrels, etc. People were born here and stayed here to raise their own families due to the peace and quiet, and family-oriented personality of the neighborhood, the gardens, the 'neighborliness'. This has also been an extremely low-crime area as the monthly police reports through the years will attest. We are proud to be the lowest in crime year in and year out, and the first and only planned neighborhood in Boston with our unique and varied architectural homes.

A further concern, one which may overshadow all others, is the fact that we are now in a flood zone. The ocean is rising, and we are already experiencing floods which we have never seen before. Moreover, the DCR plans to remove two lanes from Morrissey Boulevard, a project which will require much time, and which seems seriously ill-considered, due to the impacts on all who live or work along Morrissey Boulevard, as well as commuters from the south shore. Where will the water go when these additional structures are put in? Where will the trash, the sewage, and the fishing lines and debris go? Where will the people go when they can't get out to work in the morning or return home in the evening? These are already big problems; how can we add to them? And how can we possibly consider adding to them in such an oversized way?

I can only pray that reason will prevail and the developers will find a more suitable site. Tiny Port Norfolk will never be that site. Even if the area along the ocean where they propose to build were not a protected wetland, and were not subject to deadly flooding, and were instead an ideal site to build, there would still be the insurmountable problems of ancient water and sewer lines, of getting in and out of the neighborhood, the significant overcrowding due to the already allowed zoning variances and multiple housing units, and the harmful impacts to wildlife and the environment. Fire concerns remain a significant issue, as is reaching any neighborhood person in crisis and getting out again. There are too many issues to bring up in one letter, but I hope very much that you will consider all of the ramifications of the proposed project and reject it for what it is - monstrously inappropriate for this neighborhood.

Sincerely,

Donna R. Bishop

Donna R. Bishop, MPH, PhD
39 Lawley Street
Dorchester, MA 02122
[REDACTED]

Geoffrey R. Bok
169-6 Walnut Street
Dorchester, MA 02122
Tel: [REDACTED]
Email: [REDACTED]

October 3, 2017

By Email Only

Mr. Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, MA 02201

RE: Neponset Wharf Project - 24 Ericsson Street, Dorchester

Dear Director Golden:

I write to provide comments on the Neponset Wharf Project which is proposed to be built in the Port Norfolk neighborhood of Dorchester. As a matter of background, I am a lifelong resident of Boston. My wife and I have owned and resided in our Walnut Street home in Port Norfolk since 1990.

For many reasons detailed below it would be hard to image a worse or more inappropriate location for the Neponset Wharf Project than at the end of the Port Norfolk peninsula in Dorchester. Accordingly, I write in strong opposition to this project.

1. The Port Norfolk neighborhood cannot handle the dramatic increase in vehicle traffic through the neighborhood that this project will produce.

As an initial note, it is important to realize that the project is proposed to be at the very end of the Port Norfolk peninsula in Dorchester, which means that all of the vehicle traffic to and from the project will need to travel through the narrow streets of the Port Norfolk neighborhood. There simply is no way to avoid driving through the neighborhood to reach the project.

The project proposes to build 150 residential units, plus a 25-room hotel, a restaurant, a 75-slip marina, a boat storage facility, and various amenities. At a recent public meeting, the architect for the developers stated that all of the residential units probably would be 2 bedroom units, or at least that the project overall would average 2 bedrooms per residential unit. Given the location of the Port Norfolk neighborhood well outside of the core of the City with extremely limited MBTA transportation access, the occupants of the 150 residential units reasonably will have a total of at least 300 cars (i.e.,

an average of 2 cars per residential unit). This average of 2 cars per unit is consistent with the number of cars per residence owned by other residents of other 2 bedroom condominiums in the neighborhood, such as in the Estuary at Port Norfolk at which I live. It is also consistent with the average of 2 cars per housing unit throughout Port Norfolk.

In addition, these 150 residential units at the project inevitably would product additional vehicle traffic by guests visiting these residential units, by school buses serving the children residing in the units, by trash and recycling trucks, by workers serving the residents of these units, etc.

Moreover, the non-residential components of the proposed project inevitably will generate additional vehicle traffic to and from the project. The 25-room hotel will have both guests (who will access the hotel by rental car, taxi, Uber/Lyft or a friend's car) and hotel workers, as well as be served by supply companies and trades people who will need to drive to the hotel. Similarly, a 75-slip marina will generate traffic, especially in the April to October boating season, from people wanting to access the boats in the slips, as well as traffic over the winter months to the boat storage facility. The restaurant and other amenities proposed for the project will generate still more vehicle traffic, including people driving to the project to enjoy a meal at the restaurant or the snack bar, to fish on the fishing pier, to enjoy the view, etc. It would be reasonable to assume that in addition to the 300+ cars going to and from the residential units each day (perhaps multiple times per day), the non-residential unit portions of the project would result in at least another 100 vehicles traveling through the neighborhood each day to access the project.

The project's developers will probably claim that people will access their project by public transportation, but that is totally unrealistic. There is no MBTA stop, or commuter rail stop, within walking distance of Port Norfolk. There is no MBTA bus service inside Port Norfolk. The closest MBTA bus stop is in Neponset Circle and offers very limited bus service (especially outside of rush hours) to Fields Corner Station only. It is even difficult to get an Uber or Lyft ride in Port Norfolk, as these ride sharing services rarely come into Port Norfolk.

Traffic currently leaving or accessing Port Norfolk is very slow, congested and often dangerous.

First of all, there are only two ways in or out of Port Norfolk – over the Redfield Street bridge or by way of the road past DCR Tenean Beach Park. The former route currently is massively crowded, slow and backlogged every morning (and at other peak times) on Woodworth Street as cars park on both sides of this two-way street that is the only way out of Port Norfolk after one crosses the Redfield Street bridge. The portion of Walnut Street near Neponset Circle has the same problem of being a two way street with only one drivable lane. People on these streets have to pull their cars over whenever a car approaches from the opposite direction, and the problems are even worse at times as school buses and trucks use this route to leave Port Norfolk (especially if they want to access I-93 North, Quincy, or the Ashmont or Lower Mills areas of Dorchester). Turning

into Neponset Circle from Walnut Street is next to impossible at any time of the day and can be very dangerous due to their being no traffic light cycle in Neponset Circle to allow a safe exit from Walnut Street into Neponset Circle (especially if one wants to go around Neponset Circle to access Neponset Avenue, Gallivan Boulevard or the bridge to Quincy).

The other exit out of Port Norfolk is hardly better, in that it goes onto northbound Morrissey Boulevard, which usually has cars driving at such a high speed and in such a high volume that it can take many minutes of waiting to be able to join the traffic (often in a dangerous manner), all this is without the benefit of a traffic light. Morrissey Boulevard is also a highly congested road once one gets north of Conley or Tenean Streets (the two access roads from Port Norfolk onto Morrissey Boulevard) and this congestion will only get worse with the Commonwealth's proposed reduction in the number of vehicle traffic lanes on this road.

Perhaps even more importantly, only three narrow streets run inside the neighborhood from the Redfield Street bridge or from Conley Street (by way of Tenean Beach) to the proposed project location – Lawley, Port Norfolk and Walnut Streets. All three streets are narrow and have parked cars on them. Port Norfolk Street is so narrow as to be one way, while the other two streets are two way streets but are not wide enough for two cars to pass each other in a location where a car is parked. The net result is that, just like with Woodworth Street and the portion of Walnut Street near Neponset Circle, traffic jams up and the only way to get through is to pull over to let other cars going the other way pass. During heavy traffic periods it can take quite a while to drive just one block on any of these streets. Adding hundreds of new vehicles to this traffic pattern will result in total gridlock.

In fact, the neighborhood's vehicle grid lock will be even worse than one might otherwise think if this project is built, since (as detailed below), the project clearly does not have enough on-site parking spaces. Thus, this project will result in 100 or more additional cars being parked on the streets of the neighborhood, especially along Lawley, Port Norfolk and Walnut Streets.

The problem is made worse by the large restaurant and event facility – the Venezia – just to the east of the proposed project location. The Venezia produces massive vehicle traffic, often with drivers who may be over the proper blood alcohol limit, through Port Norfolk many times per week. These drivers are not used to the slow give and take necessary for driving down Port Norfolk's currently overcrowded roads, and displays of road rage are not uncommon.

The problem is even worse after a major snow storm, when much traffic can be all but blocked on many neighborhood streets for days at a time. This problem typically occurs between 10-14 days per winter.

Obviously, the actual construction of the project would have a massive negative impact on the neighborhood and its traffic, as all of the construction trucks and supply deliveries would have to access the project site by way of the neighborhood's narrow and

overcrowded streets. For example, currently when a large boat is transported by a truck from the current marina site all traffic in the Port Norfolk neighborhood essentially is stopped in order to allow the truck to be able to move.

One partial “solution” to the traffic problems would be to ban on street parking in some or all of Port Norfolk, but this is totally unrealistic and unreasonable since almost all housing units in the neighborhood do not have off street parking for their vehicles and since (as noted below) the project inevitably will result in many additional vehicles needing to park on neighborhood streets.

Finally, and most importantly, the traffic problems are not simply issues of resident inconvenience and delay, but matters of critical public safety. There are no police or fire stations in Port Norfolk. Thus, all public safety personnel and vehicles have to access and depart the neighborhood by the same overcrowded roads used by the residents. Even now, fire trucks, police cars and ambulances can be delayed trying to drive down Port Norfolk’s crowded streets to respond to emergency calls. With all the additional traffic generated by this proposed project, the inevitably additional driving delays will be life threatening.

2. The project does not have adequate on-site parking.

The project proposes to provide a total of 185 parking spaces. As noted above, 185 spaces are not enough parking for the 150 residential units alone, let alone for the 25 room hotel, the 75-slip marina, the boat storage facility, the restaurant and snack bar, and the various public access facilities such as the fishing pier. Inevitably, 100, 200 or more cars will need to park at times in the already overcrowded on street parking in the Port Norfolk neighborhood. There is not space for these cars to park on the neighborhood’s already crowded streets. Even if there were, this additional parking would make the traffic on Port Norfolk’s narrow streets grind to a virtual standstill as there would not be places for a car to pull over between parked cars to let cars going the other way pass by.

At a minimum, to build in this location where there is extremely limited on street parking and no nearby off site public parking lots, the project should be required to show that it has sufficient on-site parking for all of the vehicles accessing the site, including resident, guest and visitor vehicles. To be clear, this is not an unreasonable requirement; the nearby Estuary at Port Norfolk condominium complex has parking spaces for all of the vehicles that access it, and thus does not burden the neighborhood’s on street parking at any time.

3. The Port Norfolk neighborhood’s infrastructure cannot handle a dramatic increase in demand for utilities.

Port Norfolk currently has an ancient and grossly overloaded utility infrastructure. The proposed project’s demand for water, sewer, electricity and gas lines simply cannot be met without a massive upgrading of this infrastructure. Of course, any such upgrading

would inevitably mean closing streets, making the traffic and parking problems in Port Norfolk much worse.

4. The Port Norfolk neighborhood cannot handle the dramatic increase in population and density that this project would bring.

The current project's 150 residential units would almost double the number of residential units in the Port Norfolk neighborhood. This would result in a drastic change in the character of the neighborhood. Moreover, the project's buildings (which apparently would provide approximately 307,000 square feet of total building area) are not consistent with the size, type, density or height of other residential buildings in the neighborhood.

The project's developers point at the (limited) public open space that this project will provide, while ignoring the fact that the neighborhood already has more than enough open space in that there already are two large DCR parks located in the neighborhood, as well as a walking path along the Neponset River providing the neighborhood with safe access to the larger Pope John Paul Park and other upstream parkland along the Neponset River.

5. The project is not appropriate from an environmental point of view and is grossly inconsistent with prior planning studies.

As other commenters on this project have noted, this project is not appropriate from an environmental and planning point of view in that it totally ignores the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester waterfront, the Port Norfolk Waterfront Service Zoning Code and the Port Norfolk BRA Plan. In the interests of brevity, I agree with and join in comments on these topics made by others in opposition to this project.

Conclusion

Quite simply, the proposed project might have a great design if it were built elsewhere – such as next to the current Marina Bay complexes in nearby North Quincy – but (as noted above) this project is totally inappropriate in its proposed location at the end of the narrow and crowded Port Norfolk peninsula. Many projects can be made acceptable through mitigation measures or minor reductions in scale, but the proposed project is so fundamentally flawed at its current location as to make this impossible. The BPDA should not approve this project.

Thank you.



Geoffrey R. Bok



Are you on board?

15 State Street, Suite 1100
Boston, MA 02109
617.223.8671
bostonharbornow.org

October 1, 2017

Via email to: Tim.Czerwinski@Boston.gov

Brian Golden
Director
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Attn: Tim Czerwinski

Re: Neponset Wharf, 24 Ericsson Street, Project Notification Form

Dear Director Golden,

On behalf of Boston Harbor Now, thank you for the opportunity to comment on the Project Notification Form (PNF) for the Neponset Wharf project, submitted by City Point Capita.

After reviewing the PN, attending the July 24, 2017 MEPA site visit, a number of public meetings, and the IAG meeting on September 28, 2017, we ask that the proponent be required to address the following:

- The extent and type of dredging proposed within the Neponset River Estuary ACEC,
- Potential impacts to public access and open space,
- Site accessibility and traffic related impacts to the neighboring community,
- Impacts related to construction activities, and
- Proposed climate resiliency strategies.

Project Description

As presented in the Project Notification Form the proposal is for the construction of a new, mixed-used development project in the Port Norfolk neighborhood of Dorchester. The entire site is approximately 7.6 acres and is comprised of both land and watersheet areas. The Neponset Wharf project will include:

- A renovated 75-vessel marina with new reconfigured docks and piers,

- Maintenance dredging of the area near the marina,
- 185 new parking spaces and 152 bike storage spots
- The addition of 150 new condominium units,
- A 25-room seasonal hotel,
- A 4,000 SF restaurant/café, and
- Two acres of landscaped outdoor space.

Area of Critical Environmental Concern

The Neponset Wharf project falls squarely within the boundary of the Neponset River Estuary ACEC. Designated in 1995 by the Massachusetts Secretary of Environmental Affairs, the 1,300-acre Neponset River Estuary is a Massachusetts Area of Critical Environmental Concern (ACEC). (Neponset River Estuary Area of Critical Environmental Concern Resource Management Plan, 11). The ACEC begins at the Lower Mills Dam in Dorchester and extends to the mouth of the river at Commercial Point in Boston and Squantum Point in Quincy. These designated areas are places that receive special recognition because of the significance of their natural and cultural resources. Projects located within an ACEC and subject to MEPA jurisdiction require closer scrutiny than projects located outside of ACECs.

As one of the nonprofits named in the 1996 Neponset River Estuary ACEC RMP and responsible for advancing the long-term objectives of the ACEC designation, Boston Harbor Now is particularly interested in understanding how the proposed mixed-use project and dredging will affect the resource area. (Neponset ACEC RMP, 16-21).

Dredging within the ACEC

According to the proponents, renovations to the existing marina will require some dredging. The PNF refers to the 1911 Harbor and Land Commissioners License as the original authorization for dredging of the marina. To date, the original license plans cannot be found in the registry of deeds or DEP records.

We ask that the proponent address the following items related to the proposed dredging:

- The relevancy of a 100+ year old dredging license and the existing ACEC Resource Management Plan
- Whether the proposed dredging is for improvement or maintenance purposes
- Impacts to marine habitat and resource areas resulting from the proposed dredging activities.

Figure 8.1 of the PNF address the ACEC designation. As presented, the project will “embrace” the heightened ACEC performance standards. We are glad to see the proponent’s acknowledgement and commitment to complying with the ACEC standard. The proponent should provide additional details to address compliance and how the project proposes to meet or exceed this obligation.

Open Space and Public Realm

As presented in the PNF, the proposal will create nearly 2 acres of landscaped outdoor space that includes:

- A 28,000 SF Harborwalk,

- A public fishing pier,
- A kayak launch and storage,
- Public restrooms,
- The Shore Shack refreshment stand,
- A marina support building, and
- A pedestrian bridge across Pine Neck Creek (possibly)

The combination of open lawn, public seating, pet areas, fitness station, art installations and dedicated gathering areas has the potential to provide multi-use functionality of the area. We are encouraged by the addition of a new section of the Harborwalk and look forward to reviewing additional details of proposed amenities, signage, and public programming.

The PNF proposal includes several renderings of proposed public access to the project site (Figures 2.7-2.9). The proponent should clearly distinguish areas of the wharf and open green space that are open to the public from those that are reserved for private use. The Public Realm improvements will play an important role in ensuring the open space areas are fully activated and create a welcoming waterfront experience for residents, neighbors, and visitors. Part of the success includes maintaining adequate signage at appropriate locations to advise the public of its access rights and disclose access-related regulations.

The project filing should also include details of the proposed watershed and water's edge activation as an integral part of the transient public's experience of the overall project site. The proponent should consider programming and public amenities that will encourage the public's use and enjoyment of the waterfront on a year-round basis.

We note that during the MEPA site visit, the community expressed concern over some of the proposed public amenities. Specifically, the kayak storage area, dog park, and pedestrian bridge to Tenean Beach. We encourage the proponent to work with the local community to develop a public realm improvement plan that includes amenities that fit within the character of this area of the waterfront and adjacent neighborhood.

Transportation

Accessibility to the site should be a key focus of the proposal. As presented in the PNF, the project is located on the northern edge of the Port Norfolk peninsula. The site has limited vehicular access, is not readily accessible by train, and is serviced by only two MBTA bus routes. The bus routes are located at Neponset Circle, about half a mile from the site.

We are strongly in favor of a detailed traffic analysis of existing traffic concerns in Port Norfolk and adjacent areas as part of the proposed project filing. Without the proper improvements, additional daily trips will put pressure on an already strained system. Section 5.3 of the PNF includes a summary of daily trips anticipated for the project. The summary includes vehicular trips generated by condominium, hotel, and retail/restaurant users. A transportation analysis should also include trips generated by the general public's use of the new landscaped outdoor spaces.

Despite its waterfront location, the mitigation efforts described in Section 5.7 might be best focused on land-based transportation accommodations that 1) serve a wider group of riders over a greater geographic area and is 2) a more cost-effective option than a water taxi.

Construction Impacts

We ask that best practices be implemented to minimize construction impacts to the nearby community. Depending on the anticipated construction activities, increased traffic is likely both in size and frequency of vehicles entering and leaving the area. We expect that delivery of construction materials will also affect the number of trucks traveling through the surrounding community. In addition to providing a construction management plan, we ask that the proponent consider a comprehensive traffic plan to minimize traffic flow interference from construction activities (e.g. advanced public notice of road closures, alternate routes, and shifting operations affecting traffic to off-peak hours).

Climate Resilient Design

As completed by the proponent, the Boston Climate Change Resiliency and Preparedness Checklist, confirms the project site is within the FEMA “100-year” Flood Zone VE and AE with a Boston City Base (BCB) site elevation ranging from 14-18.8 feet.

As presented in PNF, possible measures to address future flooding on the site include elevating the ground floor and moving critical infrastructure above the floodplain. However, Page 7 of the BPDA Climate Checklist indicates that specific flood protection measures have not been considered for the site.

As part of its resiliency strategy, the waterfront portion of Building B will be raised on pilings – resembling a building on stilts and a design more typical of beach homes. The space underneath the pilings will open up view corridors and create a covered terrace that is accessible to the public. This is a building typology that is new to Boston Harbor. We applaud the proponent for incorporating this innovative design in their project proposal.

We look forward to reviewing additional details of the proponent’s climate resiliency strategy to limit storm damage, minimize wave action, and protect inland resource areas.

Community Engagement

Over a dozen members of the Port Norfolk community attended the July 24, 2017, MEPA site visit. Although the community expressed concerns about the proposed development, many expressed a willingness to consider a smaller scale redevelopment project that benefits the community and improves the existing conditions of the site. To ensure the community is heard throughout the planning process, we encourage the proponent to consider additional ways to engage interested neighbors and stakeholders as the project moves forward.

Thank you for your consideration of our comments.

Sincerely,



Jill Valdes Horwood
Director of Policy

My Name is Bruce Tangle

I am writing in regards of the Waterway and community impact that would be put on us. We've lived in this section of dorchester. We're proud to call it home. With the building of your project would add a burden of traffic problems that are pretty bad already. This is a residential zone area. With some of the Trucks, Boats, Yachts. Functions down at the the street. Between One hundred to five hundred and twenty. Trying to get out of the area is horrendous. Adding more is suicide. I appose said project, but yet i'm only one man. If all the other residents think. Is that what it will come to. I hope not. 90 units and parking. Thats all!!!!!!

Bruce Tangle
172 Walnut St.
Dorchester Mass. 02122

**Boston Water and
Sewer Commission**



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

August 10, 2017

Secretary Matthew A. Beaton
Executive Office of Energy and Environmental Affairs
Attention: MEPA Office
Alex Strysky, EEA No. 15728
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Tim Czerwienski
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Re: Neponset Wharf
Environmental Notification Form/Project Notification Form

Dear Secretary Beaton and Mr. Czerwienski:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed Neponset Wharf project located at 24 Ericsson Street in the Port Norfolk neighborhood of Boston.

The proposed project is located on an approximately 7.6 acre site along the Neponset River and Pine Neck Creek at the northernmost point of the Port Norfolk peninsula. The site currently contains a boat dealership, a marina, and supporting buildings. The project proponent, CPC Ericsson Street LLC, proposes to construct 307,000 square feet (sf) of floor area in four new buildings including a boathouse and three mixed-use buildings. The project includes the following:

- The existing marina will be reconfigured and maintenance dredging will occur, as needed.
- The existing landside storage and services areas will be consolidated from 71,300 sf to 23,000 sf.
- Three new mixed use buildings will contain 150 condominium units, 185 parking spaces, a 25-room hotel and a restaurant/café.
- An existing paved area will be replaced with approximately 2 acres of new landscaped open space, including approximately 28,000 sf of publicly accessible Harborwalk, a fishing pier, a kayak launching area, restrooms, a refreshment stand, and a support building.



The site is bounded to the north by the Neponset River, to the east by the Venezia, to the south by existing buildings and to the west by the Pine Neck Creek.

According to the ENF/PNF, the proposed water demand is 30,752 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High water main in Ericsson Street.

According to the ENF/PNF, the proposed sewage generation is 27,956 gpd. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer and a 12-inch storm drain in Ericsson Street.

The Commission has the following comments regarding the proposed project:

General

1. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at CPC Ericsson Street LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans. To assure compliance with the Commission's requirements, the proponent must submit a site plan and a General Service Application to the Commission's Engineering Customer Service Department for review and approval when the design of the new water and wastewater systems and the proposed service connections to those systems are 50 percent complete. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections as well as water meter locations.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon



of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. CPC Ericsson Street LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, CPC Ericsson Street LLC will be required to apply for a RGP to cover these discharges.
6. It is CPC Ericsson Street LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, CPC Ericsson Street LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. CPC Ericsson Street LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. CPC Ericsson Street LLC should also provide the methodology used to estimate water demand for the proposed project.
2. CPC Ericsson Street LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, CPC Ericsson Street LLC should consider outdoor landscaping which requires minimal use of water to maintain. If CPC Ericsson Street LLC plans to install in-ground



sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. CPC Ericsson Street LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. CPC Ericsson Street LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. If water service is to be provided to the proposed docks in the marina, CPC Ericsson Street LLC will be required to install cross connection control devices on the water service. CPC Ericsson Street LLC will also be required to install approved backflow prevention devices on the water services for fire protection, vehicle wash, mechanical and any irrigation systems. CPC Ericsson Street LLC is advised to consult with Mr. James Florentino, Manager of Engineering Code Enforcement, with regards to backflow prevention.
5. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, CPC Ericsson Street LLC should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application CPC Ericsson Street LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when construction is underway.
 - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control structures or treatment structures to be utilized during the construction.
 - Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental



Protection Agency and the Massachusetts Department of Environmental Protection. CPC Ericsson Street LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

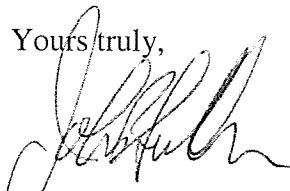
3. The Commission encourages CPC Ericsson Street LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. CPC Ericsson Street LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, CPC Ericsson Street LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. CPC Ericsson Street LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, CPC Ericsson Street LLC will be required to meet MassDEP Stormwater Management Standards.
7. If pump-out stations are to be constructed for the new slips, the wastewater from the pump-out station must be discharged to a sanitary sewer. CPC Ericsson Street LLC is advised to consult with Mr. Phil Larocque, Site Plan Engineer, with regard to connecting the pump-out station to a sanitary sewer.
8. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.



9. The Commission requests that CPC Ericsson Street LLC install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. CPC Ericsson Street LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.
10. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. CPC Ericsson Street LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
11. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.
12. The Commission requires installation of particle separators on all new parking lots greater than 7,500 square feet in size. If it is determined that it is not possible to infiltrate all of the runoff from the new parking lot, the Commission will require the installation of a particle separator or a standard Type 5 catch basin with an outlet tee for the parking lot. Specifications for particle separators are provided in the Commission's requirements for Site Plans.

Thank you for the opportunity to comment on this project.

Yours truly,


John P. Sullivan, P.E.
Chief Engineer

JPS/afh

- C: Ryan Sillery, CPC Ericsson Street LLC
M. Connolly, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail



Tim Czerwienski <tim.czerwienski@boston.gov>

Neponset Wharf Project- Resident letter

Christine Cummings

To: tim.czerwienski@boston.gov

Sun, Oct 1, 2017 at 10:37 PM

To Whom it may concern,

Hello!

I am a current resident of Port Norfolk, at 140 Walnut St. I am writing regarding concern of the Neponset Wharf project. I have resided here since March 2005, with my husband, who was born and raised in this residence (42years).

Being a resident for over a decade personally, I have been a proud resident of the port, with many perks of the neighborhood. The walk along the river, adjoining Venezia, the access to Tenean beach, and the closed off access to the neighborhood (only 2ways in and out). We have the Pope John Paul Park, which has expanded and now includes the walking/biking trail right across the street from my home. It has brought many people to the area, which is what I'd like to address in this email. The neighborhood has seen its rise in population, with the addition of single homes, renovated to condos, and the town homes being built at the end of Walnut St. With the rise in population, comes the rise of traffic. There are very few roads within this neighborhood (see reference above, addressing the 2 ways in and out), which can only handle the capacity of which we are at, currently. The infrastructure of the neighborhood simply cannot handle the traffic caused by 195 parking spots- not to mention the overflow of cars with visitors, or even multiple cars per unit. Even if the traffic was alleviated by the addition of another road (which would destroy Tenean beach and the wild life there), how does one ensure the safety of the traffic? We have chosen to raise our 2 daughters in this neighborhood, since it is one of the few left that does not see heavy traffic, as Neponset Ave, Ashmont St, and the like, have currently. With in influx of cars, and the traffic at Neponset Circle, it will honestly be a nightmare during the morning and evening commute. The decision to build these condos will be forcing out the families who have chosen this neighborhood and have lived here for 40+ years.

Please keep this in mind-these condos will change this small, family-friendly neighborhood to something such as Southie and the south end- a parking nightmare and impassible roads, equalling a daily headache coming home. I don't want to relocate- I love my home and I love my neighborhood. Please don't force our young family to relocate- because these condos will force out the current residents.

Thank you for your time, and please carefully consider the drastic repercussions of this decision.

Sincerely,

Christine Cummings

140 Walnut St

Dorchester Ma

J. Edward Roche AIA
158 Walnut Street
Dorchester, Massachusetts 02122

Hon. Brian Golden, Executive Director Boston Planning and Development Authority
1 Scollay Square
Boston City Hall
Boston, MA 02114

cc. Tim Czerwienski Project Manager BPDA
cc. David Carlson Boston Civic Design Commission.

Re: Port Norfolk Proposed Development
Ericson St. Dorchester Waterfront 02122
Public Comments BPDA review article 85.

Dear Director Golden

Greetings! I write in relation to the BPDA comment period ending October 1, 2017 regarding the proposed development; To assist BPDA in its evaluations of this project I reference **the then BRA Plan for Port Norfolk” dated 1990 called Exhibit A and the Metropolitan District Commissions (now DCR) publication titled “History and guidelines: restoration of Dorchester’s shores “**. 1. May 1989. (see Appendix.2)

The BRA zoning / urban design and related studies that identified and addressed the many peculiar problems and opportunities associated with developing this historical site and aspects of vehicular traffic ,zoning compliance , non-water dependent use proposals, environmental conditions , project scale and the site, and infrastructure limitations are but a few of the all considering factors in the review process and should be addressed, singularly and holistically in the context of the Peninsula known as Port Norfolk..

Observations: Past efforts and recommendations by City Planners of Boston and Norfolk county Commission.

Director Golden:

Hello sir: as a preservationist: we appeal to you to consider an important piece of **Architectural archeology** information that has been recently re- discovered stemming from the current review of planning, Article 85 review and ‘subject development process, stemming from the Boston Civic Design Commissions comments at the September meeting of the commission at City Hall.

Port Norfolk, perhaps overlooked because of its isolation as a peninsula and affected by long depressed periods of land use and lack of jobs it has, from the 1940s onwards, been considered a forgotten, and not overly attractive place to live along with the attraction of the original job generators long gone. That said, not until 1990 BRA efforts, was not **a planning** area of interest, **nor understood** and its **history overlooked by** the planners of those time periods thru today and forgotten by most!

Change of Government and its effect on Port Norfolk

To understand Port Norfolk you need to know, when the Port peninsula was built in 1850 or so it was part of Norfolk county. In 1872 Dorchester was annexed to the City of Boston and thus became part of Suffolk County: 20 plus years after the port was substantially built out, then, under the governance of Norfolk County. see photos in appendix 2

The peninsula, then known as Pine Neck, in the early days of Boston's settlement, was an important source of food products beginning with the salt hay fields that were parceled into 10' wide lots used by local farmers inland to feed the livestock of the city.

In the eastern most prominent waterfront of then Norfolk county (**hence the name "Port Norfolk") attracted the counties and regional attention in the early 1800s** when prominent local developers hired local Engineer / Architect **Luther Briggs (later resident of Walnut St.)** and Company to develop and implement a **"planned community development plan on Pine Neck creek "followed later by the old colony rail line.**

This unique planned environment designed with a flow of harmony with the peninsula's topography, consisted of live and work buildings designed in a modern harmony with new streets and infrastructure designed to its time; After Dorchester's annexation to the city and perhaps treated as an orphan after it lost its shine, was forgotten place, by the city of Boston government for over 100 yrs. See appendix 5

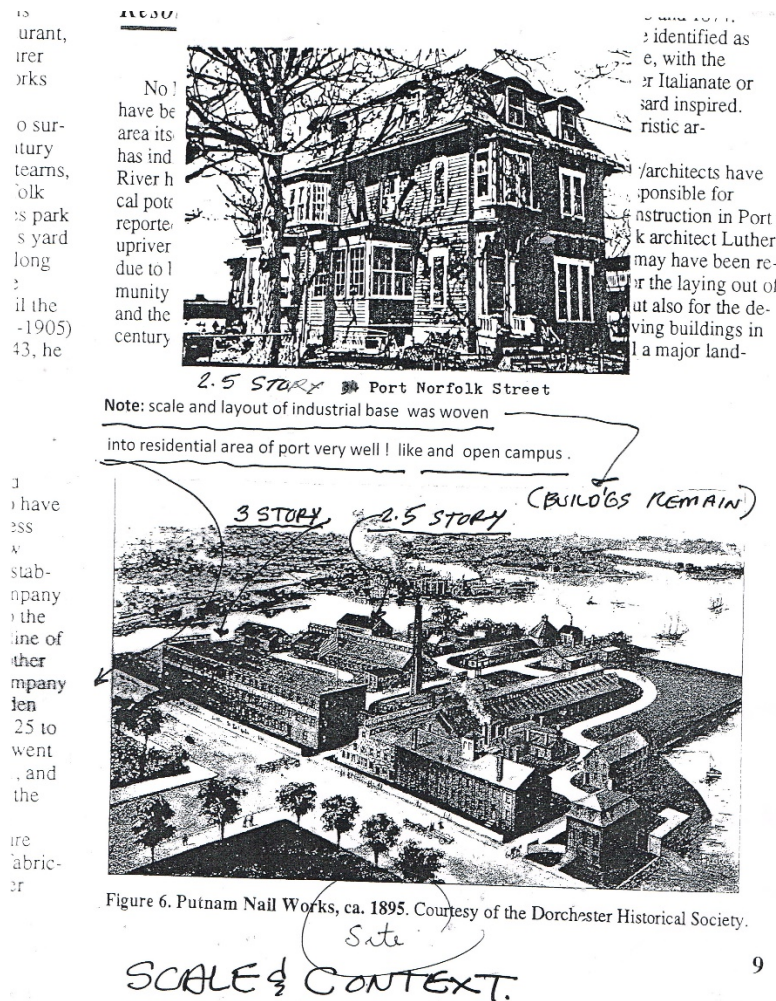
The peninsulas unique urban design plan and layout was recently rediscovered jointly during a presentation by small homeowners who while presenting our comments of the project overview, in the context of history of the port, and a dialogue and discussion of the architectural and planning context of the entire peninsula, took place with the design professional members of the esteemed **Boston Civic Design Commission.**

The homeowner's presentation focused on the great architectural design of residences and commercial waterfront buildings of the 1850s that interwove the residential areas of the Port with the working waterfront buildings of the ports waterside. **The first "planned community "in the Norfolk County town of Dorchester, later the city of Boston, located on this peninsula.**

: The urban planners, urban designers, architects and engineers may note and may want to review an excellent publication regarding this time of the peninsulas history and produced by the

Metropolitan District Commission (now DCR) titled History and guidelines, restoration of Dorchester's shores. 1. May 1989. Attached.

The attached illustration of the waterside of the port, circa 1890 illustrates these points:



The top photo of existing **home on Port Norfolk St. represents** Luther Briggs attention to period residential detail and followed thru with the beautiful industry buildings that he and others designed on the waterside; **creating a near utopian peninsula of Living places in harmony with work places. See appendix 6.**

The multi architectural style residences, (most of which still exist today) were matched in a style and scale of the commercial buildings waterside that were equally beautiful in style and mass and in communion with the scale of the existing residential component of the port and created this amazing fabric that was created, unheard of, before this time in our city's history.

We certainly hope the staff planners , urban designers and architects of the Boston Planning and Development Agency, The BCDC and the city of Boston will consider this unique to Boston historical context by working with the proponent to developing a plan that is **preserving and enhancing the connections of this historical residential / workplace neighborhood in the City**, and ensure that proponents plans follows the general guidelines of the vision base planning, urban design principles established by Briggs of the Norfolk county developers of 1840 , the BRA plan of 1990 and the zoning that was put in place thru this documents.. As it was designed to be in the beginning, with all its overtaking limitations I t is a wonderful place to live!

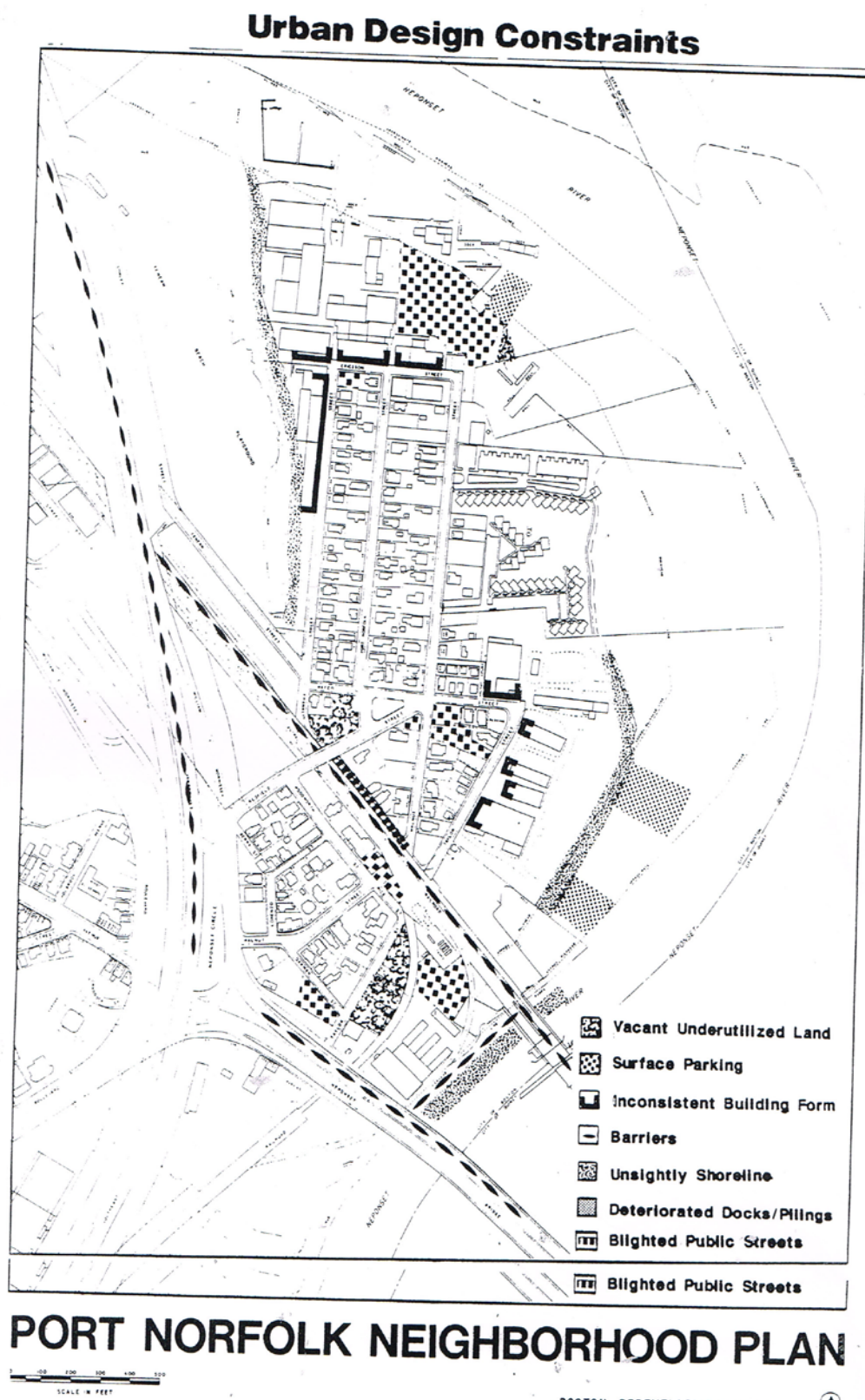
**Example: For consideration and the next steps in prelude to the Article 85
Large project review by BPDA:**

1.That the BPDA and the city of Boston related departments recognize the need for a full-blown comprehensive plan for Port Norfolk / Neponset like the BPDAs efforts at Glovers Corner Dorchester and past planning efforts at Charlestown navy yard. The plan boundaries may extend say ¼ mile on the compass from the common at Port Norfolk again designed by the brilliant planners of the 1840s.

2. Though the 1990 BRA plan for the port was a very good start by the BRA in the rezoning that occurred throughout Dorchester, the people involved in this effort, including the writer, at that time did not understand the underlying brilliant master plan of the peninsula, right under our noses buried in the portals of the past of Norfolk county.

3, **The Reason** /The most important consideration in the creation of new planning guidelines or an IPOD are that there are a number of remaining significant parcels of land throughout the Ports ocean and river sides that are in flux by an apparent development shell game with unknown but publicly stated options for additional development after this phase is built , hence the overwhelming need for review of these additional parcels , **the peninsula cannot be further picked off parcel by parcel** According to the whims of the market place.

We will not allow the commercial and residential historic architectonics of the waterside port to be overrun with unsympathetic non-water dependent development that is incompatible with the residential context partner.



Preceding page: a need for a comprehensive plan for Port Norfolk / Neponset like the BPDAs efforts at Glovers Corner Dorchester and past planning efforts at Charlestown navy yard

The urban planners, urban designers, architects and engineers of BPDA may want to review an excellent publication regarding this time and produced by the Metropolitan District Commission (now DCR) titled History and guidelines, restoration of Dorchesters shores. 1. May 1989.

1 LAND USE AND ZONING

The areas of comment for present and future are as follows. It must be clear that this critique is not intended to cast negativity on this development proposal as there will be many benefits to development at this site in terms of renewed infrastructure, traffic improvements, jobs for the neighborhood and the city and with beautiful buildings that reflect and bolster the historic context and history of this site.

These comments are intended to point out the importance that the development team recognize the historical importance and ties of the waterfront efforts and plans that this neighborhood, the Boston Redevelopment Authority and City and State Government **designed not so long ago**, not to be redundant, but most unfortunately what was lost in this effort is a lack of history of the original plans for development of the peninsula when Dorchester was part of Norfolk county.

On the plus side along with the iPod established by BRA this effort has been a proven success in evaluation of all projects that are proposed for this neighborhood as this one will be as well.

The development parcel is in a Waterfront services zone: as such uses in this zone are to be water dependent uses, the only use proposed that is water dependent is the Marina, the plan for the marina is under review and is viewed as a favorable water dependent use .as historically the site a water dependent manufacturing site and buildings related to ship yard ship building. As such the commerce generally arrived over the waterfront.

Note that all infrastructure, street widths, sewers, water etal in Port Norfolk were developed in and around 1830 to 1870, no improvements or increase in capacity over 175 years of use and are in poor condition (see planning report.) This is a major consideration that must be recognized and addressed in a project of this type and scale

The development parcel is in a Waterfront services zone: as such uses in this zone are to be water dependent uses, the only use proposed that is water dependent is the Marina.

LAND USE AND ZONING

The Port Norfolk area comprises the entire peninsula including the Area past subject to Interim Planning Overlay District(IPOD) zoning controls. The peninsula, totaling 114 acres, is in the Dorchester section of Boston and bounded on the north and east by Dorchester Bay and the Neponset River, and on the west by Morrissey Boulevard and the Southeast Expressway and on the south by the Neponset Bridge.

The purpose of the proposed Waterfront Service Sub district for Port Norfolk is to preserve water- dependent uses, and particularly for establishments that repair, service and sell commercial and pleasure boats, with adequate piers, docks and land necessary for the repair, maintenance and sale of such vessels and their parts, and for the temporary storage of such vessels, while awaiting servicing or related maritime work.

Public agency participation

As the site is the prime tenant and effector of this “Area **of Critical environmental concern**” “The Commonwealths public agencies: MEPA, CZM, DCR and the city of Boston will have a profound effect on this developments effect on the port i.e.: it is estimated with new acquisitions DCR Land controlled amounts to more than 36% of the peninsula, notwithstanding the beach and adjacent areas.

Development of Exhibit A “Boston Redevelopment Authority Plan for Port Norfolk 1990”

In 1982 much attention though unwanted was brought to the port by a horrific fire in March of 1980, fast forward the City of Boston s new administration in 1984 sought to address this long forgotten and vulnerable neighborhood with the City of Boston ‘s first IPOD and Development Guidelines for districts and neighborhoods. This effort led to the production of the BRAs first ever neighborhood plan for this neighborhood in Dorchester. The results of this planning effort are reflected in the final zoning for Port Norfolk and the document entitled the **Port Norfolk Neighborhood Plan**.

What is lacking in the proposed development plan is the proponent’s ignorance and lack of understanding this historic connection between the site and the neighborhood as exhibited in the original illustrated plan. The proposed development has totally disregarded the BRA plan, zoning, and basic planning principles. Shamefully, there has been no effort to weave this project into the existing residential neighborhood context either by intent or ignorance. Do better.

The community planning process of 1990 gave special attention to the

Unique characteristics of each neighborhood and provides community group

With a significant role in shaping future land-use controls.

The results of this planning effort are reflected in the final zoning for Port Norfolk and the document entitled the Port Norfolk Neighborhood Plan and general waterfront zoning and limits.

The final zoning defines the land use regulations and serves as a guide for future development in Port Norfolk. Some of the guidelines for Development:

To encourage new development which is compatible with the
Predominant building types. To do no harm to the existing ports residential component

appendix E1 and E2

To maintain the predominate height and massing of the existing

Residential areas; See **appendix E1 and E2**

To encourage new development which is compatible with existing?
Residential area and opens and maintains view corridors to the water;

To encourage the design of phased developments to minimize
Impacts on existing residential development; and

To promote compatible uses, without increasing peak hour traffic delays

Transportation and Parking:

- To discourage large, paved parking lots in new developments and
- Encourage covered parking on landscaped parking areas; and
- To minimize the impact of heavy traffic on adjacent residential streets.

The Port Norfolk Neighborhood recommendations evolved out of an in-depth, Comprehensive planning analysis of the Port Norfolk community, as required by the Interim Planning Overlay District (IPOD). Public input had been actively solicited During the planning process and will continue to be sought during the adoption and plan implementation phases. Neighborhood Plan recommendations were Drafted in the context of several major goals, including the following:

Insuring that any new development is compatible with
Placing height limits along with waterfront parcel zoning:

Waterfront Service Sub district (W-1): Create a new zoning sub district for

Port Norfolk, the Waterfront Service Sub district, and map to cover waterfront

Properties in the northern section of Port Norfolk. This sub district does the following:

- Establishes a floor area ratio of 1.0 and a height limit of 35 feet.
- Promotes water-dependent services uses.
- Replaces portions of the Waterfront Industrial district
- Conditionally permits uses that are not water-dependent, including

Residential uses, are restricted to 25% of the allowable FAR and 35% of the Lot area.

Parking

Short-term Improvements: Short-term parking is limited to those that can be accomplished by regulations, signs, and pavement markings, along with minor physical changes. (See Figure G). Since the roadways in the study area come under the jurisdiction of both the City of Boston and the DCR Commission good interagency cooperation is required. Such improvements could include the following, and depend on detail approval of relevant agencies;

Parking Controls- Review parking regulations on local Port Norfolk streets with the objective of prohibiting parking on one side of one-way streets if the roadway width is less than 26 feet, and on two-way streets, if the width falls below 36 feet. Woodworth Street should be considered for parking restrictions in the short-term. Existing parking regulations on Lawley and Walnut Streets should be enforced more actively.

Signing- Provide guide signing to encourage greater use of Tenen Street for access to and from the area, and to help direct internal traffic, including trucks, to non-residential areas by the most acceptable routing.

Intersection Controls- Introduce a longer all-red interval into the signal phasing at Neponset Circle to create additional gaps for traffic entry from Walnut Street. Install STOP or YIELD controls at internal intersections where it is obvious that the “rule of the road” does not apply.

Pedestrian Crossing- Provide clear, well – maintained pavement markings and supplementary signing. Maintain pedestrian activated signal along the existing series of Port Norfolk pedestrian crossings.

DCRs future focus on the Morrissey Boulevard corridor, including Neponset Circle, and on the extensive parkland acquired in recent years:

With the acquisition by DCR of the former Shaffer Paper and Power's Marina sites and the construction of the shoreline walkway, the developers of The Estuary condominiums, waterfront public access is now a reality. Including

Tenean Beach and two smaller parks, open space and parkland.

2. TRANSPORTATION AND PARKING

The overall conclusions for the proposed land use program are that any significant additional existing development will require a shift of traffic away from the critical. Walnut St Intersection with Neponset circle.

The City of Boston regulates the use of streets under its jurisdiction and establishes parking and traffic controls yet the DCR controls the primary outlet for these streets and plans on reducing the existing vehicular flow lanes from 3 to 2 north and south. This conflict needs to be addressed by joint efforts of both agencies.

There is a traffic study in Exhibit A that defines the current traffic capacity of the 3 streets of Port Norfolk: Walnut, Port Norfolk and Lawley that access Port Norfolk including Morrissey Blvd interchanges. In **summary, the current traffic capacity rating of these streets and Neponset circle as of 1990 were rated as "F" (failure)**. Nothing has changed other than the generation of more cars and less capacity to handle them.

The proposed traffic count of this development states that 1500 new trips will be generated from the project. And does not consider future developments of the site along with new occupancies that have taken place since 2000.

It is critically important to note the DCR has a traffic improvement plan under design that will **REDUCE** Morrissey Blvd traffic lanes from 3 to 2 North/Southbound. Lanes with numerous changes to turning lanes, a nonsensical plan to create a 2-way traffic flow at the Neponset circle that will further distress traffic flows.

The health factor considerations of the traffic backups and traffic idling times which are already severe during rush hour will be further exacerbated by reduced capacity of this major connector and its impact on Port Norfolk streets is currently not being considered by DCR and proponents of this project.

Recently a new multi acre park, with direct pedestrian connections to Harbor Park and downtown was opened in port Norfolk in June of 2016. The pedestrian friendly park is fully accessible without any barriers to the waterfront, the downside is that the **popular park has** generated extensive new auto traffic to surrounding streets as no provisions for park parking were made in the design of the new park. This feature needs to be factored in by the development team, DCR and MEPA.

There are public safety development issues for the Port with a project of this scale and given its isolation it is a major point of concern: The port has seen tragic consequences of its geographical isolation

Going back to the great fire of 1980 at Shaffer Paper Property where a hazardous material transfer station was located with its operation unknown to the neighborhood, along with a city that didn't care what went on here. There was a massive fire with flames 200' into the air, in windy March, it was determined that if the wind was blowing Easterly that night significant property loss would have occurred ...that site was owned and operated by the same company that burned half of Chelsea down in 1978. ... That plant is now a public park;

Again on another occasion in 2004 while a new access bridge was under construction and Redfield Street access road was closed. a neighbor went into cardiac arrest, 911 was called The ambulance got lost trying to find a way in due to the bridge off Neponset circle being closed. Was delayed for half an hour and our neighbor died waiting for helpthe

Port is located at the end of a crowded peninsula, with woefully inadequate traffic capacity and access ways of modern times, exacerbated by existing dimensional roadway restraints

Relatedly, the plan recorded before the sale to the current owners does not provide for access

Through the restaurant waterside property. Whatever construction ultimately takes place, it appears that visitors, including emergency vehicles, will only have access through the 20' passageway.

Between the Winery and the Nail Factory/Ice Cream Factory. That means access down Port Norfolk Street, occurs by making a 90 degree turn from Ericsson; the other access point is at the Lawley Street end, which requires two 90 degree turns if entering straight from Lawley, or three from Ericsson. As we all know, Lawley is barely passable for automobiles.

Currently, emergency vehicles approach on Walnut, and can cut across

the restaurant lot to access the marina. If the next project includes building on the existing restaurant lot, the only means of fighting a fire on the peninsulas marina / proposed housing site may be the fire boat, which takes time to arrive and may be limited by tides. a permanent easement which would keep an emergency lane open with any future development.

This should literally send the designers back to the drawing board. This is not pure speculation. Articles in the newspapers and other websites have stated that the developer has "rights" to

develop the restaurant property. The present owner will only acknowledge that the proponents only plan to develop and manage his section of marina.

These facts further demand the need for a comprehensive planning effort that accounts for these Numerous impediments to responsible development.

The Port Norfolk Road capacity for vehicular traffic, rated “F” was based on traffic studies completed in 1985. Nothing has improved since then, traffic has gotten worse, nor have there been any changes to neighborhood infrastructure

Access to and from Port Norfolk

Traffic access and egress have become more and more difficult as arterial traffic has grown on Morrissey Boulevard and through Neponset Circle. This traffic through Neponset Circle makes pedestrian access to the adjacent part of Dorchester almost unachievable.

Internal traffic, parking and circulation

Internal traffic conditions are problematic, with conflicts between truck and automobile circulation. Increases in parking demands for curb space on the narrow streets is also an issue.

Negative impacts of highway and rapid transit system

The noise and environmental degradation resulting from the Southeast Expressway and the MBTA right-of-way have negatively impacted the Port Norfolk community. Although these regional systems cut through the area, mass transit services available to Port Norfolk residents and employees are poor, making auto use essential.

How can you expect to develop and double the population without addressing the capacity of the existing roadways?

case in point, based on a preliminary analysis the existing housing density vs. the proposed new housing density is estimated that currently there is a total of 185* dwelling units on the peninsula for a total of 262,305 sf of living area vs the proposed development of 150 housing units and 25 hotel units for a total of 175 new dwelling units encompassing 218000. Sq. ft. of living area effectively doubling the # of residences with no upgrading of the street capacity and utility infrastructure notwithstanding the proposed restaurant and expansion of the marina.

Simplistically stated based on the existing zoning **residential development would be capped at 44 new residential units. however, with caps demanded under chapter 91, 25% of the available area is allowed yielding 11 new units of housing.**

C. Existing Parking and Circulation Conditions (See Figure A in report).

The street network in the Port Norfolk study area is divided into two distinct sectors by the MBTA right-of-way. Redfield Street is the only roadway connecting the northern and southern sectors of Port Norfolk.

D. Levels of Service Analysis

The most critical access point for Port Norfolk is for Walnut Street traffic trying to enter Neponset Circle, with its very high (over 4,500 vehicles per AM peak hour) arterial volumes, complex movements and lack of signal control for Walnut Street vehicles.

To give a measure of LOS for present and future traffic levels on Walnut Street, capacity analyses were calibrated by HMM Associates on the 1985 vehicle delay study done by Segal DiSarcina Associates for the Port Norfolk Condominium EIR. The analyses were done 1985, 1987 and a future year with a theoretical doubling of Walnut Street traffic. Due to the complexity of the traffic lanes and movements, the HMM Associates results can only be considered approximate.

These tables indicate that both AM and PM levels of service are less than acceptable for urban conditions. The PM average delay (19 seconds), which results in level of service of D, is one-third the delay during the AM peak period (60 seconds).

Traffic at Neponset Circle is highest at that time, and the level of service drops to a level E. Doubling the traffic would result in a level of service of F (Worst) for both AM and PM peak periods. As the delay increased, motorists would seek other routes to exit Port Norfolk, such as on Tenean Beach Street and Taylor Street.

Our suspicion is that the current proposal under review is Phase 1 of an unknown number of ND future developments

Developer future Options need to be taken into consideration and the peninsula be planned holistically not piecemeal parcel by parcel! **PNCA** Has requested that the BPDA explain how the review process can be considered valid and Complete, when the ultimate objective may be to complete a project which is thrice the Size of the current proposal. In the alternative, we need a definitive statement of the long term

Intentions of all the parties involved. **Though restaurant ownership cannot be compelled to**

Release the right to develop their property., there is a limit to what can be built in total without

Creating chaotic conditions for the peninsula.

There is a limit to the scale of development that the peninsula infrastructure can handle, we can work with the development team to find the Balance.

3 PARKS AND OPEN SPACE

Recently a new 9-acre park, with direct connections to Harbor Park has been developed in port Norfolk that is fully accessible without any barriers to the waterfront, the downside is that the popular park has generated extensive new auto traffic to surrounding streets as no provisions for park parking were made in the design of the new park

Zoning Section 65-34. **Establishment of Greenbelt Protection Overlay Districts**

This Section 65-34 establishes a Greenbelt Protection District (GPOD) in the Dorchester Neighborhood District. The following Greenbelt Roadways and their adjacent areas between the boundary lines shown on Maps 5A, 5B and 5E are designated as Greenbelt Protection Overlay Districts:

1. Morrissey Boulevard GPOD

Any lot(s) within a GPOD is subject to the provision of the Article and Code applicable to the sub district within which it is located and to the provisions of Article 29 (Greenbelt Protection Overlay District). Projects within said gpod are subject to review by City of Boston Parks Commission and others.

4 ENVIRONMENTAL ISSUES

The Peninsulas sewer system was constructed in or about 1870. Prior to this individual property owners had to tie in their own lines. It is not known if these lines are still in use.

That said nothing much has changed with this since an upgrade of water lines in 2004 and to our knowledge it remains a combined CSO system with continuing problems. It needs to be

recognized and inspected in that this problem is perhaps contributing to water quality affecting the use of Tenen beach. Over time because of lack of maintenance and being the lowest point in the BostonWSEwer system deposits within the pipes reduce the undersized capacity further.

For major projects in the area BWSC requires developers to separate the sanitary and storm water sewer systems, no indication from the ENR that this is proposed.

The major environmental problems which affect the Port Norfolk Neighborhood includes noise, siltation and inadequate sewer capacity. There are

Three major sources of noise: vehicular traffic on the Southeast Expressway, MBTA traffic on a fixed rail right-of -way, and Logan Airport air traffic.

Regional transportation systems isolate and bisect the neighborhood.

The Southeast Expressway Cuts Port Norfolk off from the rest of the City.
The MBTA Red Line bisects Port Norfolk, creating a limited number of
Vehicular access points, noise and visual blight.

A century-old sewer system does not meet modern standards.

The combined sewer system in Port Norfolk does not meet
Contemporary standards for storm and wastewater system s.

Consequently, the combined sewer overflows negatively affect the
water quality surrounding Port Norfolk. In addition, the storm drains a
Tenen Beach negatively affects that bathing area. The antiquated
Sewer system occasionally results in surcharging. The conditions
Would be expensive to correct but modification could be required
To allow for additional large-scale development.

.

Contaminated material from Boston Harbor. In terms of sewer problems, there is a combined
storm water and sanitary system, which overflows during peak
Storm water periods, occasionally causing sewage backups in Port Norfolk
Residences.

Larger development projects could be required to separate portions of the sanitary and storm
water sewer system. Such separation will lessen the impact of new construction in the area and
assist in the overall goal of cleaning up the Harbor.

Existing sewer system - Lawley St. has seen numerous instances of failure and probably will need to be replaced soon, the impact of a development of this scale on the existing utility and roadway systems is unknown and needs to be assessed and inspected.

The Port Norfolk waterfront is an ACEC.

5 Historical PRESERVATION AND HOUSING 2017

The residential areas of the Port have survived relatively intact with a scale of homes generally 2.5 stories in height of varying architectural styles and is of a pleasant scale and is in an architectural overlay district created by new zoning plan in 1990. Most new projects are very responsive to this existing vocabulary and fabric. Although it is a design schematic presented it appears that the development team has either no understanding or knowledge of the exhibit A and its related tried and true planning guidelines or has chosen to ignore this and developed a plan that is completely out of character with this historic neighborhood and abutting structures. An observation is that the development team, in most all the projects of the proposed type and scale to be developed in a historic neighborhood would have proven experience and demonstrated an ability to understand the spirit of BRA 1990 plan and make an educated attempt to weave a project of this type and scale into this neighborhood by reinforcing the existing historical context with a plan that is responsive. It does not appear that the present plan attempts to do so.

The built environment of the port began in the year 1850. The context for most development and architectural styles was established by prominent Dorchester Architect Luther Briggs also a resident of the port. Briggs established 7 different architectural styles, while diverse, the similarity in materials and scale makes the community's architecture harmonious, pleasant and beautiful, importantly the buildings developed on the waterside were visibly similar in scale, mass, and design of the residences landside

The port's architecture and scale has been recognized by the City of Boston Landmarks Commission as to be designated an architectural conservation district to make sure that future developments continue to be woven into this successful fabric by design, this is incorporated into the zoning guidelines which the proponent has completely ignored.

6 URBAN DESIGN GUIDELINES / recommendations

Urban Design Concepts

For purposes of calculating the area of a lot, the Zoning Code excludes "...any salt-water area below the mean high-tide line". The land under water therefore cannot be used in calculating the floor area of a development.

F. Constraints and Opportunities

Constraints:

Port Norfolk has a well-established land use and street pattern.

The original land use pattern was based on the 19th century need for to have water access and for housing to be close to employment.

Current seaport industrial uses require large tracts of land for container

Break-bulk operations and deep-water access, neither of which Port Norfolk offers. The expansion of the industrial area to meet modern port requirements would encroach upon the residential area. Similarly, the street pattern and widths (20' and 24') are 19th century in origin and do not lend themselves to modification without major, undesirable neighborhood disruption and private land takings for expansion. These conditions result in limited street capacity and conflicts in land use, if industrial uses remain adjacent to residences.

Regional transportation systems isolate and bisect the neighborhood.

The Southeast Expressway Cuts Port Norfolk off from the rest of the City.

The MBTA Red Line bisects Port Norfolk, creating a limited number of Vehicular access points, noise and visual blight.

A century-old sewer system does not meet modern standards.

The combined sewer system in Port Norfolk does not meet contemporary standards for storm and wastewater systems.

Consequently, the combined sewer overflows negatively affect the water quality surrounding Port Norfolk.

In addition, the storm drains a Tenen Beach negatively affects that bathing area. The antiquated Sewer system occasionally results in surcharging. The conditions would be expensive to correct but modification could be required To allow for additional large-scale development.

Opportunities

The existing wood-frame, low-rise housing has architectural and historic significance.

Much of the Port Norfolk housing stock was built prior to 1860 and Displays an interesting range of 19th century style. The Boston Landmarks Commission Survey, conducted in 1978, recommended that Port Norfolk be designated as an Architectural Conservation District.

Interestingly and telling of the Cities lack of understanding of the history of the planned neighborhood encompassing the residential and industrial components linked together.

Irrespective of such designation, recognition of the neighborhood's architectural heritage should guide adjacent development. Protection and enhancement of the existing housing stock are highly desirable, as in maintenance of the predominant height and density. Of the waterside buildings.

Urban Design Guidelines

Mitigate the negative impacts that non-residential activity might have on existing housing. And infrastructure.

Discourage new or expanded non-water related uses on waterfront parcels.

Preserve the scale and quality of the existing residential area. And new waterside buildings.

Urban Design/ Architectural Guidelines possible next steps.

The development team needs to express their understanding of accepting the long-standing BRA Plan and make a statement on their vision and commitment to the plans and the community objectives in truly making buildings that will be a beautiful addition to Dorchester's /Boston waterfront and respect the history of the milieu dating back to 1600s as sites of the establishment of the nation's first commercial / residential waterfront planning area

Suggestion on design approaches that are more compatible with the fabric of the neighborhood. As such future developments should be modelled on the existing character of the neighborhood and from waterfront communities elsewhere in new England and layout of the original waterside development. New buildings should be sensitive to traditional building forms, heights, massing's and relate to the waterfront and recognize constraints of original narrow local street patterns.

The PNCA residents' concerns focus on preserving the historic residential character and architectonics of the community and on better utilizing the waterfront for water dependent and public uses. ; the density of the existing housing is relatively low and could be impacted heavily by high density future uses case in point , based on a preliminary analysis the existing density vs. the proposed new housing density is estimated that currently there is a total of 185 dwelling units on the peninsula for a total of 262,305 sf of living area vs the proposed development of 150 housing units and 25 hotel units for a total of 175 new dwelling units encompassing 218000. Sq. ft. of living area effectively doubling the # of residences with no

upgrading of the street capacity and utility infrastructure notwithstanding the proposed restaurant and expansion of the marina.

That said to quantity other conflicts and constraints include the following:

The Southeast expressway retaining walls and constant drones and helicoptero traffic are an unwelcome neighbor; The MBTA tracks divide our neighborhood and present another wall of nuisance noise etal,

the proponent would add 3 new buildings of 8 stories in a presently compatible site of all structures, all heights under 40' by effectively walling off the neighborhood visually and physically with barriers and the incomprehensible new structures clashing with the scale, mass, height and precedent architectural character of the port neighborhood.

We are Suggesting a neighborhood / development team design charrette to solicit ideas from residents. The development architect should engage an experienced architectural colleague with expertise in historic preservation in Boston / Dorchester context to lead this charrette. It is hopeful that this effort will lead to a workable plan that addresses the myriad of challenges the limitations of the peninsula present. and hopefully to come to a design that is fluidly compatible with defining how the design of new elements and structures to not conflict with this historic neighborhood, the present plan seriously conflicts with this objective.

Thank you for this opportunity to comment on this project. I support and hope your efforts to plan wisely for this historic peninsula!

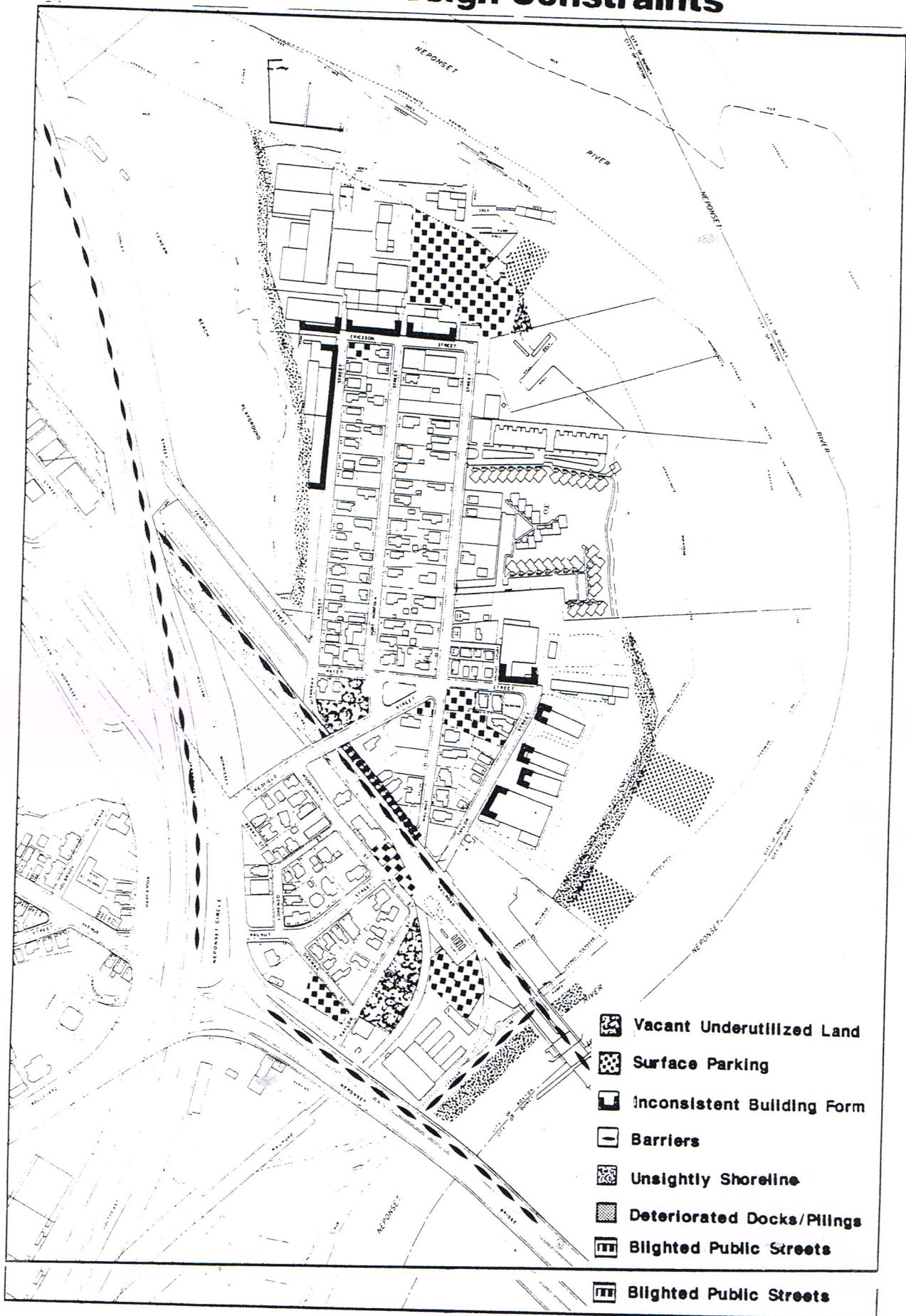
Sincerely yours

J. Edward Roche AIA and Family.
Neighborhood resident

APPENDIX

1. NEIGHBORHOOD PLAN BOSTON REDEVELOPMENT AUTHORITY 1990
2. "HISTORY OF DORCHESTER SHORES "MDC 1989.
3. E-1 / E2 SKETCH SHOWING MASS AND SCALE PROPOSED AND EXISTING NEIGHBORHOOD.
4. CHARLESTOWN NAVY YARD – VIEW CIRCA LATE 1800.
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6. VIEW OF PINE NECK CREEK FROM TENEAN ST. RECENT PHOTO

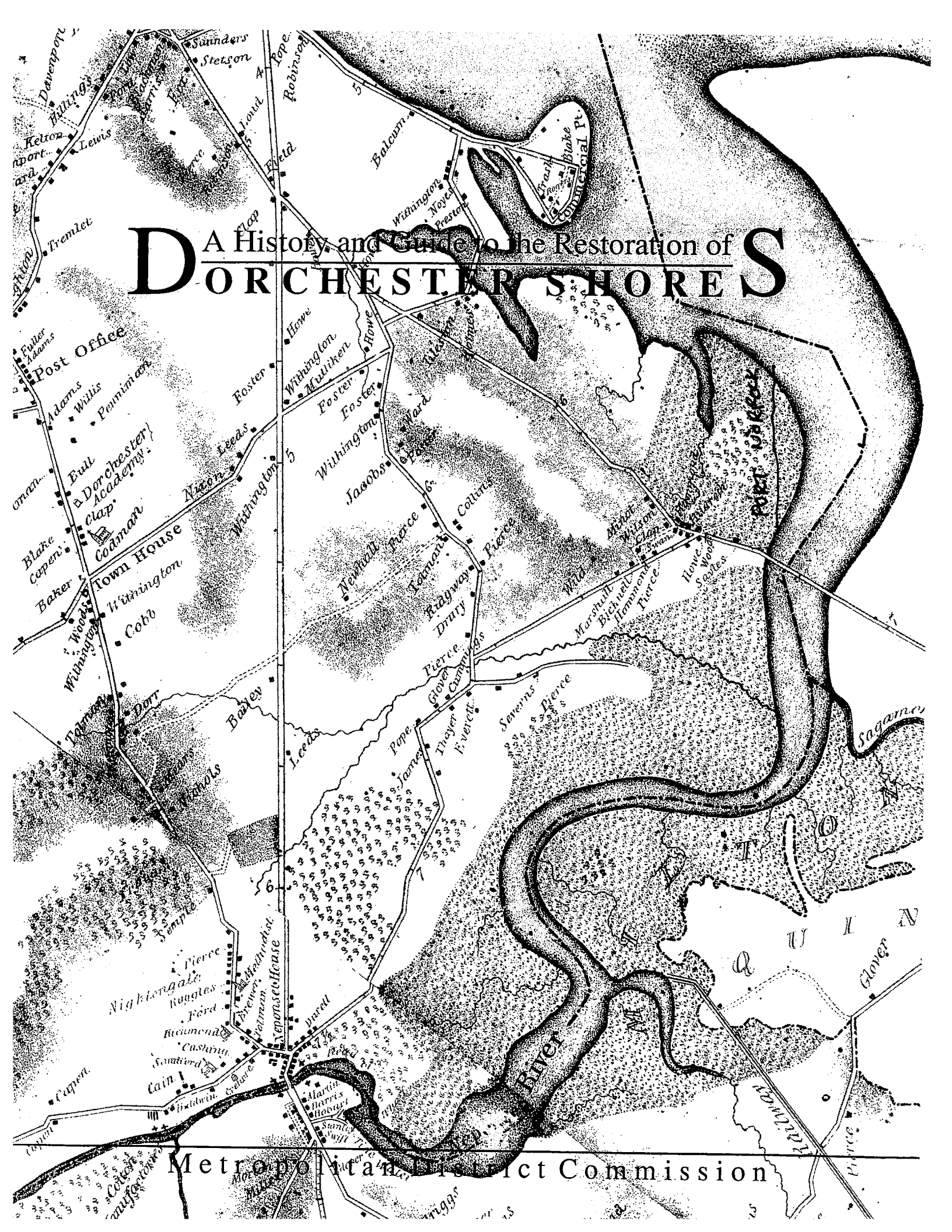
Urban Design Constraints



PORT NORFOLK NEIGHBORHOOD PLAN

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SCALE IN FEET

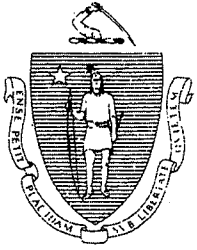




DORCHESTER

A History and Guide to the Restoration of

Metropolitan District Commission



J. Edward Roche

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Governor

John P. DeVillars
Secretary of Environmental Affairs

M. Ilyas Bhatti
Commissioner

Cultural Resource Management Study Series No. 5

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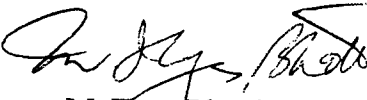
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Preface

An exciting new park system along the Neponset River and Dorchester Bay is currently being planned to make the Dorchester waterfront accessible to its neighbors. The Metropolitan District Commission, as a leading proponent of historic preservation, prepared this historic land use and architectural assessment of the Dorchester waterfront.

Recognizing that the Dorchester Shores played an important role in Native American settlement and the later historic and social development of Boston, we seized upon the opportunity to pause — to look back, and contemplate the past, before we prepared for the future.

The purpose of this document is to assure that we do not inadvertently damage or destroy important cultural resources. It also identifies the basis of an educational program and can help to guide design, construction, and interpretation. The Metropolitan District Commission is dedicated to the task of preserving significant elements of our past history so that our families can have unique learning experiences in the present and the future.


M. Hyas Bhatti
Commissioner



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D A History and Guide to the Restoration of
DORCHESTER SHORE **S**

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Other illustrations taken from *The Dorchester Book*, 1899, published by
Christ Church, Dorchester. Courtesy of the Dorchester Historical Society.

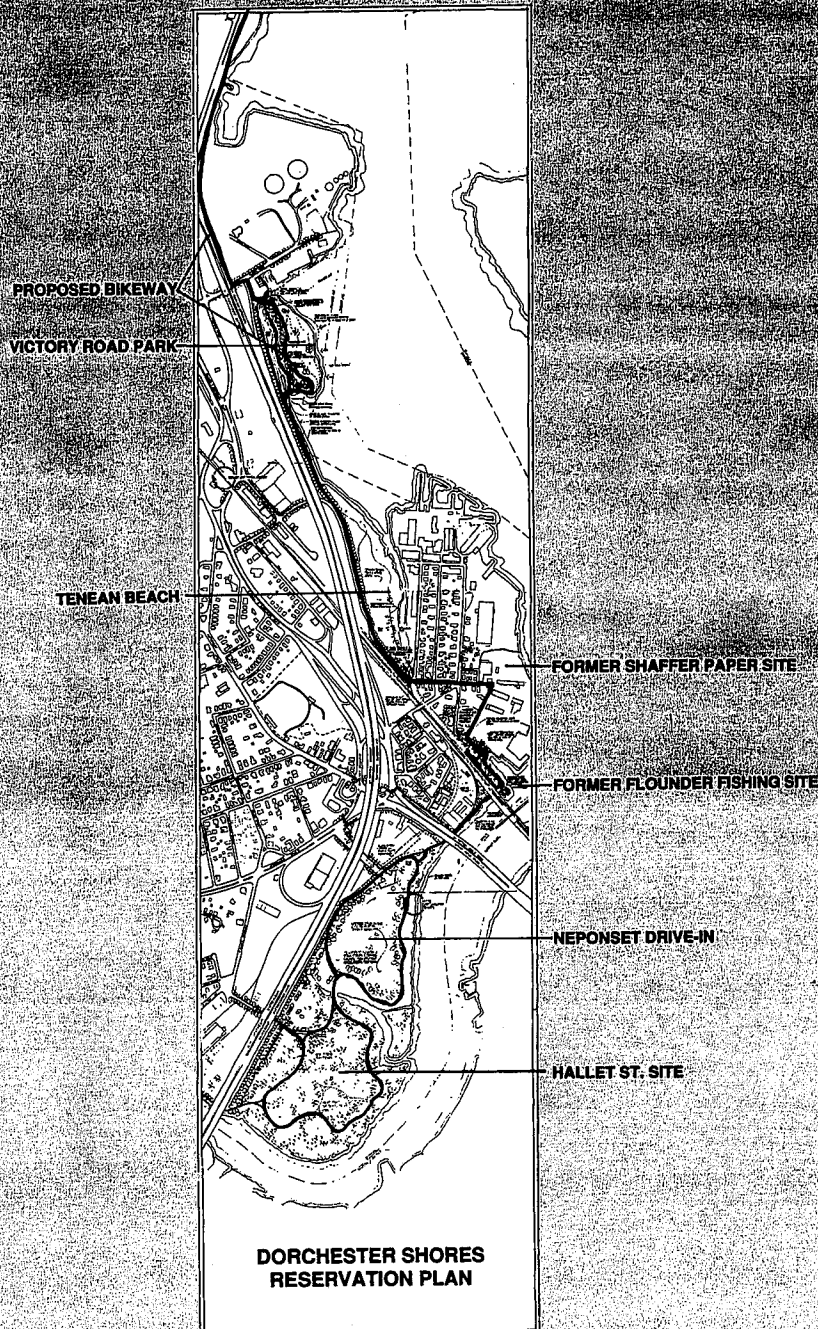


Figure 1. Dorchester Shores Reservation Plan.

Dorchester Shores

CULTURAL RESOURCE MANAGEMENT is a multi-disciplinary set of tasks that sets as its goal the orderly incorporation of all historic and prehistoric sites and structures into the planning process of a park. By necessity it involves historians, archaeologists, architects, and planners. Historians and archaeologists are required to identify the resources and assess their relative significance; architects and engineers determine the feasibility of adapting structures to new or continued uses; and planners must incorporate these resources into the orderly design, interpretation, and maintenance functions of the park. The careful application of cultural resource management assures that park development does not compromise the integrity of significant resources, and that park planning take advantage of the physical spaces and interpretive potential that these structures and sites offer. To this extent, the report is "biased" in favor of the retention of these structures and sites whenever possible.

This study of the planned Dorchester Shores is one of a series of reports being prepared by the Metropolitan District Commission on the cultural resources of its parks and

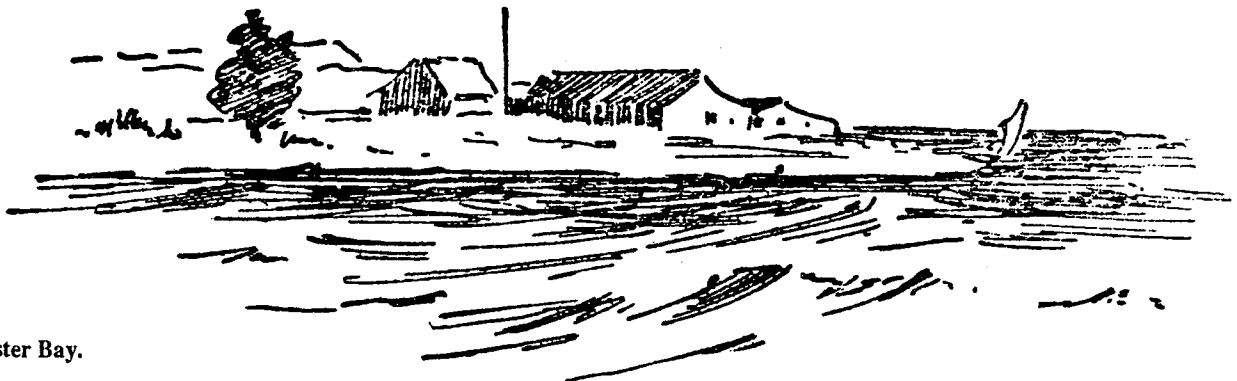
reservations. It sets the historical context for park management by examining the development of the communities associated with it. Within the boundaries of the park itself, the report identifies significant standing cultural resources and examines the research potential that archaeological excavations may yield at various sites. The report also discusses recent planning activities as they apply to the park and makes some general recommendations as they relate to the MDC.

For the purposes of this report, the park has been divided into three principal areas: Port Norfolk, Commercial Point, and Lower Mills. After an initial discussion of the area's prehistory, each of the three study areas has been treated separately.

The report emphasizes Port Norfolk. Today, Port Norfolk is poised on the edge of major developments. The pending completion of the new condominium complex, "The Estuary at Port Norfolk," together with the imminent construction of the MDC's own Dorchester Shores/Neponset Esplanade, will bring hundreds of new users to Port Norfolk. These new users and the new exposure that the community will face raise substantive

planning issues that need to be addressed if the community is to retain its character. How these users will be accommodated, what the impact will be on the existing residents of Port Norfolk, and how the physical look of the community will be altered are of major concern. Portions of these issues are addressed by the recent Port Norfolk Neighborhood Plan, completed in May 1988. Its zoning recommendations were formally adopted by the City two months later. The plan and its recommendations, as they relate to the MDC, are discussed below.

Issues relating to the historic character of the communities that make up the park should be of major concern to the MDC, which, together with the Boston Landmarks Commission, has a mutual interest in the preservation, enhancement, and interpretation of cultural resources. As an initiator of the new development, as well as a major institutional landowner in the area, the MDC should take a major role in the preservation and interpretation of the community's unique heritage.



Dorchester Bay.

Prehistory of the Lower Neponset River

EXTENSIVE HISTORIC DEVELOPMENT, urbanization, and the fact that the professional study of local prehistory is still in its infancy, limit our understanding of the prehistory of the Dorchester Shores area. However, at the time of the region's first contact with European settlers, Lower Falls, where fresh water met the tidewater of the lower Neponset, was the seat of the Neponset tribe of the Massachusetts Indians. The nineteenth-century historian Ebenezer Clapp described the area in his 1859 *History of the Town of Dorchester*:

This place they called Unquety, and the falls, at which they took large quantity of fish, were called Unquety-Quisset. Here they caught their shad, tom-cod, alewives, and eels in abundance. Their canoes took them readily to the creeks, where bass was abundant, and to the clam banks that never failed to discount in bank hours. Their planting ground was at the Massachusetts Fields, now Billings's Plains [Squantum] in Quincy, but was formerly a part of Dorchester. Their trapping grounds were in the meadows that surrounded the tributaries of the Neponset. Their burial place was the hill in Quincy, near the river, known as Mount Hope, where skeletons, beads, and Indian utensils are now frequently found.¹

The area's importance in prehistoric times is also attested to by the existence of at least nine archaeological sites which have been recorded along the lower Neponset River. Two of these are in close proximity to Dorchester Shores: One is located at the MBTA bridge in Quincy, directly across the river from the former Neponset Drive-In; another is also located on the opposite side of the river, less than 1/2 mile upstream, at

the confluence of Gulliver's Creek, where it now lies at the base of the Southeast Expressway embankment. Significantly, a site at Lower Mills has Late Archaic and/or Early Woodland associations, and it was reutilized during the Late Woodland period. The Milton Hill site, which is located a little more than a mile from the former Drive-In, has Late Archaic and

the region in general, that predictions can be made regarding land use on the lower Neponset River.

The proposed Dorchester Shores park is located within the Neponset River estuary, which extends a few miles southwesterly to the first set of falls at Lower Mills. This estuarine association places the park in one of the most diverse and abundant types of

Table

Prehistoric Cultural Sequence for Southern New England²

Period	Years Before Present
Paleoindian	12,000 - 9,000
Early Archaic	9,000 - 8,000
Middle Archaic	8,000 - 6,500
Late Archaic	6,500 - 3,000
Early Woodland	3,000 - 2,000
Middle Woodland	2,000 - 1,100
Late Woodland	1,100 - 500

Orient Phase or Terminal Archaic associations, as well as Late Woodland. (See Table)

Although all but two of the sites on the lower Neponset are known only on the basis of their location, and there is no information regarding cultural/temporal associations, or how the sites related to one another in time and space, there is enough known about prehistoric occupation and exploitation patterns of similar habitats, and of

ecological systems in the world. About 8,000 years ago, sea levels had risen sufficiently to flood much of the coastal plain, and most of the major estuaries in New England were formed. Boston Harbor, as we know it today, was created around this time; previously, the harbor islands were the tops of hills that rose from the coastal plain. It is believed that as the modern estuaries and the existing drainage systems were formed, the migratory

patterns of most fish and birds also became established.³ From that time, known to archaeologists as the Middle Archaic Period, until Europeans first came to these shores about 500 years ago, estuaries became increasingly important to Native American subsistence and settlement patterns.

The primary attraction of the Neponset estuary, as well as others like it in the region, was the seasonal availability of a nearly endless supply of fresh fish. Anadromous fish, such as salmon, herring, alewives, and shad, who live most of their lives in salt water, enter rivers such as the Neponset to swim upstream and spawn in freshwater lakes. During their spring runs, these fish gather at the base of falls in such quantities that they could literally be harvested with simple baskets, traps, or spears. In this manner, and with the expenditure of very little physical energy, a surplus of food (with the added attraction of the highly prized and nutritious roe) could be smoked and cured, thereby providing important supplemental food for the long, lean New England winter. A cluster of five sites on both sides of the Neponset River near Lower Mills undoubtedly reflects this type of seasonal fishing activity.

So important were these subsistence activities, that by early historic times it is recorded that family groups traveled considerable distances to take up brief spring-time residence at waterfalls.⁴ By the start of the Contact Period about 475 years ago, after several thousand years of adaptation, the once simple subsistence activities had been transformed into major social "events" that far transcended immediate subsistence needs. Gamesmanship, oratory skills, and gift exchanging had become important parts of the spring-time gatherings as a

means of reaffirming group identification, perpetuating cultural ways, and creating trade networks and alliances.

Springtime was certainly not the only season of the year that the lower Neponset would have been utilized in prehistoric times. Many families probably lingered here to exploit the numerous other fish which made the estuary their breeding ground and nursery (including smelt, tomcod, winter flounder, sturgeon), or to gather abundant shellfish from the local marshes. Site frequencies in New England indicate that by the Middle and Late Woodland periods (ca. 2,000 - 500 years ago), summer occupation of estuaries and nearby coastal areas intensified. The many shell middens from these periods — the refuse heaps of discarded shells — attest to the increased significance of shellfish in the diet.

During the winter months, Native Americans who inhabited the Dorchester Shores and lower Neponset

River would have dispersed, and small groups, probably extended families, would have moved upstream into the more sheltered interior uplands of the Blue Hills Range; along the more protected inner reaches of the Neponset; or adjacent to ponds, lakes, and wetlands. During these months, subsistence activities shifted from a marine focus to the gathering of ripening nuts, berries, and seeds, and to hunting and trapping the various mammals, reptiles, and birds in the upland forests.

The lower Neponset River, because of its proximity to estuarine, coastal, and interior upland resources, has extremely high archaeological potential. In general, the area is well endowed with abundant natural resources, and during the 10,000 years that humans have occupied the Boston Basin, the Neponset River would have been utilized during different seasons, for different reasons, and at different levels of intensity throughout prehistory.



Salt-marsh haying on the Neponset.

Port Norfolk

PORT NORFOLK is a small Dorchester neighborhood at the mouth of the Neponset River. Its nucleus of nineteenth-century one- and two-family houses, occupying about eleven acres, is bordered along the river by the remains of the nineteenth-century industries which employed many of its residents. Effectively isolated from other parts of Boston by the Southeast Expressway, Port Norfolk has been protected from larger residential and commercial developments. The city's "benevolent neglect" has also shielded it from larger, disruptive urban projects. For years, the community has retained a stable, working-class, closely-knit population.

Historical Development

No known historic-period settlement occurred on the Port Norfolk peninsula until after the coming of the

railroad in 1845, although much of the land in the vicinity was used as grazing land, and for the harvest of salt hay. Indeed, salt hay was a major attraction for early Dorchester settlers. The marsh grasses that flourished in the calm waters along the Neponset provided summer pasturage for cattle. In the fall, the hay was harvested and stacked on post structures known as "staddles," which held the marsh hay until the marsh and river froze enough to cart hay off to local farms for winter consumption. Staddles might also be emptied using shallow, wooden boats known as "gundalows." A clear indication of this use is the survival of long, narrow "bacon-strip" lots along the lower Neponset until their assimilation by the MDC and other landowners in the twentieth century. This land division is typical of seventeenth-century salt-marsh harvesting activity. Salt-marsh haying probably continued well into the nineteenth century.

One of the earliest activities in the

marsh was the short-lived "Penny Ferry." As early as 1635, the General Court had established an overland route linking the Massachusetts Bay Colony and the Plymouth Colony. John Holland at Commercial Point had initially been charged with conducting a ferry at the mouth of the Neponset (see page 12). The route was evidently not successful, and in 1638, the road's location was shifted so as to cross the Neponset further upstream. The Welshman Bray Wilkins was given the franchise to carry passengers from a public landing on Davenport Creek at the end of Marsh Street to "the Ridge" on the opposite side of the river. Marsh Street, originally Davenport's Lane, or "the way to the landing," at that time ran from Adams Street, then known as the Lower Road, or the road to Stoughton's Mill. Today much of the route is followed by Gallivan Boulevard, and only a fragment of Marsh Street survives. The ferry probably ceased operations



Figure 2. Walnut Street, Port Norfolk, ca. 1909. Courtesy of the Society for the Preservation of New England Antiquities.

after the relocation of the Plymouth Road. In 1654, a new route was laid out over Milton Hill (the present route of Adams Street) to Lower Mills, and then via the Upper Road (Washington Street) across Roxbury Neck and into Boston.

The earliest permanent resident in the Port Norfolk area was probably George Minot (1594-1671). Minot was a deputy to the General Court of Massachusetts Bay and a ruling elder of the church for many years. He owned a large portion of this corner of Dorchester, including Squantum, in what is now Quincy. His holdings included part of Pine Neck, as the Port Norfolk peninsula was called, and Neponset Avenue, laid out about 1646, terminated in the pasture and salt marsh at the foot of the Neck. Minot Street was named for this founding settler of the community. Minot's house, constructed about 1640, stood at the corner of Chickatawbut Street and Neponset Avenue until it burned in 1874.⁵

Two other seventeenth-century landowners in the vicinity were Robert Pierce (d. 1664) and Thomas Tolman (d. 1688). Pierce's house, a two-and-a-half story frame salt box with lean-to, at 24 Oakton Street, is thought to have been built about 1652. Tolman is believed to have built a house in the first half of the century west of Pine Neck Creek. Little is known about this house, whose foundations were obliterated when the Old Colony Railroad was put through in 1845.⁶

By the middle of the eighteenth century, Dorchester was covered with small farms and boasted a population of close to 1300 persons. Farmsteads were located along Adams Street, Neponset Avenue, and Minot Street. Fishing was a major occupation on Pine Neck. In 1769 Col. Samuel Pierce (d. 1808) recorded in his diary

that he had caught 1500 shad at Pine Neck with a sein net at one time. Five years later he wrote that a net across Pine Neck Creek trapped 200 shad and 14 bass.⁷

The first bridge over the Neponset was erected in 1803 by the Neponset Bridge Corporation, a company char-

turnpike, just north of the bridge. The bridge was maintained as a toll bridge until 1863, when it was thrown open by Norfolk County.⁸

The Neponset Bridge was the major impetus to the formation of the village of Neponset at the intersection of Neponset Avenue and Minot Street.

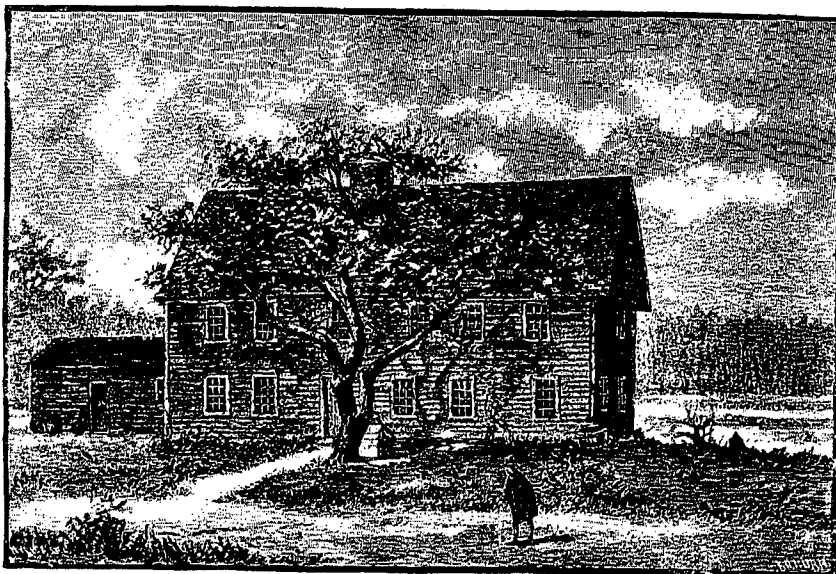


Figure 3. The Minot House, ca. 1640. Formerly at Chickatawbut Street and Neponset Avenue. The house burned in 1874. From Winsor, *Memorial History of Boston* (1880).

tered for the purpose the year before. To meet the bridge, the "Quincy Turnpike" was laid out over the old route from "Dorchester Lower Road" (Adams Street) to Pine Neck and the river. In Quincy, the company also laid out Hancock Street from the bridge to the Quincy meeting house. The Neponset Bridge was constructed on wooden piles, with a bascule-type draw span near the center to allow vessels to pass up and down river. A toll house stood on the east side of the

Edmund Baker's 1831 map of Dorchester (Figure 4) shows that the community was already a sizeable one. In taking the name "Neponset," however, the village robbed Lower Mills, which had been known as Neponset for 170 years.

Another event of major significance to Dorchester's growth was occurring in Quincy about this time. The use of new cutting tools, beginning about 1800, opened up the potential of Quincy granite for commer-

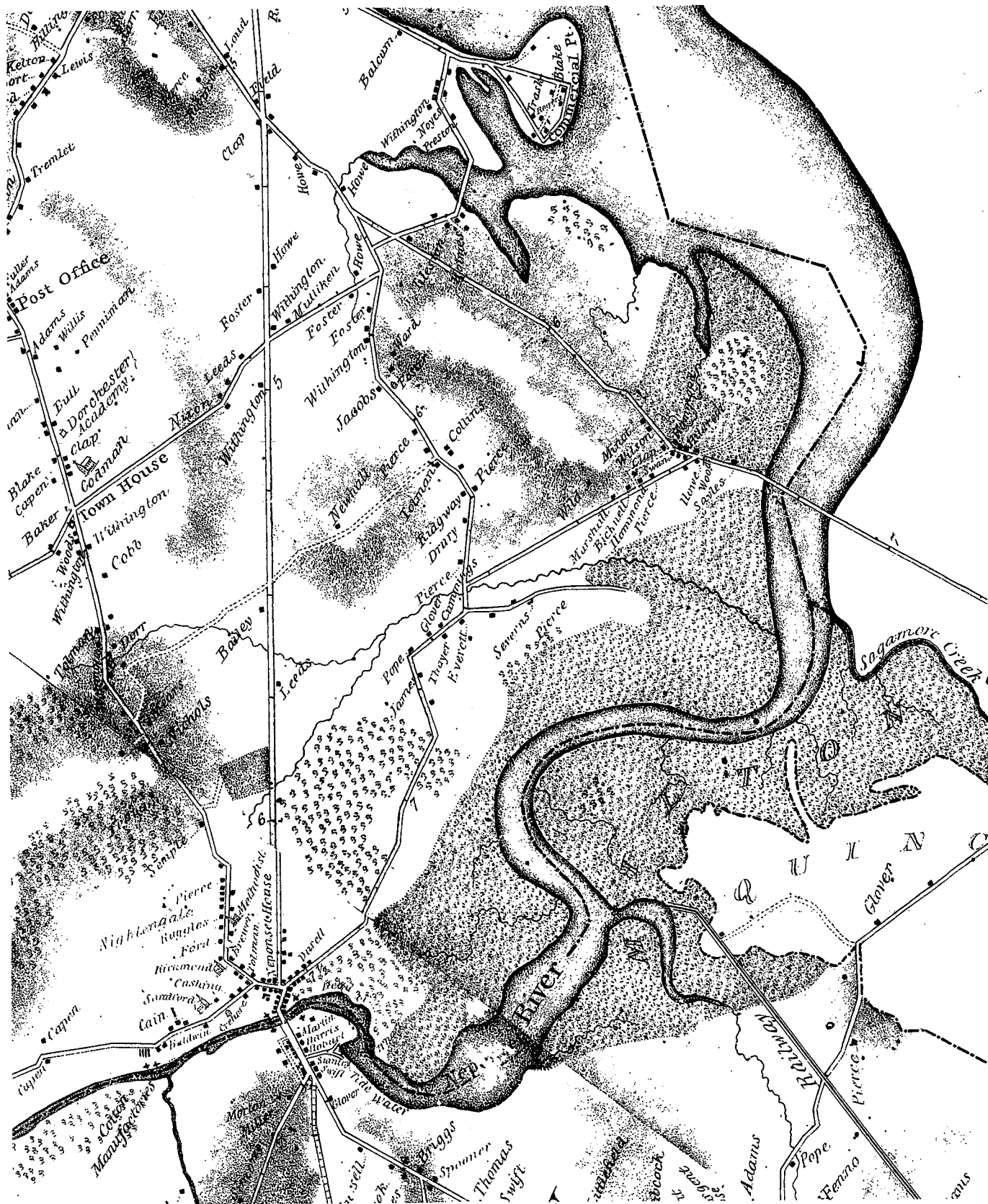


Figure 4. Detail from *A Map of the Towns of Dorchester and Milton*, by Edmund James Baker (Boston, 1831). Courtesy of the Dorchester Historical Society.

cial exploitation. In 1826, a company constructed a three-mile tramway to carry granite out of the West Quincy hills to tidewater on Gulliver's Creek. Here they erected wharves, from which the company's flat-bottomed barges could transport the stone to Boston. The first freight carried was building stone for the Bunker Hill Monument in Charlestown, the granite obelisk designed by Solomon Willard and erected between 1824 and 1843. Railways for special projects had been used in Boston and elsewhere, but this was the first railway in this country to be incorporated and operated as a transportation business. To finance it, Boston merchant prince Thomas Handasyd Perkins incorporated the Granite Railway Company with a capital of \$100,000. Technologically, the road pioneered many railway practices. Here the design engineer Gridley Bryant (1789-1867) invented the switch, the frog, a turntable, and, most importantly, the swivel-trucked, eight-wheeled car. Most of the road remained in use until 1870, when it was acquired by the Old Colony Railroad and rebuilt for standard rail traffic. Between 1871 and 1940, the line was operated as the Granite Branch of the New York, New Haven & Hartford Railroad. In the 1950s, the roadbed was taken for the new Southeast Expressway, which today follows the course of the Granite Railway between the Neponset River and the Willard Street exit. At its southern end, approximately 125 feet of the right-of-way remains. At the northern end, where the expressway swings

away from the river, portions of the original stone wharves, nearly hidden by tall grasses, survive adjacent to the Granite Avenue southbound entrance ramp.

The Granite Bridge and Granite Avenue were both a direct response to the activity of this new business on Gulliver's Creek. In 1837 a charter was obtained for a new bridge across the river, completed the same year. The Granite Bridge was the second of four draw bridges that were built over the river below Lower Mills in the first half of the nineteenth century. As each was constructed, river traffic to Lower Mills diminished. Sloops no longer found the trip to Lower Mills either necessary or convenient, and very shortly new businesses and residences began to be constructed at the new crossing, close to where the Granite Railway Company had its Neponset River Dock. Micah Humphrey's grain sloops from New York stopped at his Neponset Bridge store beginning in 1839, and the following year the first lumber wharf was established there by Charles A. Wood, the first wood and coal wharf in that part of town. Fuel for heating and cooking was an important commodity of import by the early nineteenth century. Dorchester, like Boston, had exhausted its local wood supply, and much of this needed commodity appears to have been supplied by small coastal vessels which brought

wood from forested areas further down the coast. The first coal, imported from Pennsylvania via coastal sloop, was used in Dorchester stoves in 1831.

Port Norfolk, another mile downstream from the Granite Bridge, owed its origin and development to the arrival of the Old Colony Railroad in 1845, when it crossed the edge of the Pine Neck peninsula on its way south to Plymouth. Until that time, the Neck had been used only for limited pasturage. Pine Neck Lane, a private pasture road leading part of the way out to the Point, is mentioned as early as 1805,⁹ and it is also shown on the Baker 1831 map of Dorchester (Figure 4). In 1845 the road (which became Walnut Street in 1854) was acquired by the town and resurfaced.¹⁰ A year later, Whitcomb Porter and Joseph Chamberlain established the first lumber wharf in the vicinity, at the north end of the railroad bridge. Key to the development of Pine Neck, however, was the work of the Neponset Wharf Company, a corporation chartered in 1848 by James Wilder, Daniel Kendall, Leonard Ware and their associates to develop Pine Neck and its waterfront with docks, wharves, and buildings. In the next two years, the company laid out the remaining streets, together with building lots. Fourteen houses were constructed east of the railroad



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Baker
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 to Parties, Weddings, etc.

Advertisement, 1899.

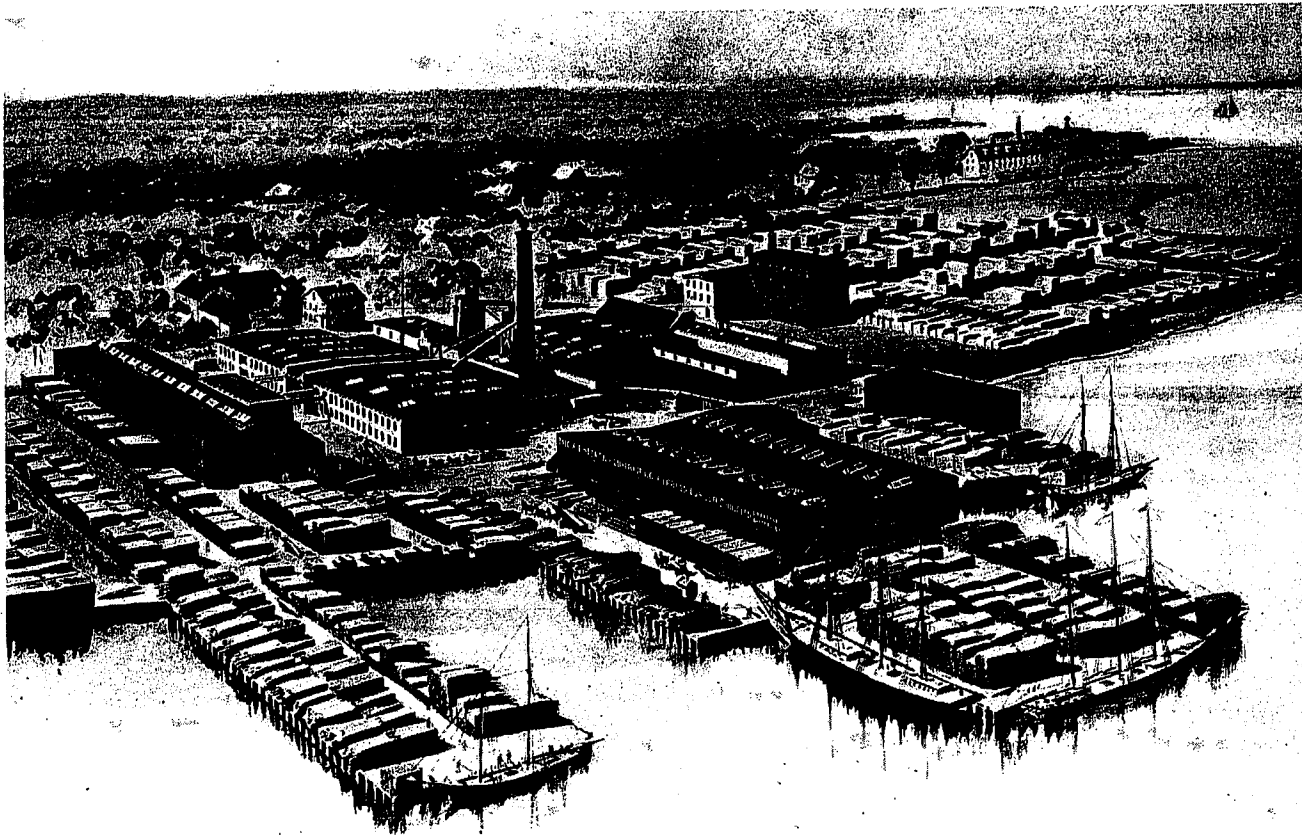


Figure 5. A.J. Stearns Lumber Yard, ca. 1897. From G.W. Engelhardt, *Boston, Massachusetts* (Boston, 1897).

tracks in the next two years. The village quickly became an important commercial port with two large lumber yards located along the Neponset shore, operated by Albert Stearns and Laban Pratt. These two yards were major employers, and both firms owned many of the houses in which their workmen lived.

Laban Pratt was a native of Abington, where he was born about 1829, although he spent most of his youth in Weymouth. In 1850 he moved to Port Norfolk and entered the lumber business with an associate of his father's, James Jenkins. Not long after, however, Pratt went into business for himself, purchasing waterfront land adjacent to the Old Colony Railroad. An 1858 map identifies the old stone jetty now known as the Flounder Fleet wharf as "Pratt's Wharf," a name which the structure retained well into the twentieth century.

Port Norfolk's largest employer, and probably its most capital-intensive

industry was established at Pine Point, the north end of the Pine Neck peninsula. Here, in 1859, Silas Putnam set up a rolling mill and forge to make horseshoe nails using his newly patented machinery. The Putnam Nail Company became one of the nation's leading manufacturers of horseshoe nails in the last half of the nineteenth century. Silas Putnam (1822-1895) was a native of western New York. He came to Boston in 1848, and to Abington two years later to take charge of the music of the First Congregational Church. South Abington, now the town of Whitman, had been for many years a center of the tack-making industry, and it may be that his observation of this business suggested machinery for the manufacture of horseshoe nails. In 1850, he conceived a plan for forging the nails by machinery and nine years later moved to Port Norfolk, establishing a factory on what is today Ericsson Street. A success with the U.S. Government during the Civil War (which

adopted them as "Government Standard Horse Nails"), by 1865, the nail works was Dorchester's largest employer, providing 100 men with work. Seven years later this figure had doubled.

During the Civil War, Port Norfolk boomed, and many of the community's surviving single and two-story residences were built in this period and the years immediately following. By 1874, Port Norfolk had nearly achieved its maximum development.

The Putnam Nail Works closed not long after the opening of the present century, and in 1910 the property was purchased by the reknown yacht builders, George Lawley & Son. The firm had originated in East Boston in 1851, moved to Scituate in 1866, and to a succession of locations in South Boston between 1874 and 1910. Among their boats were numbered several America's Cup defenders including the *Puritan* (1885), and the *Mayflower* (1886). Realizing that the

water in South Boston vicinity was becoming too foul for the high finish of shipwork, the company sold the property to the Boston Elevated Railway for its new powerhouse and moved to the Putnam Nail Works site at Port Norfolk. By the time of the death of the founder in 1915, the company was also doing considerable government construction, including torpedo boats. In the 1920s, the company's business expanded greatly. By 1929, 450 men were employed in over twenty-two separate departments. The plant was equipped with a foundry, machine, paint, and blacksmith shops, sail loft, and marine railways with capacities for boats from 40 to 500 tons. Today, much of the yard is occupied by a marina and restaurant, though an ice cream manufacturer occupies part of the old nail works buildings.

Another industrial activity to survive well into the twentieth century was the lumber yard of A. T. Stearns, in which much of the Port Norfolk section of the Dorchester Shores park is sited. Although Laban Pratt's yard had passed out of business not long after the turn of the century, the Stearns operation remained until the 1960s. Albert T. Stearns (1821-1905) was a native of Billerica. In 1843, he entered the lumber business in Waltham, moving from there to Neponset six years later. In the last quarter of the nineteenth century, Stearns developed an important sloop trade in southern white pine and spruce. The company is said to have been the first to introduce cypress lumber for general use into New England, and in 1883 Stearns established the Cypress Lumber Company of Apalachicola, Florida to ship the wood. In addition to a regular line of doors, windows, mantels, and other items of builders' finish, the company came to specialize later in wooden tanks, ranging in capacity from 25 to 125,000 gallons. The company went into receivership in March 1931, and the company was purchased by the O.G. Kelly Company. The new concern continued to manufacture wooden tanks, combining lead fabricating (for tank linings) with other

metal treatment activities. The plant closed about 1968. The Shaffer Realty Corp. purchased the property in 1974 for its sorting, storage, and wholesale distribution of waste papers. In 1977, Suffolk Services began using a portion of the property as a hazardous waste storage area. The property was acquired by the MDC in December 1985 for conversion to park land. The agency's acquisition also included portions of the old Pratt lumber yard site, including Pratt's Wharf, known as the home base for a flounder fishing fleet.

Architectural and Archaeological Resources

No known archaeological sites have been reported within the project area itself. However, as the overview has indicated, the lower Neponset River has extremely high archaeological potential. That finds have not been reported in the Port Norfolk area and upriver as far as Granite Avenue is due to both the degree of early community activity (as at Port Norfolk) and the deep deposit of twentieth-century fill with which much of the

rest of the park area is laden. As the brief background study indicates, standing historic structures are numerous in Port Norfolk. The community is an historically rich area, combining historic residential and a few industrial and commercial buildings in a mix that has been little changed since the turn of the century. In recognition of this significance, a number of studies have been undertaken in recent years. A survey conducted in 1980 by students in Boston University's Urban Affairs Department identified over 120 historic-period structures. Of these, the vast majority (84%) were constructed between 1845 and 1874. Nearly one third were identified as Greek Revival in style, with the remaining being either Italianate or Second Empire Mansard inspired. Many retain characteristic architectural detail.

Two local builder/architects have been identified as responsible for much of the early construction in Port Norfolk. Port Norfolk architect Luther Briggs (1822-1905) may have been responsible not only for the laying out of the earliest streets, but also for the design of several surviving buildings in the community. Still a major land-

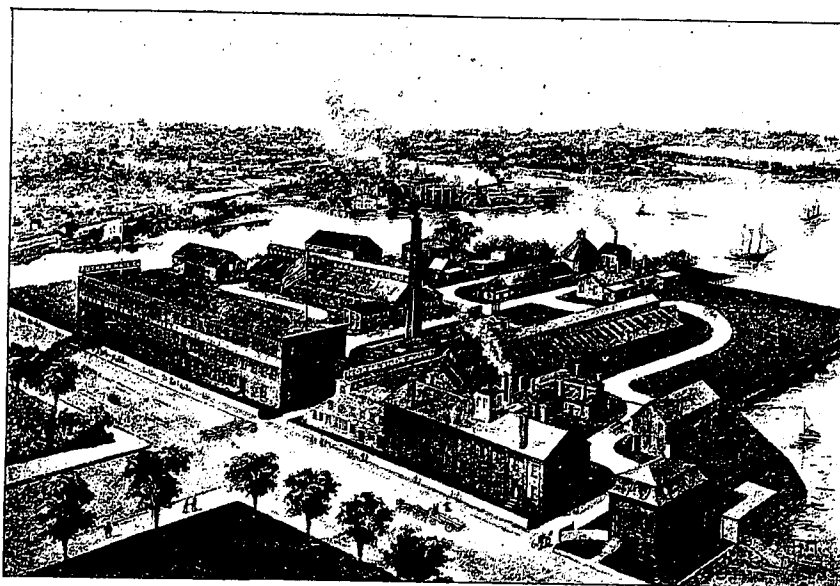


Figure 6. Putnam Nail Works, ca. 1895. Courtesy of the Dorchester Historical Society.

mark in the area is the Dorchester Mutual Fire Insurance Company building (Walnut and Woodworth streets), which has been attributed to Briggs. Briggs was responsible for a number of houses in the Commercial Point area, as well as laying out Cedar Grove Cemetery for the town in 1868. Another builder at work at the time was David B. Bartlett (1806-1866), a Kingston native who also settled in Port Norfolk. Bartlett was probably responsible for the construction of several houses on Taylor Street, thought to have been built on speculation as workers' housing, as they were quickly purchased by Laban Pratt for his lumber yard employees. Among them was the MDC's Greek-Revival style property, 82 Taylor Street.

An important resource in Port Norfolk is its nineteenth-century industrial buildings. Although virtually all of the original wood-frame lumber yard buildings have been demolished or replaced, a significant survival is the A.T. Stearns Office, now MDC Harbor Region Headquarters, at 98 Taylor Street. This two-story brick structure was probably constructed by the company about 1855. However, the most significant buildings of any in the district are those built for the Putnam Nail Works on Ericsson Street. The oldest parts of the complex, single-story brick and stone structures, each originally two stories in height, probably date from the 1860s. The brick structure, 40x95 feet in size, was the plant's "Main Building" and housed a machine shop on

the first floor and nail pointing machines on the second. The adjacent stone building, used for sorting and packing nails, originally featured a high monitor roof running perpendicular to the street. Not until 1889 was the present three-story brick factory constructed.

In 1980, the Boston University study found that a significant proportion of the houses were owner-occupied, reflected in a relatively sound level of maintenance. Despite the prevalence of modern siding materials, much of the architectural character of the buildings, and of the neighborhood has been preserved. Vacant and unkempt lots, however, were issues that community action might be able to alleviate.

Recent Planning Activities in Port Norfolk

The earliest study in this decade was the Boston University study noted above. This survey, the most complete inventory of the community to date, was primarily architectural; little historic research was attempted at this time. Among its recommendations was the call for a National Register Historic District to promote public awareness of the architectural value of Port Norfolk and maintenance of the existing housing stock. The Boston University report also noted that the designation of the community as an Architectural Conservation District by

the Boston Landmarks Commission would have much the same result, with an added level of review over certain types of building changes. The report stressed, however, that these proposals required the participation of the community. No action was taken on these recommendations at that time.

In March 1981, Sasaki Associates of Watertown completed the "Dorchester Waterfront Study" for the Massachusetts Coastal Zone Management Office within the state's Office of Environmental Affairs. The results of the study, now largely being adopted by the MDC, called for the development of a recreational open-space system along the Dorchester shore from Commercial Point to the Hallet Street landfill area. One of its major recommendations for Port Norfolk was the elimination of the "existing underutilized or incompatible industrial uses to obtain access to waterfront areas."

Revision of Boston's twenty-year old zoning ordinance was begun about 1984 with the creation of several new zoning tools. Among them were new forms of interim and permanent zoning districts. Significantly, Port Norfolk was the first neighborhood designated by the city for special study. The results of this study were published in May 1988 as the *Port Norfolk Neighborhood Plan*. Among the key changes to the community's existing zoning was the adoption of the city's new Open Space District designation to the MDC's recently acquired waterfront property. Much of



An early apple orchard at Fox Point, Dorchester Bay.

the rest of Port Norfolk's former Waterfront Industrial Zone was reclassified as a Waterfront Service Subdistrict, thus limiting the scale of buildings and promoting water-dependent uses, a major goal of the plan.

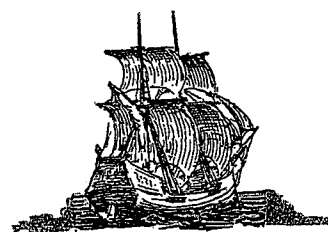
The *Port Norfolk Neighborhood Plan* also incorporated the planning goals of the "Harborpark" overlay district. This planning concept, to provide continuous public pedestrian access to Boston's entire waterfront, provides a framework for initiating and reviewing projects and improvements which affect the waterfront. MDC and Boston Redevelopment Authority planners have worked closely to assure that the Dorchester Shores park as a whole is a major component of the Harborpark concept.

The plan called attention to the variety of nineteenth-century residential architecture, as well as the importance of maintaining the low-scale residential character of the neighborhood. A key recommendation of the report, echoing the earlier Boston University study, was the designation of the residential area of Port Norfolk as an Architectural Conservation District. Designation of a buffer area adjacent to the district as a Protection Area would help to protect the district from close-by adverse development.

Among the long-term improvements recommended by the plan were several in which the lead agency would be the MDC. These recommendations fell into two categories: those relating directly to the MDC's properties, and those concerning the surrounding Port Norfolk neighborhood. In particular, the MDC-owned

parcels would benefit from the restoration of the shoreline edges, including the replanting of pines in the park. Circulation might be improved with a walkway along the river, and by extending Water Street to the waterfront. The agency might also consider utilizing the park wetlands as special interpretive areas with programs concerning saltmarsh and marine ecosystems.

Neighborhood improvements cited by the plan included better provision for bicyclists and pedestrians in Port Norfolk. Shade trees, curb cuts, signage, and special lighting were among the new elements that would benefit the community. Better pedestrian connections were also needed to Gallivan Boulevard. Noise barriers and landscaping should be considered for the banks of the MBTA and Southeast Expressway rights-of-way. Although public docks on the water were important, open-space parking should be limited to the fringe areas of the park, such as the Neponset Drive-In site.



COMMERCIAL POINT is a small, thirty-acre peninsula, today cut off from the rest of Dorchester by the Southeast Expressway. Its principal landmarks are the rainbow gas tanks of the Boston Gas Company. In a significant way, however, the gas company is closely tied to the history of Dorchester. Prior to its annexation by the City of Boston, Dorchester was supplied with gas by the Dorchester Gas Company; soon after annexation in 1869, the Boston Gas Light Company purchased the former Dearborn & Robinson iron foundry and erected a modern gas-making plant on the site. Thus, like the Roxbury standpipe, erected to supply the new district of Roxbury with water, the Dorchester gas tanks, successors to the original Boston Gas Light Company plant, are a monument to Dorchester's incorporation into the city of Boston.

Historical Development

Commercial Point has a much older history than that associated with the Boston Gas Light Company, or Dearborn & Robinson. Its proximity to both Dorchester Bay, where the first settlers landed in 1630, and to Squantum and the mouth of the Neponset River, gave the point an early prominence, both figurative and real. Commercial Point, originally Captain's, or Preston's Point, was then a hilly promontory connected to the mainland by a narrow neck of land. On the west it was cut off from the rest of Dorchester by Barque Warwick Cove and Tenean Creek, although these bodies of water were early bridged. Barque Warwick Cove, now largely beneath the Southeast Expressway, took its name from the vessel

which was abandoned here in 1636. Timbers of the vessel remained visible in the mud for over a century.

The earliest, and for many years the only activity on the Point was fishing, a trade in which Dorchester excelled. In 1635 William Wood credited Dorchester residents as being "the first that set upon the trade of fishing in the bay, who received so much fruit of their labors [that] they encouraged others to the same undertaking."¹¹ Probably one of the most prominent of those to take up fishing was John Holland (d. 1652), the earliest settler at the Point. From here, Holland fitted out fishing vessels to engage in the cod fishery in the bay. Holland is thought to have been in residence on the Point by 1633. Descriptions of the property note a dwellinghouse, two barns, wells, a garden, and an orchard. Until the early nineteenth century, the house stood at the corner of Commercial and Neponset streets (now Freeport Street, Morrissey Boulevard, and Ashland Street).¹² Two years later, in 1635, he was directed by the General Court to establish a ferry across the mouth of the Neponset, linking Commercial Point and Squantum. The ferry was to be a link in the first overland road between the Massachusetts Bay Colony and the Plymouth Colony. Holland does not appear to have operated such a ferry for long, for by 1638 Bray Wilkins was authorized to operate an alternative ferry near the present Neponset Bridge.

Associated with the Point for two centuries was the tide mill built nearby on Tenean Creek. Edward Breck was the first to utilize this mill privilege when he constructed a cider mill here about 1642. In 1668, he sold the property to Timothy Tileston, in whose family, as a grist mill, it remained for

over 150 years. Mill Street takes its name from the Tileston mill. The dam constructed across Tenean Creek today carries a portion of Victory Road west of the railroad tracks, and the tide mill would have been sited on the north side of the road just west of the tracks. The mill appears to have stood at least as late as 1840.

The name by which the Point was known for most of the seventeenth and eighteenth centuries was Preston's Point. Daniel Preston (1621-1707) acquired the Point and residence in 1660 from Holland's widow. In the mid eighteenth century, the clothier Edward Preston (1722-1793) had a large farm here. In 1757, he purchased the powder mill at Lower Mills, altered it to a fulling mill, and thereafter spent a portion of each year at his mill. In 1770, at the request of the chocolate maker John Hannan, he added chocolate-making to his mill activities, thus initiating the family's century-long association with the Dorchester chocolate industry, at Lower Mills, and later at Commercial Point.

In 1802, a company was chartered for the purpose of building a toll bridge across the mouth of the Neponset River from Preston's Point to Billing's Rocks in what is now Quincy, the same route over which Holland had initially operated a ferry. After some delay, the company abandoned its plan, petitioning the legislature in 1803 to change the location. Neponset Bridge opened in 1803, soon giving its name to the small community which located at the junction with Adams Street. (See also page 4.)

Also in 1802, a new activity came to the Point with the establishment of a large salt-making establishment. As a preservative, salt was in heavy

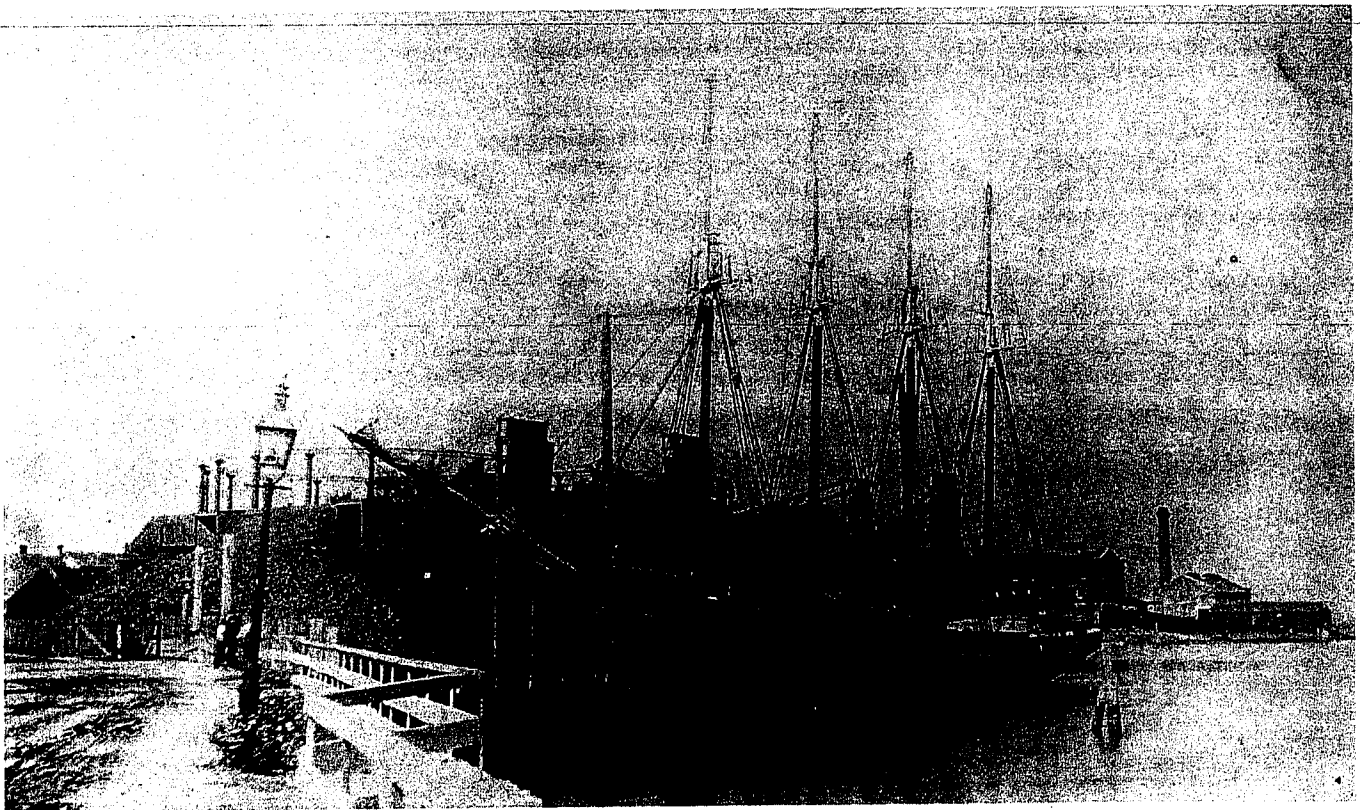


Figure 7. A Coal Schooner at Commercial Point, ca. 1888. Courtesy of the Dorchester Historical Society.

demand by the owners of the fishing fleets, and by the opening of the nineteenth century, the technology of "solar evaporation" had been well developed on Cape Cod and elsewhere. On the Point, a Capt. Deane erected a series of wooden vats, 200 feet in length and 20 feet in width. In its first full year of operation, the works produced 130 bushels of salt. Additional works were erected in 1804. There is no indication either where these works were sited, or how long they survived. In 1807, a new industry came to the Point, represented by the partnership of Newell and Niles.

Joseph Newell and Ebenezer Niles were partners in the Boston merchant firm of Newell & Niles. In June 1807, together with Niles' new son-in-law Abner Gardner, they petitioned the General Court for incorporation as the Proprietors of the Commercial Point Bridge Corporation. The company was to build a bridge over Mill Creek, with a draw span 18 feet in width.¹³ The alignment of the bridge followed a portion of what is today Freeport Street. Within a short time the proprietors appear to have altered their intentions, however, for the following year they requested authorization to change their bridge corporation to a manufacturing concern to be called the

Dorchester Mill Corporation. Instead of a bridge over Mill Creek, they would build a mill dam in the creek, using the water power generated for manufacturing purposes. Among the additional powers requested was the right to purchase real estate and erect mills and other buildings. The requested legislation was granted in June 1808. Ebenezer Clapp reported, however, that the owner of the existing Tileston tide mill on Mill Creek objected to this plan. As a result of the objections, only a bridge was constructed (today's Freeport Street).¹⁴

From manufacturing the company turned to trading ventures, and constructed a wharf and store. They built

vessels and commenced trade with the East Indies. W. D. Orcutt claims that this East Indian trade was the source of the name "Tenean", still found in Tenean Beach and Tenean Street. "Tenean," he said, was a corruption of "Tinian," an island in the East Indies.¹⁵ Ebenezer Clapp, writing a bare half-century after the event wrote obliquely of the firm's demise: "It proved that the location was unfortunate, and that their means and business capacity were not equal to the emergencies, and the project fell through, with ruin of the parties, in 1813."¹⁶ Like much of New England, Dorchester was sharply divided on the issues of trade and war, and the collapse of

the venture may well have been associated with political issues.

Dorchester's hostility to the Federal government's Embargo and War was visible during the War of 1812 in other ways. Clapp reported that soldiers were stationed briefly on Commercial Point, but so bitter were local residents that the troops had to be raised from the western part of the state.¹⁷

The Newell & Niles buildings lay abandoned until about 1832, when a syndicate was formed to prosecute the whale and cod fisheries from the Point. In 1833 they incorporated the Tenean Free Bridge Corporation to rebuild the Newell & Niles structure that

had evidently been allowed to deteriorate,¹⁸ and the following year they were authorized by the legislature to extend their Commercial Point Wharf. The group included Josiah Stickney, Nathaniel Thayer, Jr., and Israel Lombard of Boston; and Elisha Preston and Charles O. Whitmore, both of Dorchester. Whitmore's residence was near the Point, and Elisha Preston (b. 1788), grandson of the pioneer chocolate manufacturer, constructed a house about this time, still standing nearby at 32 Mill Street. The group formally incorporated the Dorchester Whaling Company in 1836.¹⁹ The company equipped four whalers and twenty schooners for cod fishing. The

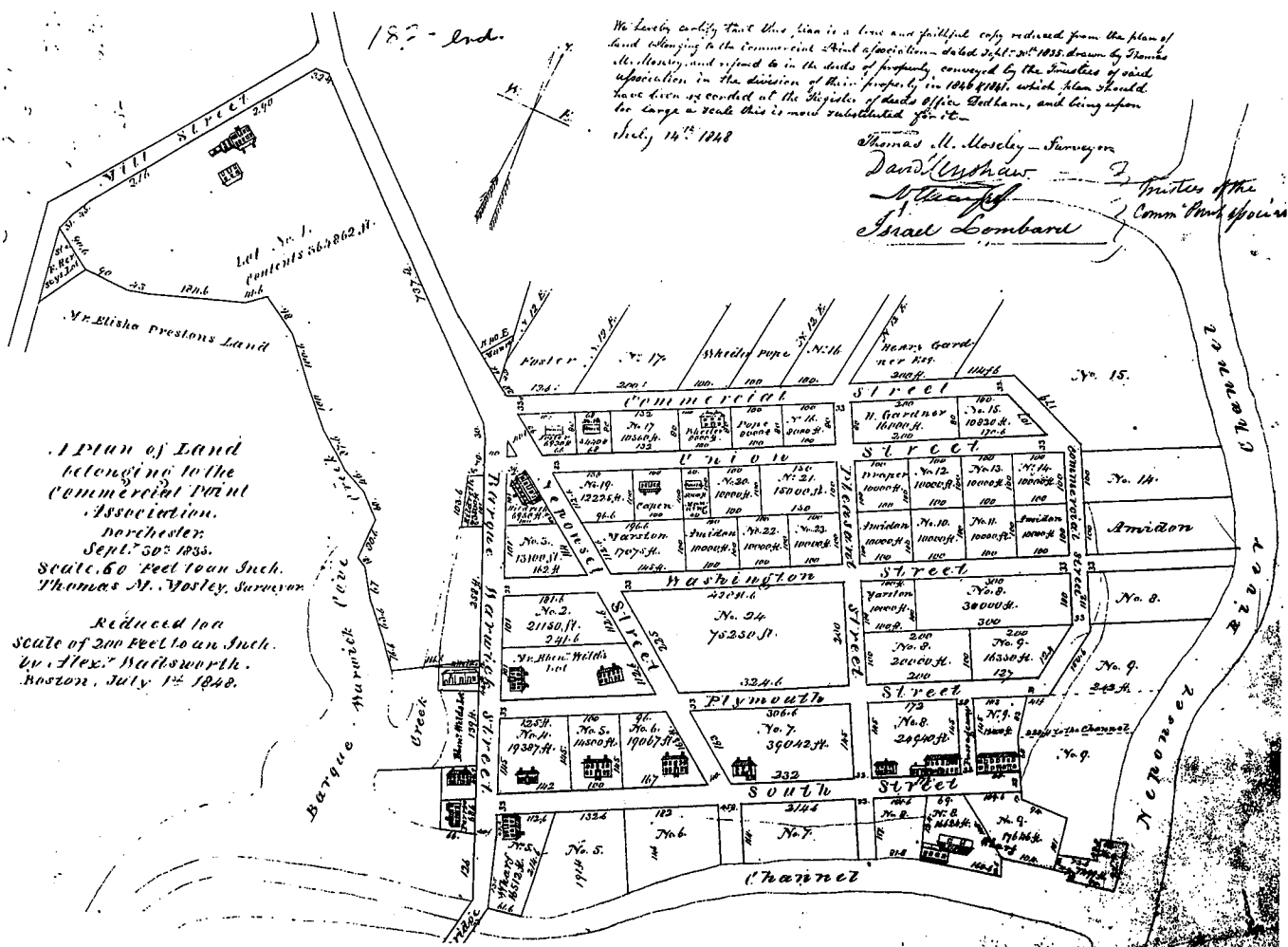


Figure 8. Plan of Commercial Point, 1835. From Record Book 182, Norfolk County Registry of Deeds.

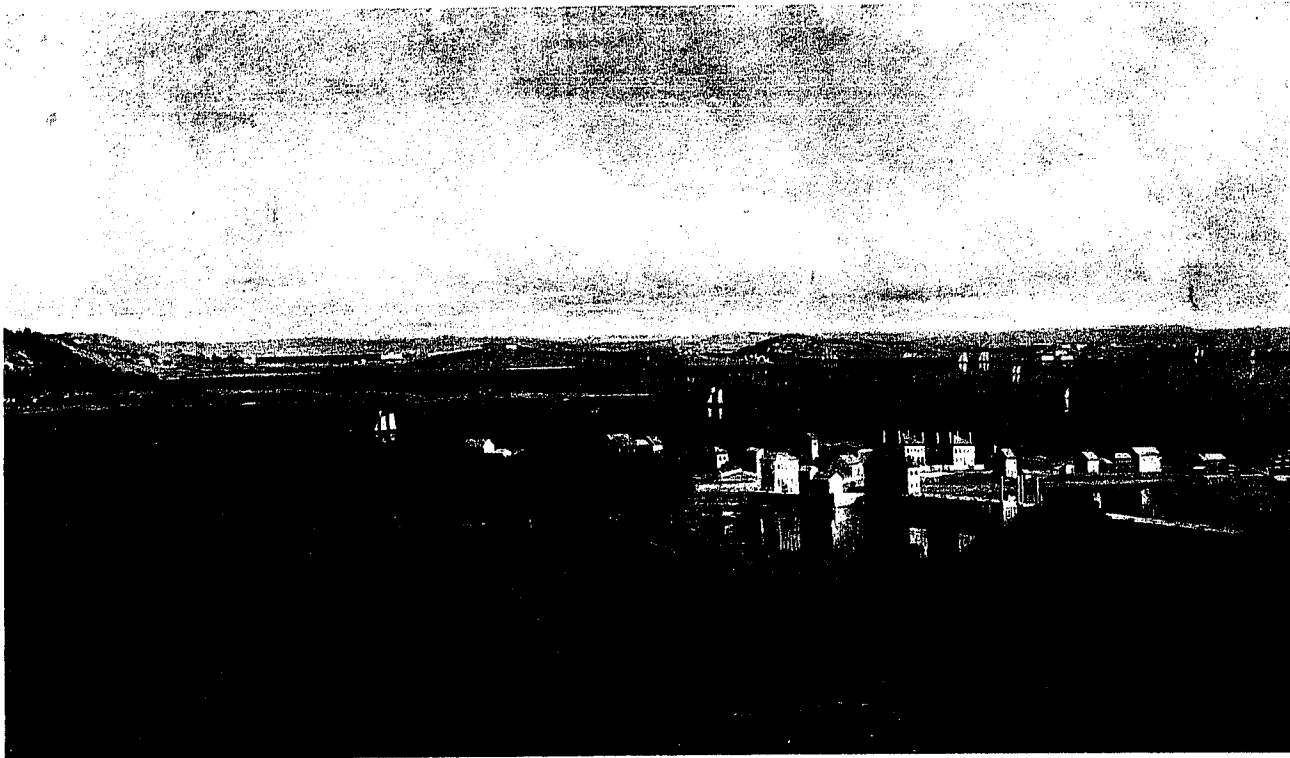


Figure 9. Commercial Point, ca. 1840. From a painting by George Hollingsworth. Courtesy of the Dorchester Historical Society.

syndicate collapsed in 1837, however, and the ships were sold in 1840.

A small window on activities at the Point is provided by a painting of the peninsula by George Hollingsworth, now in the collection of the Dorchester Historical Society (Figure 9). Prominent in the foreground is the tidal dam and gates which still separated Tenean Creek from Dorchester Bay. To the rear are the two hipped roofed houses constructed by Ebenezer Niles and Joseph Newell about 1807. On the far right is the wharf, and several of the whaling company's buildings, recently abandoned.

No further activity is in evidence at the Point until the Civil War era, when heavy industry moved to the point. Dearborn's Iron Foundry on the north side of the point was at least initially a branch of one of the largest iron manufacturing companies in the nation, the Bridgewater Iron Works. Axel Dearborn (1814-1903), a native of Maine, had started in business with the Bridgewater Iron Works, where he married the daughter of Gad Robin-

son, Superintendent of the works. He joined the firm at a time when it was one of the largest iron foundries in the nation. During the Civil War, the demand for heavy machinery and forgings reached an unprecedented height, and the firm opened branch works in Taunton, Fall River, Providence, and Boston. The corporate relationship of the Bridgewater and Dorchester firms is unclear, as Dearborn & Robinson, as the latter firm was officially styled, appear to have located on the point at least by 1859. Like the Bridgewater firm, the Dorchester works turned out shafts for the largest steamboats, as well as wrought-iron and other heavy iron work. After the Civil War, however, business diminished, and in the early 1870s, Dearborn sold the property to the Boston Gas Light Company. Dearborn, himself, built a house at nearby 13 Everett Street. Dearborn's partner was his brother-in-law Bartlett Robinson (1830-1908).

On the opposite, south, side of the Point, John Preston built the Preston chocolate factory. John Preston

(d. 1880) was the great grandson of the Lower Mills chocolate manufacturer and Commercial Point farmer, Edward Preston. From his father, John inherited the Lower Mills business, but three years after his father's death in 1856, he closed the mill. It may have been at this time that he constructed a new mill at Commercial Point in operation by 1874. An 1875 advertisement noted that the firm, established in 1768, manufactured "Cocoa butter, premium cocoa and broma, vanilla, sweet French and American CHOCOLATES." Preston also moved into his uncle's house at 32 Mill Street (Figure 11). The company does not appear to have lasted long beyond Preston's death in 1880. By 1889, the buildings had been torn down for expansion of the gas company works. Between 1882 and 1889, the gas company constructed several large brick buildings, including two brick gasholders and a large purifier house. The Dorchester Historical Society retains several photographs of the Point from this period. Several show the large coal schooners

which unloaded fuel for the gas company.

Coal was also sold commercially. Cutter's Coal Wharf was a major source of fuel for this part of Dorchester. Among its customers was the newly organized Dorchester Pottery, founded by George Henderson (1862-1928) in 1895 near the intersection of Preston Street (now Victory Road) with Mill Street. Henderson built a Queen-Anne style residence and next to it, a two-story frame industrial building for the manufacture of dip baskets, butter pots, jugs, jars, and flower pots. In 1914, the firm added the existing brick kiln building. Until well into the 1930s, the Dorchester Pottery was primarily a producer of commercial and industrial stoneware, supplying industry and business with vessels, acid jars, vats, pitchers, pots, and crocks for a wide variety of purposes. Stoneware tableware were not produced by the pottery in any significant quantity until 1940, and until the late 1960s, industrial and commercial work were the company's prin-

cipal business. The pottery remained in operation until 1979, in its last decade producing tableware exclusively.

About 1918 a bridge finally was constructed to link Commercial Point with Squantum. Named Victory Bridge, it was constructed by the U.S. Government to serve the short-lived "Victory Plant" of the Fore River shipyard. Abutments for this bridge, destroyed by the Hurricane of 1938, are still visible in the Boston Gas Company's Rainbow Park and at the newly acquired MDC Marina Bay parcel in Quincy. The World War I-era shipbuilding facility was designed specifically to construct destroyers, and 35 vessels were built in record time at the plant before the yard was closed at the end of the war. Preston Street was renamed "Victory Road," when the bridge was built, and still commemorates the achievements of the plant.

Architectural and Archaeological Resources

There is only one recorded Native American archaeological site on Commercial Point. Some time around 1889, a number of burials were uncovered, presumably in connection with the construction of one of the Boston Gas Light Company buildings. From the broadcloth associated with one of the individuals, it was determined that the group were interred in a *post-Contact* period. The landscape features of the Point have been considerably altered since 1889, and no trace of the site survives.

No standing buildings survive from the peninsula's period of significance. Nevertheless, its natural position at the head of the Neponset River, opposite Squantum, provides ample opportunity for historic interpretation from the landfill today known as Victory Road Park. This recently land-



Figure 10. Victory Road Park and Commercial Point Today, MDC Photo by Jack Maley, 1988.



Figure 11. Preston Homestead, Mill Street, 1890's. F.H. Shapleigh, artist. Courtesy of Society for the Preservation of New England Antiquities

scaped knoll could be utilized for fixed interpretive exhibits touching on some of the history and prehistory outlined above. As the prehistoric overview has suggested, native American lifeways, particularly fishing and the smoking and curing of fish could be a topic for interpretation. A historic period map, (Figure 15) such as the 1874 delineation of this part of Dorchester, could be used to show the relationship of the Point to the Mill Street residential area. A reproduction of the 1840 painting of Commercial Point in the Dorchester Historical Society (Figure 9) could be used with great effect here.

In the late 1970s, the Boston Landmarks Commission undertook a study of the Mill Street/Harrison Square area (often referred to as Clam Point since World War II). In 1981 this study, by Rosalind Pollan, was published as *Clam Point, Dorchester: A Development History*. It identifies many of the houses in the vicinity with a good understanding of its relationship to the

development of Commercial Point. Reprinted, this booklet could function as a walking or bicycle tour off the Point via Victory Road.

Also in the vicinity are the remains of the Dorchester Pottery (105 Victory Road), designated a Boston CityLandmark, although this building has been significantly altered by fires and is now under development for office use.

Recent Planning Activity

The earliest phase of Dorchester Shores to be completed is the new Victory Road Park along the Southeast Expressway (Figure 10). This new addition to Dorchester Bay, created by the MDC out of a former landfill, was officially dedicated in October 1988.

Future plans call for linking Victory Road Park via a bikeway to Morrissey Boulevard on the north, and to Tenean Beach on the south (Figure 1).

THIS SECTION OF THE REPORT addresses that section of the proposed corridor which reaches from Granite Avenue in Dorchester to Central Avenue in Milton. The trail connecting the Dorchester and Milton endpoints, approximately 1-1/2 miles in length, follows the Conrail right-of-way of the former Dorchester & Milton Branch Railroad. For most of its route it passes through the lower reaches of the Neponset River Reservation, a riverine preserve acquired by the MDC between 1899 and 1905. Between Adams Street and Central Avenue, the trail follows the river through a narrow strip of wooded shoreline, interrupted once for a railroad spur across the river to the former Baker chocolate plant, and by the outflow of Pine Tree Brook into the river.

In contrast to this undeveloped property, Lower Mills, with its high concentration of historic and pre-historic resources, has seen historic period development since the early seventeenth century. Although little of this development is part of the MDC corridor, its close proximity to the trail, and its incorporation into the planned Lower Mills Heritage State Park by the State's Department of Environmental Management makes coordination of planning and interpretive services an important aspect of any MDC management policy for the route.

Historical Development

Lower Mills, where the Neponset falls the last few feet to sea level, is the head of tidewater. Initially, this position made it a favored fishing spot for the Neponset, and at the time of the first European contact, "Unquety-



Figure 12. Baker Chocolate, Trade Card, ca. 1885. Courtesy of the Society for the Preservation of New England Antiquities.

Quisset" was their springtime retreat. For a few years, European settlers around Stoughton's Mill and native Americans lived in close proximity. In 1646, an effort was made to remove the tribe to their own plantation, known as Ponkapoag on the urging of the Reverend John Elliot, who preached to the Neponset below the falls at Unquity as part of a continuing effort to Christianize them. Largely at his instigation, the Neponset were resettled in 1657 in part of what was Dorchester's South Precinct (now Canton), near Ponkapoag Pond. It was intended that resettlement in the 6,000-acre "praying town" would convert them to a European style of living. Hostilities brought on by King Philips War in the 1670s led to the demise of the Ponkapoag community,

when many of its inhabitants were interned on the Harbor islands.

The Neponsets and their ancestors were not the only group to fish in the river. Until the early nineteenth century, fish was freely taken below the falls. Nets set across Gulliver's and Sagamore creeks collected rich harvests of bass, shad, and alewives. Clapp reported that until the early nineteenth century, tom cod could be taken with dip nets at the head of tidewater in such quantities that they were used for manure.²⁰ As in many river communities, the opposing needs of the mill owners and the townspeople dependent on the annual fish runs, reached litigation by the mid-eighteenth century, when towns upriver of Dorchester and Milton petitioned for fishways to be opened

Reservation

in the millowners' dams. But since the mills could not operate with those openings, the subject remained a source of continuous altercation until the courts decided the matter in favor of the mill owners about 1805.

The earliest mill on the river, and one of the very earliest in the colony, was the grist mill constructed by Israel Stoughton about 1633. The following year, Stoughton improved an existing ford across the river with the construction of a bridge (probably with a foot-bridge) for the convenience of his Milton customers. In 1655, this crossing, today's Adams Street, became part of the overland route between the Massachusetts Bay and Plymouth colonies.

The Adams Street Bridge is an important link to eighteenth-century Lower Mills. The earliest portions of this multi-span stone arch structure appear to date to 1765. Three flat-slab "clapper" spans appear to have been incorporated into the later 1847 double-span stone arch bridge, when the Adams Street roadway grade was raised to allow the railroad to pass beneath the street. Although much of this work is concealed by the later bridge widening schemes of 1871 and 1900, current plans by the Department of Public Works call for restoration of this bridge to public view.

Other mills followed Stoughton's mill, and by the late eighteenth century, the village straddling the river had become a major commercial and industrial center. By chance, Lower Mills has its own historical link with Commercial Point in the Preston family, who became chocolate makers first at Lower Mills, and later at the Point. As noted above, in 1757, Edward Preston, the Commercial Point farmer, purchased the former powder mill at Lower Mills, converting it to a fulling mill. Eight years later, chocolate manufacturing began

at Lower Mills when James Baker (1739-1825), Preston's brother-in-law, financed a chocolate-making operation in association with James Hannon, an Irish immigrant, who had learned the chocolate business in England. In 1768 Hannon leased a portion of Preston's fulling mill for his chocolate business until the mill burned in 1775. Preston rebuilt his fulling mill, but when James Baker eventually took over Hannon's business, he, too, asked Preston to grind cocoa beans in his fulling mill. Preston finally gave up the fulling mill and began making chocolate in his own right. In 1835, the Preston operation was said to equal the Baker operation.²¹ Edward's grandson, John Preston (1787-1856) eventually inherited the operation, but shortly after his death in 1856, the concern was sold to the Baker Company and the mill closed. Baker's Preston Mill (1903) is built on the site of the original fulling/chocolate mill of Edward Preston.

During the early years of the nineteenth century, the Baker chocolate business flourished under the management of Baker's son, Edmund. When Edmund retired in 1824, his son Walter (1792-1852) inherited a business already well established. By 1835 the mill was producing about 750 pounds of chocolate a day. Under the younger Baker, the mill expanded production, in part encouraged by the arrival of the railroad in 1848. After Baker's death in 1852, the business was under the management of Henry L. Pierce (1825-1896), who had started in the factory as a clerk. (Pierce, who acquired the Redman Farm in Canton, later became a major donor to the Blue Hills Reservation after his death, contributing in his will much of the Ponkapoag acreage.) In 1868 he initiated a major development program with the construction of the

"Steam Mill" (No. 1A on the plan of Lower Mills, Figure 14), the firm's first steam-powered building. The Steam Mill was followed by the Pierce Mill (1872), the Webb Mill (1882), the Adams Street Mill (1888-89), and the Baker Mill (1891). All were designed by the prominent Boston architect Nathaniel J. Bradlee (1829-1888) or his successors, Winslow & Wetherell. By the time of Pierce's death in 1896, the works were said to constitute one of the largest chocolate manufactories in the world.

The company continued its expansion after Pierce's death, constructing the 1902 Ware Mill, the Preston Mill (1903), and in 1906 a large steam power house. The power house brought about the electrification of the mill complex, replacing steam engines as a source of power and light. It also made possible a refrigeration plant, thereby extending the chocolate-making season. By 1929, the firm employed 750 men and women in Lower

Mills, as well as operating an auxiliary plant in Montreal. Operations continued at Lower Mills until 1965, when the company moved to Dover, Delaware.

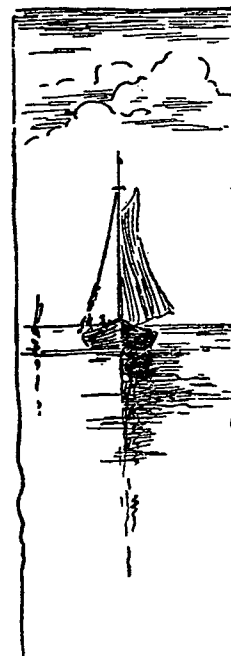




Figure 13. A Portion of the Lower Neponset River, 1847. Detail from U.S. Coast Survey, *Boston Harbor & the Approaches* (1847). Mass. State Library, Special Collections.

The Neponset River Reservation

Charles Eliot's original plans for a system of Metropolitan parks included public ownership for the shores of the Charles, Neponset, and Mystic rivers. Although he did not live to see the establishment of the Neponset River Reservation, this reservation came to the agency not long after his death. By 1902, an area stretching from the Fowl Meadows (in Milton, Dedham, and Norwood) to Lower Mills had been secured. The natural area from Central Avenue to Adams Street was a narrow, undeveloped strip of land including the outflow of Pine Tree

Brook. Bounded on the south by the railroad right-of-way, the parcel was soon divided by a new spur into the new Baker Chocolate power house. Few other changes are thought to have taken place in this parcel, which includes a right-of-way through the Adams Mill to Adams Street.

The beauty of the Neponset marshes and the view across them had been known since the settlement of the area, and several parcels had already been acquired by private citizens in Milton to protect the view when the Commission made a taking of all the marshes and several parcels of upland in 1899. Governor Hutchinson's Field was acquired by the Trustees of Reservations as a gift in 1898.

Another adjacent parcel to the Neponset Reservation is the Cedar Grove Cemetery. This 46-acre public burying ground bounded by Granite Avenue, and Milton and Adams streets, and the former Conrail Railroad right-of-way, represents one of the last acts of the former town of Dorchester. The cemetery was authorized by the state legislature in 1868, a year before Dorchester's annexation. The town appointed commissioners to oversee its construction and operation, among whom was the Baker Chocolate president, Henry L. Pierce. Work on the grounds and buildings was begun in the spring of 1869, mainly in accordance with the landscape designs of the Port Norfolk architect, Luther Briggs.

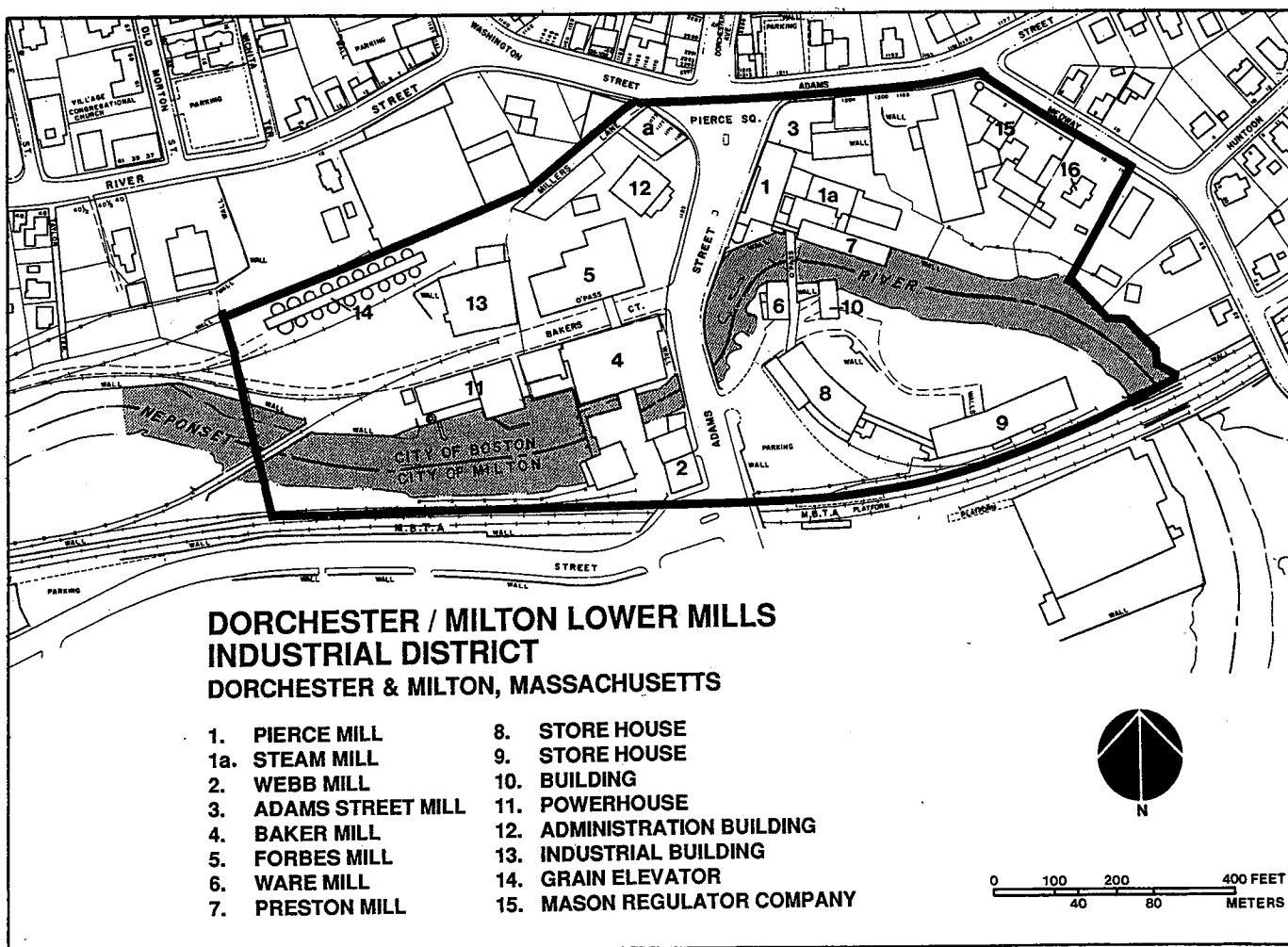
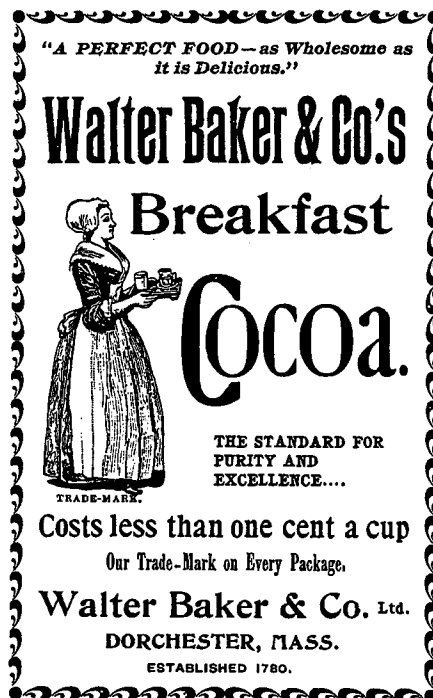


Figure 14. A Plan of the Dorchester/ Milton Lower Mills National Register District. Boston Landmarks Commission.

Recent Planning Activity

The loss of the Lower Mills' principal employer was a major blow to the community, and during the 1970s, the city took several steps to improve public facilities as an incentive to introducing new businesses — an effort to revitalize the business district through streetscape and storefront improvements. Among its principal elements was the establishment of a Heritage Park in the central portion of the Baker Mills complex. The 1978 proposal for the park prepared by the Boston Redevelopment Authority and the Boston Landmarks Commission included plans for a bikeway extending from Dorchester Bay along the Neponset River as far as the Charles River. The 1979 designation of Lower Mills as a Commercial Area Revitalization District (CARD) allowed new financial incentives to make commercial investment in Lower Mills more attractive. The result has been the successful rehabilitation of much of the former chocolate mills into residential housing units.

Today most of the buildings have already undergone, or are now undergoing, conversion to residential or other light industrial uses. The company's Georgian Revival Administration Building, built in 1919, has recently been purchased by the state for the visitor center of the new Lower Mills Heritage State Park. The developer of the Baker and Forbes mills is also providing the heritage park design for the land behind the two mills. This area, on the Boston side of the river, is expected to be linked to the MDC's Adams Street/Central Avenue parcel via the 1905 railroad bridge.



Advertisement, 1899

Architectural and Archaeological Resources

Several prehistoric sites along the lower Neponset demonstrate its importance to the subsistence strategies of prehistoric peoples, and where undisturbed, there is a high probability for the survival of archaeological remains. One prehistoric site is associated with the Ventura Street Playground, acquired from the city of Boston in 1956. Discovered and collected by amateurs, it has never been properly investigated or reported and may yet hold potential for the survival of significant archaeological remains.

No buildings are included within the reservation boundaries between Central Avenue, Milton, and Granite Avenue, Dorchester. The principal historic-period cultural resources are associated with the Dorchester & Milton Branch Railroad, which

follows the river. Chartered in 1846, the railroad was in part a response to the loss of river traffic to Lower Mills. Organized the same year that the Old Colony Railroad opened between Boston and Plymouth, the new branch linked the Neponset River's mill villages, Upper and Lower Mills, with the Old Colony line at Port Norfolk. Among the railroad's chief incorporators were Amor Hollingsworth and Edmund Tileston, whose paper mills were located at Upper Mills (now Mattapan). Laid out by civil engineer, S. Dwight Eaton (1823-1899), the new line opened for use January 1, 1848. From the beginning the line was operated by the Old Colony Railroad. By the 1890s, the line had seventeen trains operating each way on weekdays. In 1929, a part of the line was acquired by the Boston Transit Department for a new high-speed trolley line between Ashmont and Mattapan. A reinforced-concrete crossover bridge was constructed that year between Granite Avenue and Lower Mills, where the new line joined the Dorchester branch, and a new bridge was built over the line at Medway Street.

The principal structures associated with the line are two plate-girder railroad bridges: a 1917 span carries the main line over the Neponset into Milton, while the second, built in 1905, carries a spur track back over the river into the former Baker power house. The 1917 span was built by the Boston Bridge Works as a replacement bridge for an earlier structure; two tracks of this four track bridge still carry the MBTA's Ashmont Line. The 1905 bridge was built to allow coal to be unloaded at the new Baker generating plant, then under construction. Both are important elements in any pedestrian circulation scheme and should receive regular maintenance.

S. 14 - PART
OF
WARD 16,
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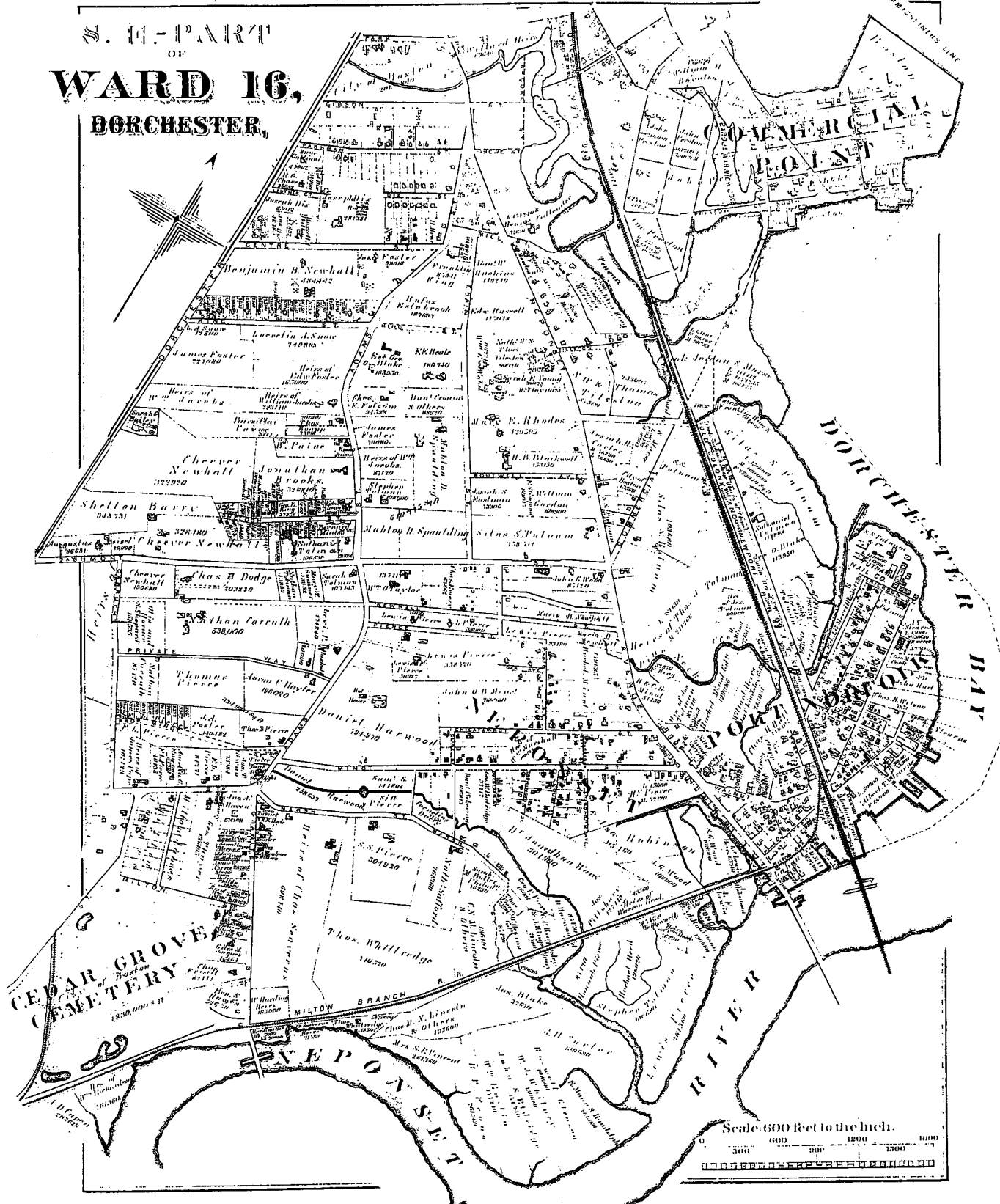


Figure 15. Ward 16, Dorchester, 1874. From G.M. Hopkins, *Atlas of the County of Suffolk, Massachusetts. Volume 3.* (Philadelphia, 1874).



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Notes

1. Dorchester Antiquarian & Historical Society, *History of the Town of Dorchester, Massachusetts* (Boston: E. Clapp, 1859), referenced hereafter as "Clapp," pp. 580-581.
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3. Dina Dincauze, "The Late Archaic Period in Southern New England," *Arctic Archaeology* 12:2 (1975), pp. 23-24.
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5. Justin Winsor, ed., *The Memorial History of Boston, 1630-1880* (4 vols., Boston, 1880-81), pp. 432-433.
6. David R. Starbuck, ed. *Seventeenth Century Survey of Dorchester* (1979), pp. 125-133.
7. Clapp, p. 588.
8. Frederic J. Wood, *The Turnpikes of New England* (Boston, 1911), pp. 101-103. Wood also reported (in 1911) that the toll house was moved in 1864 "to another location where it has served as a dwelling ever since." It would be interesting to know whether the house survives today.
9. Boston Street Laying-Out Department. *Annual Report for the Year 1896. City Document No. 30.* (Boston, 1897).
10. The report to the town auditors that year notes that the cost of building up the road, with 278 cartloads of gravel, came to \$211.45. For the right-of-way across the salt marsh, the town paid Theodore and Lucy A.R. Howe \$28.12. Dorchester, Mass. Eighth Annual Report of the Auditors of the Town of Dorchester, for the Year 1846. Collection of the Massachusetts State Library.
11. William Wood, *New England's Prospect* (1635), quoted in Clapp, pp. 28-29.

12. Starbuck, p. 134. The house was purchased by Newell and Niles in 1807 and moved to the opposite corner of the intersection. It no longer stands.
13. Massachusetts Session Laws. Laws of 1807, [No chapter cited; act passed:] 19 June 1807. The legislation appears to have been the earliest use of the term "Commercial Point." A painting of the Point about 1840, "View from Meeting House Hill, Dorchester" by George Hollingsworth (1813-1882), today in the collection of the Dorchester Historical Society, shows several of the commercial buildings which stood at that time. Most prominent in the view are the pair of hipped-roofed houses built for Newell and Niles around 1807.
14. Session Laws. Laws of 1808, Chapter 17 (10 June 1808); Clapp, p. 585.
15. William Dana Orcutt, *Good Old Dorchester. A Narrative History of the Town, 1630-1893* (Cambridge, 1893), pp. 413-414. Clapp's contention had been that "Tenean" was an Indian name of unknown meaning.
16. Clapp, p. 585. It would be interesting to know more of this episode. President Jefferson's Embargo had been in effect since 1807, prohibiting the importation of manufactured goods and forbidding shipping to leave American ports. Did Newell and Niles hope to avoid customs inspectors by operating out of Dorchester? Dorchester, like much of New England, was sharply divided on the issue of trade and the Embargo, and may well have supported a clandestine operation of this kind.
17. Clapp, pp. 375, 385.
18. Session Laws. Laws of 1833, Chapter 104.
19. Ibid. Laws of 1836, Chapter 149.
20. Clapp, p. 589.
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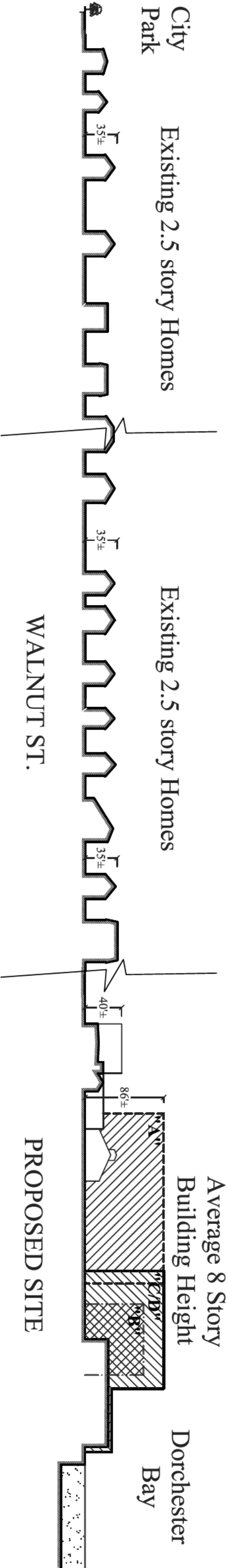
March 20, 1991

Dear Mr. Roche:

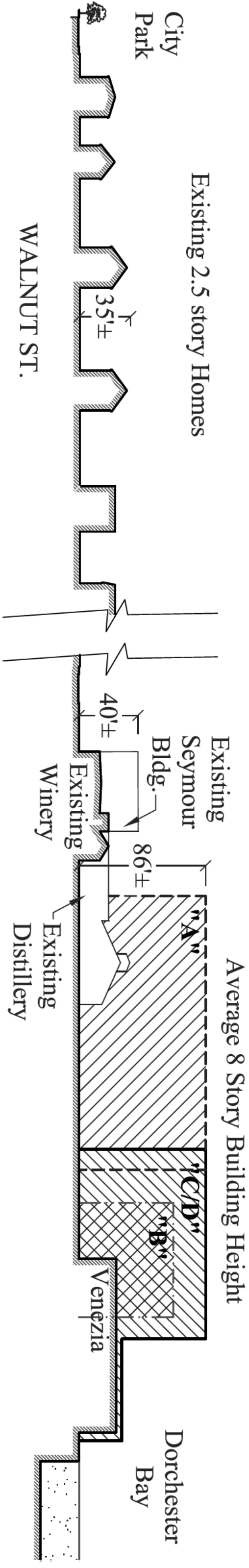
Your history of Dorchester Shores is enclosed. Please do not advertise your receipt of this report, because we are now unable to offer any more copies.

Planning Office
MDC

VIEW OF SCALE DIFFERENCE BETWEEN NEIGHBORHOOD AND PROPOSED DEVELOPMENT



Long View Depicting Scale of Streetscape-
Park to Dorchester Bay
Scale: NTS



Expanded View- Depicting Scale of Streetscape-
Park to Dorchester Bay

Scale: 1"= 1/64"

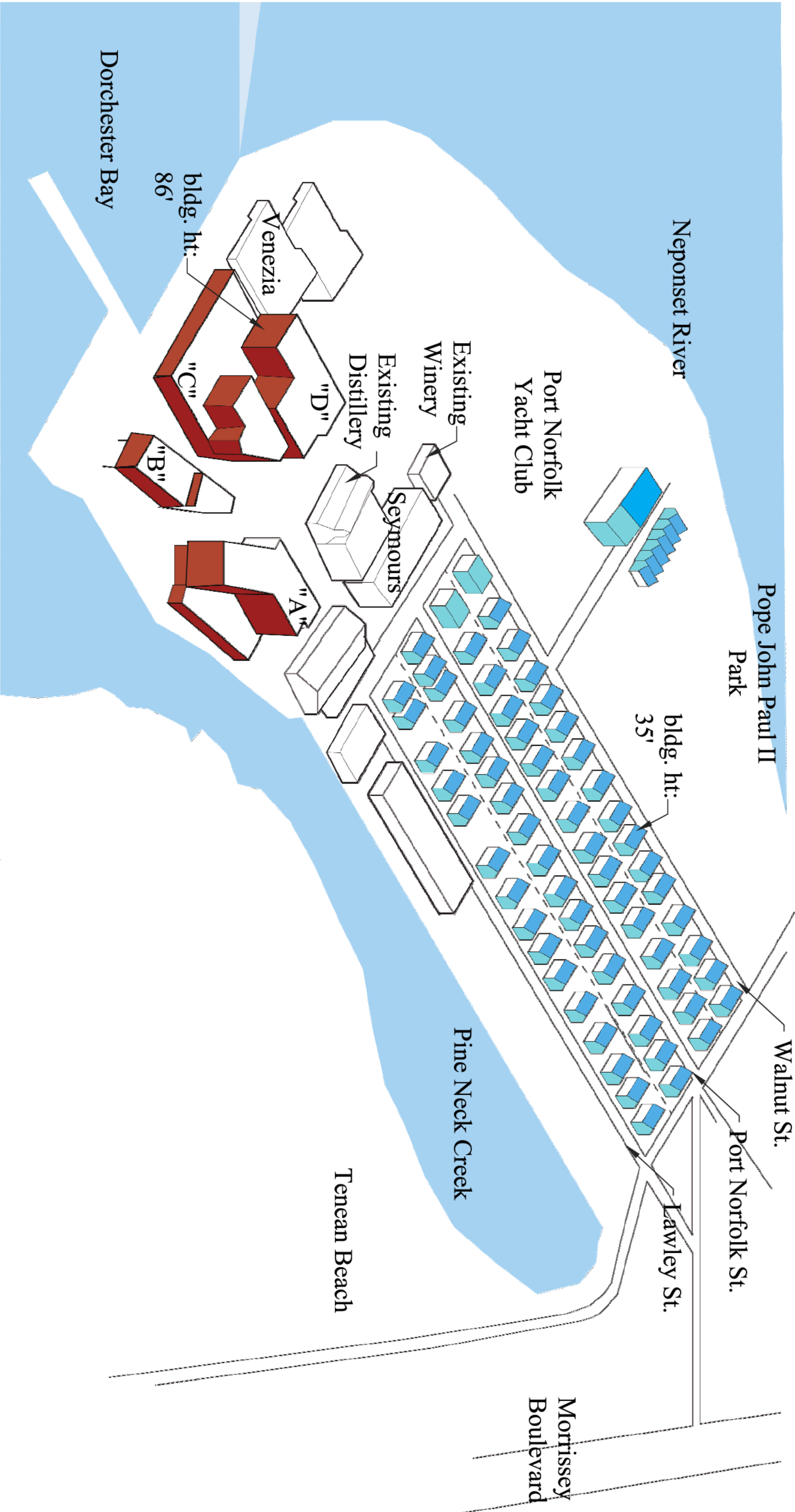
FOR ILLUSTRATION PURPOSES ONLY.

KEY: PROPOSED BUILDINGS

BUILDING A

BUILDING B

BUILDING C /D



KEY:

- Blue- Residential Houses
- White- Industrial Building
- Red- Proposed Buildings

FOR ILLUSTRATION PURPOSES ONLY.

PRODUCED BY EDWARD ROCHE AIA
Daniel Roche and Gavin Driscoll
FTR V 21ST 2017

***D**eepest within Boston Harbor, Charlestown Navy Yard was birthplace, repair center, outfitting base, and port of refuge for thousands of U.S. naval vessels. This is the story of the yard, the ships it served, and the people who kept them seaworthy.*





The Yard Today

The yard offers the visitor a captivating glimpse into the activities that for nearly two centuries supported the United States Navy. Here on the home front, thousands of civilian workers and navy personnel built, repaired, and supplied warships from the majestic sailing vessels of the early 19th century to the powerful steel navy of the 20th century. In 1974, the year of its closing, 30 acres of the historic yard were set aside for the National Park Service as a living museum of the Navy's activities here. The remaining 100 acres continue to be developed as part of the revitalization of Boston's waterfront.

Nineteenth-century buildings, docks, and piers reflect the yard's 174-year history. The commandant's 1805 hilltop mansion overlooked the activities below.

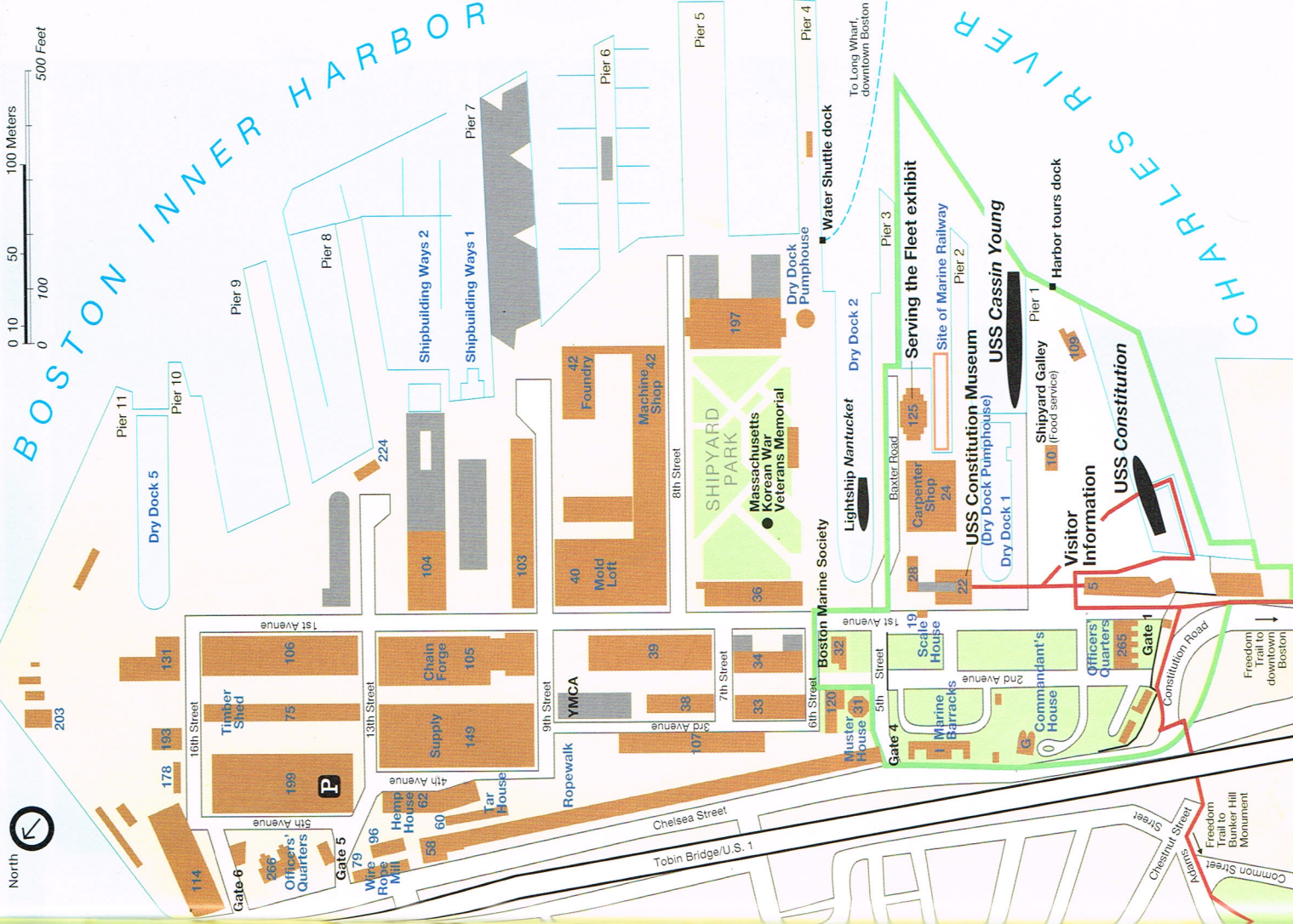
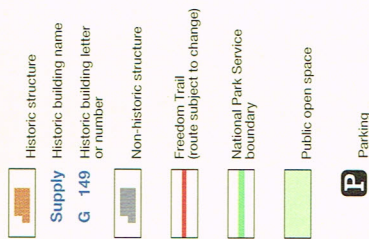
Within view are Dry Dock 1, used by U.S.S. *Constitution* as early as 1833 and as late as 1995, the 1842 Carpenter Shop, the 1852 Pitch House (Building 10) for caulking wooden vessels, the 1833 Officers' Quarters, the 1813 Navy Stores (Building 5), and the 1811 Marine Barracks.

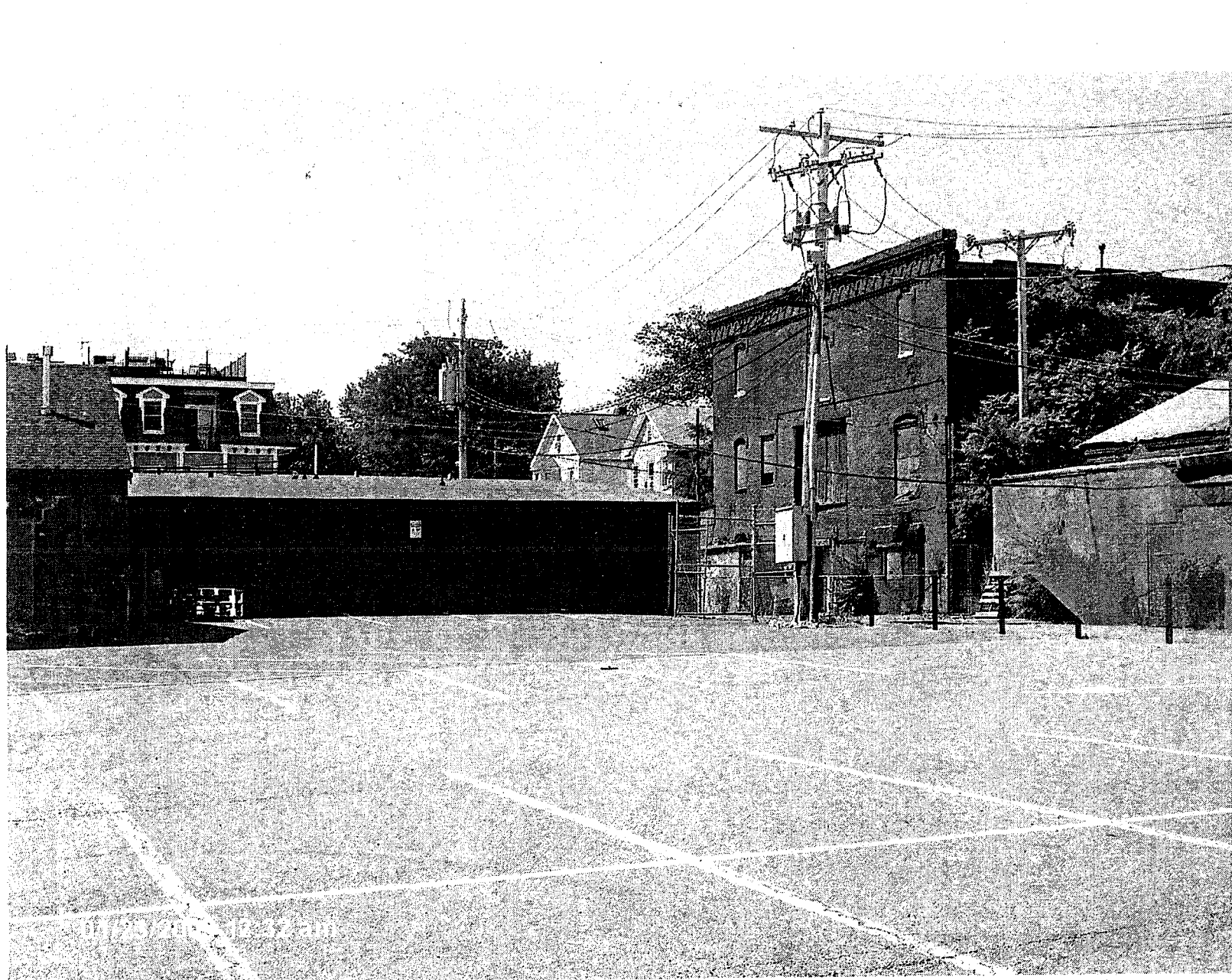
Two venerable warships, the 1797 frigate U.S.S. *Constitution* and the powerful 1943 destroyer, U.S.S. *Cassin Young*, float alongside the working piers, illustrating the changing United States Navy.

Both the *Constitution*, an active duty Navy warship, and *Cassin Young*, maintained by National Park Service rangers and volunteers, offer free tours daily.

A National Park Service exhibit, "Serving the Fleet," and tours of the yard (above right) provide visitors with opportunities to explore the history of the site. The USS *Constitution* Museum offers a rich collection of artifacts, paintings, and models relating to the history of "Old Ironsides." The museum, located inside the Dry Dock 1 Pumphouse, is open daily to visitors.

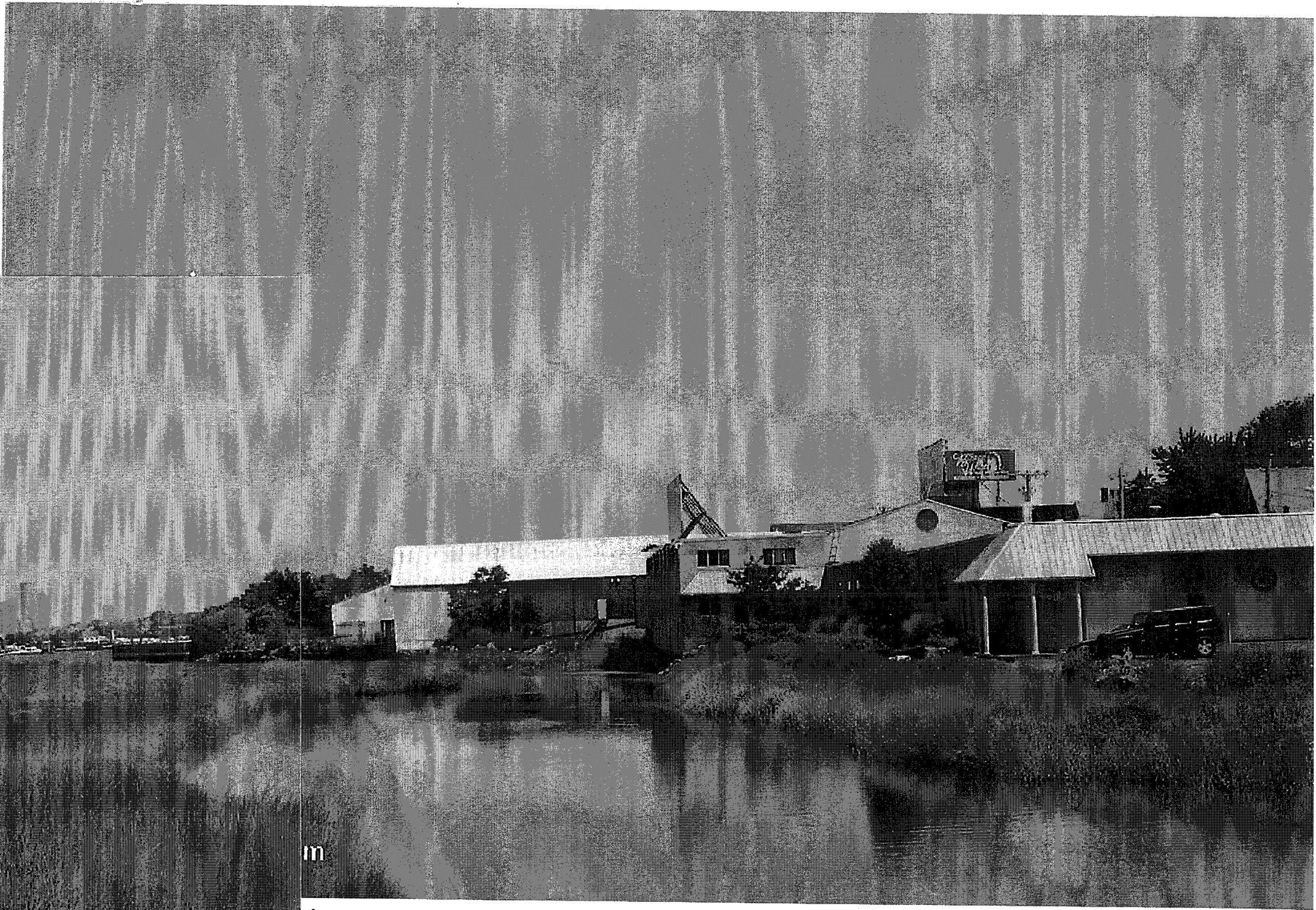
Preceding pages: U.S.S. *Cassin Young* at Pier 1.





01/23/2005 12:33 am

01/23/2005 12:32 am



m

September 19, 2017

Brian Golden

Director

Boston Planning & Development Agency

City Hall, 9th Floor

One City Hall Square

Boston, Ma 02201

BRA

'17 SEP 28 AM 9:34:30

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

Name: PETER FOLGER
Address: 134 WALNUT ST.
Email: BOSTON MA. 02122

September 19, 2017

Brian Golden

Director

Boston Planning & Development Agency

City Hall, 9th Floor

One City Hall Square

Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

*The proposed project is way too big
and nothing but a headache to the residents.*

Debra Frederico

Name:

Address: 55 Port Norfolk St

Email: DOR. MA. 02122

September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

*This project will create a major traffic problem
to people trying to get in and out of the neighborhood
not to mention trying to get into my own driveway.*

Bernadette Griffin

Name: *Bernadette Griffin*

Address: *55 Port Norfolk St. Apt I*

Email:



Tim Czerwienski <tim.czerwienski@boston.gov>

24 Ericsson Street Project

Barbara heiss [REDACTED]

Tue, Oct 3, 2017 at 8:04 PM

To: Tim.Czerwienski@boston.gov

Dear Tim:

As a resident of the Port Norfolk neighborhood for over 14 years, I've become quite fond of my adopted community here and cherish the peaceful residential area I now call home. I have attended several neighborhood meetings to learn more about the proposed project, and while I am not adverse to new construction, I feel the current proposal is not in the best interests of the Port Norfolk neighborhood. The size of the project is too large, the proposed structures too tall, but most of all the burden of the additional traffic would severely impact and destroy the residential area. Currently we must pull aside or stop going down a side street altogether to make way for oncoming cars because many people have to park in the streets themselves. Large vehicles give one no choice - imagine the stress all the additional vehicles will add to the mix if the proposal goes through as designed -IMPOSSIBLE!

When there is significant snow, there is only ONE lane, huge snow piles, and very little room to maneuver -tough enough with the current number of vehicles without adding a hundred or more! If there was an emergency requiring either a fire truck or ambulance they would have a real challenge trying to get to the crisis with the CURRENT traffic flow -again a large project of this size would impede public safety ten times - it makes no sense. There is no mitigation that could be acceptable with a project of this size.. The impact to the residential neighborhood, not to mention the environment and the roadways would be prohibitive. Come back with a considerably smaller footprint and we may be willing to consider some changes that would be more in keeping with the historical character of the Port. Better still, what we could really use is a comprehensive master plan for the Port BEFORE oversized projects like this one end up on our doorstep. Thank you,

Barbara Heiss

Sent from my iPad

September 19, 2017

Brian Golden

Director

Boston Planning & Development Agency

City Hall, 9th Floor

One City Hall Square

Boston, Ma 02201

BRA
'17 SEP 28 AM 9:34:02

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. These include problems concerning traffic, sewage, height, density, use, dredging, and the wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Port Norfolk Waterfront Service Zoning Code and the Port Norfolk BRA Plan.

Name

Patricia Keenan

Signature



Address

87 Walnut St #3

E-Mail



September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

Port Norfolk is a very special neighborhood. I have lived here for over 54 years. I do not want to see the quaintness of this neighborhood ruined. The quality of life here is important to maintain here.

Mary Kelly Harrington

Name:

Address: 12 Port Norfolk St

Email: [REDACTED]

Frank Kodzis
157 Walnut Street
Dorchester, MA 02122

September 27, 2017

Hon. Brian Golden, Executive Director Boston Planning and Development Authority
1 Solley Square
Boston City Hall
Boston, MA 02114

Subject: Opposition to development by the CPC Ericsson Street LLC; Neponset Wharf

Dear Director Golden,

I have been a resident of Port Norfolk since 1960, 57 years in the neighborhood. It is a great neighborhood to grow up in and raise a family. It is a highly desirable place to live knowing it has the lowest crime in the entire city and families help one another. The Neponset Wharf project will destroy a whole community with its size and complexity. The uniqueness of the area and the isolation from the rest of Neponset is like no other in the city. There are only two access roads in and out and both are difficult to if not dangerous to mitigate at rush hour. In the core of the neighborhood there are three main streets leading to the propose development. These streets are narrow by design with parking allowed on one side thus allowing one vehicle to transverse at a time. The situation at present is horrible for the residents as they must maneuver and weave their way down the streets to their homes. The safety of children is of the highest concern as they cross to street and play nearby. When the Venezia Restaurant has a function you could wait up to 5 minutes for their traffic to exit the street before you could proceed down. The developers are estimating an increase of traffic of approximately 1750 vehicles per day. This would be compounded to the restaurant function traffic. More importantly it would be 24 hours a day. This is a serious public safety flaw that needs to be address.

The critical response of Fire, EMS and Police to render assistance appropriately is time. The quicker the units can respond the quicker the resolution of the emergency will end in a good way. The realistic scenario would be that a fire or medical response is needed in any of the streets leading down to the development or worse into the development. Vehicles traveling up the street would prevent the emergency apparatus traveling down. Thus a loss of time, multiplied if many vehicles were traveling up the street. We have lost one member of our neighborhood because of a delay response of an ambulance. It was directly related to the access into the neighborhood. One life is too many and there will be more if the size of this project allowed to move forward. I can attest to this situation not only because I have seen and experience this situation over 57 years in the neighborhood but as a professional.

I am a retired Deputy Fire Chief in Boston, Fire Marshal for the city for 5years. It was my function as Fire Marshal to review street plans, recommend and give expert testimony of the hazards and remediate the solutions. I have also served on a number of state fire prevention boards that had to deal with this type of situation. I have work in the most difficult sections of the city to navigate apparatus, Beacon Hill, Charlestown and the North End. My professional understanding comes from actual emergency responses to situations such that would happen in Port Norfolk. I cannot overstate the seriousness of the delayed response. It is imperative that the traffic needs to be resolved before any further project development goes forward. Lives are at risk. Responsible planning is the key. My biggest fear as Fire Marshal was wondering when I went home at night, did I make the right decision today or did I put someone in harm's way. Knowing I did my best to protect the residences and citizens of Boston was my mission. It helped me sleep just a little bit better.

I am against the development of any high rises in project (two 85ft). It is out of character with the neighborhood in addition to blocking views of the harbor. I am absolutely against a hotel in the project. This would create a 24 hour business. It does not belong in a residential neighborhood. The 175 condo units far out exceed the land building ratio. There are only 185 homes in the Port Norfolk. The developer wants 175 condos on only 10% of the land of the area of Port Norfolk. All these items are clearly out of the scope of the 1990 rezoning plan (IPOD). There are problems with water and sewer in Port Norfolk now. The developer has not addressed how their project will affect the neighborhood system. I have attended all the community meeting and the developer has never asked for input from the community; what and how should the project be built. They are seeking variances and I would think it would be crucial before putting a plan forth that the affected residences input would be sought. They had a choice to purchase or not to purchase the property. Their problems should not be the community problem, they had a choice. Please do not allow them to destroy our neighborhood, our community, away of life.

Respectfully Submitted

Frank Kodzis



Tim Czerwienski <tim.czerwienski@boston.gov>

24 ericsson street

Irene Lannon [REDACTED]

Sun, Sep 24, 2017 at 6:26 AM

To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Dear Mr. Czerwienski,

As a resident of the Port Norfolk neighborhood in Dorchester, I am writing to voice my opposition to the Neponset Wharf Project as currently proposed by City Point Realty.

I have become aware of many issues regarding the Port Norfolk neighborhood, established regional plans, and particularly, the environment.

The project will create significant problems with: traffic-drastically changing the tempo, increase already existing sewerage issues, height violations, congestion/density/use, and proposed dredging effects on wildlife.

My sense from the developers is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

Port Norfolk is not South Boston.

Thank you,

Irene Lannon
94 Walnut Street



Tim Czerwienski <tim.czerwienski@boston.gov>

24 ericsson street

Irene Lannon

Sat, Sep 30, 2017 at 2:34 PM

To: Tim Czerwienski <tim.czerwienski@boston.gov>

Hi Tim,

I would like to add comments on another issue related to this project.

At Thursday's meeting Frank Kodzis spoke of something dear to my heart: accessibility of emergency equipment.

I bought my property in Port Norfolk two years ago after being displaced by a 1:30am fire in the condo building I was living in in South Boston. Fortunately there was only property loss.

Shortly after moving to the Port I was home and heard fire engines approaching close by. I went onto my front porch to see where they were heading. They were turning onto Walnut Street and to my amazement they could not pass. I watched the firemen get off the trucks and WALK carrying their equipment to get past cars parked on the sidewalk that were blocking their access. I believe the incident was a medical call and not a fire, but being a nurse I know the importance even a few seconds can make in saving lives.

I reported this incident to the Boston Police and they sent out notifications re: parking on the sidewalk but neighbors continue to park on sidewalks.

My point here is we are ALREADY compromised in terms of safety and access for emergency vehicles. Adding any more traffic or congestion to this area severely impacts our safety.

Thank you, Irene Lannon

[Quoted text hidden]



Tim Czerwienski <tim.czerwienski@boston.gov>

COMMENT LETTER (I just saw I typed email address incorrectly yesterday, please add to your comment letter collection, if you still can)

Maloney, Lauren E [REDACTED]
To: "tim.czerwienski@boston.gov" <tim.czerwienski@boston.gov>

Mon, Oct 2, 2017 at 5 31 PM

Boston Planning & Development Agency

Attn: Tim Czerwienski
One City Hall, Ninth Floor
Boston, Massachusetts 02201

To Whom it May Concern,

This letter is in response to the PNF filed by City Point Capital for [24 Ericsson St \(Neponset Wharf\)](#). I am strongly opposed to many components of the Neponset Wharf project. I understand the need for an increase of housing units in the city of Boston, but I also believe this should happen through careful, proper planning. The size and location of the site are not appropriate for such a large development and the developer is willing to sacrifice the quality of an entire neighborhood to accommodate the project, which is quite telling. This development team is blatantly disregarding rules, laws and codes that have been put in place to avoid such overdevelopment. This site sits on an Area of Critical Environmental Concern, this designation should be taken into consideration with every step of the planning process. This particular site is limited to marine-dependent business with residential as a conditional-use. Reasonably, a marina and residential units should be built on the site. Port Norfolk does not need a hotel; as described by the development team, the hotel would patronized by individuals using the marina. Why anyone would take his /her boat to a hotel, is totally beyond me, you'd just stay on your boat. Port Norfolk does not need another restaurant/bar. At a meeting with the development team; attendees were handed a list of over 30 amenities with instructions to rate amenities by what you'd like to see in the development, it was quite insulting. The neighbors in Port Norfolk do not need or want any amenities, we have plenty of open space. Providing access to the waterfront is more than enough for the Dorchester residents, Port Norfolk should NOT be made into a destination. Logistically, the neighborhood would not be able to handle a drastic increase in traffic. Neponset wharf would double daily traffic in the neighborhood. There are only 2 ways in and out, Port Norfolk streets received a failing grade when a traffic study over 20 years ago, nothing has changed since then, except traffic has increased. Please consider requesting the development team make significant changes (downscaling) this project, utilizing the Port Norfolk Development Plan as a guide.

Sincerely,

Lauren Maloney

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The information in this e-mail is intended only for the person to whom it is addressed. If you believe this e-mail was sent to you in error and the e-mail

10/6/2017 City of Boston Mail - COMMENT LETTER (I just saw I typed email address incorrectly yesterday, please add to your comment letter collection, if...

contains patient information, please contact the Partners Compliance HelpLine at <http://www.partners.org/complianceline> . If the e-mail was sent to you in error but does not contain patient information, please contact the sender and properly dispose of the e-mail.

October 1, 2017

Brian Golden, Director
Boston Planning & Development Agency
9th Floor Boston City Hall
One City Square
Boston, MA 02201

Re: 24 Ericsson Street, Dorchester

Dear Director Golden:

I am opposed to the proposed development, for 24 Ericsson Street, Dorchester. The current proposal is extremely excessive and is contrary to the Port Norfolk IPOD/BRA plan.

My major concerns are traffic impacts and the scale of project as proposed – especially height & density.

In my opinion, the development as proposed is an attempt to put twenty-five pounds of potatoes into a three-pound bag.

Thank you for your attention to this most serious neighborhood concern.

Sincerely,

Joseph P. McDermott
158 Walnut Street
unit 2 rear
Dorchester, MA 02122

[REDACTED]

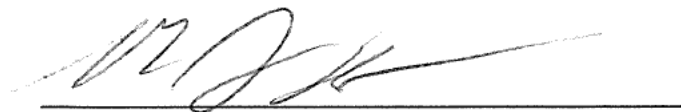
September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

Any increase in traffic and population, in a small congested area such as the port is only asking for a greater burden for the residents of this neighborhood.



Name: *Michael Korman*

Address: *119 Walnut St*

Email: [REDACTED]

September 19, 2017

Maria Lyons
176 Walnut Street
Dorchester, Ma 02122

Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

This letter is in response to the proposed Plan for the Neponset Wharf Project by City Point Capital. I am an IAG Member for the Neponset Wharf Project and I am strongly opposed to the Neponset Wharf Project. I have been a science teacher for 37 years with a Biology Degree from Boston University and have lived in Dorchester my entire life, the last 36 years in Port Norfolk. I am an active member of the Neponset Greenway Council and the Neponset Watershed Association and serve as the Environmental Chairperson for the Port Norfolk Civic Association. I have enjoyed working with the DCR on projects along the Neponset River especially the completion of the Joseph P. Finnegan Park at Port Norfolk. I believe that I am someone, along with many neighbors, who knows the area well and I am a strong supporter of the Neponset River ACEC. For these reasons, my comments are lengthy, but necessary.

Below is a summary of impacts to the Port Norfolk neighborhood, to the Neponset River Area of Critical Environmental Concern and the Dorchester Waterfront. The Plan for the Neponset Wharf Project is extremely deficient of information and misleading. The responses to the questions about possible impacts only refers to the actual site of the project and there is no regard to the surrounding neighborhoods or the ACEC. They are ignoring much of the Massachusetts Wetlands Act, River Act and ACEC Regulations especially in regards to sensitive environmental areas surrounding the site. The Plan also has no regard for the BRA Plan for Port Norfolk or the Port Norfolk Waterfront Service Zoning Code and is ignoring the character and history of the Port Norfolk neighborhood. Many times I have read criticisms of the term "character of the neighborhood" as being vague and useless. The Port Norfolk, historic seaside, Neponset River ACEC Character is real, unique to the city and needs to be protected and preserved by the BPDA. The plan shows little respect for the ACEC environment or the Port Norfolk Neighbors.

In Regards To...

Size, Scope and Use - Project will overwhelm the Port Norfolk Neighborhood and Dorchester Waterfront. Port Norfolk peninsula is all at one level, 2-3 stories and trees. An 86 ft. high project will

stick up like a sore thumb, negatively changing the Dorchester Waterfront views from the hills of Dorchester and from the water looking in. If you ride around U Mass, Boston, and look towards Port Norfolk and Neponset you will see a few small building but mostly a neighborhood of trees, wildlife and the beautiful Blue Hills in the background. Travelling along Rte. 93 in the Port Norfolk area offers the best views of Dorchester Bay and Boston Harbor along this highway. A massive building project in Port Norfolk will destroy these unique, historic views. The project will destroy the character of the Port Norfolk Neighborhood. 150 condos and 25 room hotel will double population of entire Port Norfolk neighborhood. Restaurant, 75 boat marina, retail and other planned structures will change the character from quiet seaside neighborhood to an overhyped destination. The developers themselves stated that they wanted to make this a huge destination at the very first meeting with Port Norfolk neighbors. There will be nothing to stop them from filing for liquor and entertainment licenses after project is built. The end of the Port Norfolk Peninsula, already is vibrant enough with a large restaurant, 4 function rooms, and 4 bars. We already are negatively affected by the amount of incoming traffic, speeding in our streets and patrons who been drinking exiting. Doubling the existing population will strain infrastructure and utilities. Proposed projects will harm Neponset River Area of Critical Environmental Concern (ACEC) during construction and after.

Design – Large box designs of steel are incompatible with historic Port Norfolk Neighborhood homes and buildings and natural ACEC area. Any reflective surfaces across from Tenean Beach will reflect the afternoon sunlight directly into the eyes of the public trying to enjoy beach. We are not a Downtown Seaport Waterfront. We are a small neighborhood within a critical environment. Port Norfolk is a very special place and needs to have special considerations by the BPDA. The Boston Design Commission has directed City Point Planners to listen to the neighborhood and to respect the story of Port Norfolk.

Traffic and Parking- Port Norfolk is a small peninsula. Adding 1,500 cars a day through small neighborhood streets is unacceptable, only way in and out is through Morrissey Boulevard, already difficult to access. There is no plan offered because there is no possible solution. Ideas such as ride sharing in a rich condo development and ferries in a shallow river are not reasonable. Plan only providing 185 parking spots. 150+75+25+Restaurant+visitors+workers does not add up to 185. The plan does not add in cars from marina, 75 boats, or visitors. The overflow parking from the site will compete for already scarce, neighborhood spaces with the local residents. 1,500 cars a day in and out will add air pollution to the area.

Height, Sky Dome, and Shade – Plan only addresses sky dome from Erikson Street. Two 86ft high buildings and other massive buildings, will block view of sky dome and ocean from Tenean Beach, Rte. 93, Dorchester Neighborhoods, Venezia Harborwalk and block ocean breeze onto Tenean Beach and into the neighborhood. The beautiful views of sunrises and sunsets across the end of the Port Norfolk Peninsula will be blocked. A visit to Marina Bay shows the results of blocking the sun and sky. With the addition of their most recent building project, the public boardwalk is now in shade by mid-afternoon and the view of the sunset is gone. Large buildings in Port Norfolk will block birds moving back and forth to feed and nest between Squantum point Park and Pine Neck Creek and flights by Migratory Birds. Project will add shade to Pine Neck Creek and Tenean Beach, changing temperature of water, impacting wildlife and enjoyment by humans. The residents of Port Norfolk witness the wildlife and birds all the time and respect the ACEC. The developers do not.

Sewage – A 1,245 to 27,956 Gallons/day increase to an old, already problematic sewer system will cause more backup into homes. Most of Port Norfolk is a flat sea level peninsula, hampering flow. Who will pay for clean-up, new sewer system and individual hookups to homes if current system breaks down?

Dredging and Larger Marina - They have not found a previous dredging permit. What will be maintenance - what will be improvement? How will determination be made if no permit record is found? Improvement dredging in an ACEC is forbidden. Port Norfolk Yacht Club members believe it has been approximately 30 years since last dredging. Much of the site has refilled with PCB contaminated mud up to the level of land in Pine Neck Creek. The surrounding area is now an ACEC and has changed back into a natural area considerably. This need to be taken into consideration. Resuming large amount of dredging in a now ACEC area will impact the adjoining shellfish beds at Buckley's Bar (off of Squantum Point Park), mudflats, marshes, Tenean Beach, Victory Road Park and the wildlife that feeds and nests there by covering them with mud and releasing PCBs into the water. There is no completely safe way to dredge contaminated mud. Deep dredging across from Tenean Beach could cause erosion of beach, creek, and harm marsh by changing current patterns and wave actions. More boats means more pollution such as from oil, gasoline, wastes leaks. Presently there is only about 15-20 boats on site. New private wharfs in an ACEC are forbidden. Are the proposed wharfs considered replacement or improvement? Plan seems to be proposing much larger docks than those that are currently at the site.

Fence Removal from dock in water across from Tenean Beach – Removing the fence could cause increased wave action that could cause erosion of Tenean Beach. Professional evaluation of existing conditions and modeling of proposed changes must be required.

Runoff from Property – The Plan states that runoff will be reduced due to more of the site being unpaved. The Plan does not take into account that adding cars, trucks, boats and dogs to the site will increase the pollutants in the runoff water into an ACEC area. Also, the Planers have no knowledge of the weather conditions in the area. When there is a heavy storm in Port Norfolk, the wind is most often coming from the Northeast. The precipitation, rain or snow, comes sideways down our streets, not straight down to the ground. Large building along the edge of Port Norfolk will catch the rain and snow and build up at the site. This will increase the runoff from the site.

Bridge – Building a bridge across Pine Neck Creek will destroy marshes at Pine Neck Creek, ACEC, and would facilitate the use of Tenean Beach parking as ancillary parking for a private development. Visitors to Neponset Wharf, marina, restaurant patrons will take up spaces of the public using the beach, playground, courts and Neponset Greenway. The scenic view from the end of Pine Neck Creek, along the Neponset Greenway Trail, to downtown Boston, is also a popular artists' spot that would be blocked by a bridge. The bridge to Tenean would cut off only a minute of travel around Pine Neck Creek. Not worth the environmental problems it will cause. A better plan would have the Harborwalk extend all the way from Venezia to Tenean along the edge of the waterfront.

Biking and Walking– The Plan seems to be proposing the idea that the project will somehow promote the use of bicycles and walking in the area. The Neponset Greenway Trail goes through the neighborhood via Taylor, to Water, to Conley Street. It connects Joseph Finnegan Park to Tenean Beach. Adding 1,500 cars a day will make riding through the area considerably more dangerous, especially at the ends of the streets going down to the project along Water Street. Walking in and out of the site will be through narrow openings where there is little or no room for sidewalks causing unsafe walking conditions.

Open space, Public view - The developer's report on open space and view is misleading. They say they are providing 2 acres of open space but much of public open space is unusable, under buildings or alongside buildings. It is not clear if they are also counting streets and sidewalks. 40% of Port Norfolk already is open space. We value open space, but the open space offered is questionable and does not compensate for the height and size of the buildings that will diminish the quality of the open space we already have. The best view, next to Venezia, is reserved for private use. The plan is for a flat roof boat storage building, attached to a non-water dependent use building. This could easily be changed into an inappropriate, private, loud, open air bar/ entertainment spot after it is built. The music from an open air bar in Marina Bay used to travel into Port Norfolk, Neponset and all the way over to South Boston, disturbing residents and wildlife. The offered public view is of the Xway and LNG tank and they would be destroying the public view from Tenean Beach, Rte. 93, Dorchester Hills, Victory Road Park and Dorchester Bay. A small additional space and degraded view does not justify the harmful impacts of this project. Their Plan, construed to obtain a Chap 91 license is disingenuous.

Construction – Noise and vibrations due to construction of a large project and trucks going by will impact neighborhood and ACEC wildlife. Will pile drivers be needed? There is a substantial threat that construction could cause damage to historic homes and buildings, old streets that are sinking, and water and sewer pipes especially since much of Port Norfolk is on filled land, known to increase impact of vibrations. Noise will scare away birds in ACEC, nesting and feeding near site. Noise will disturb neighbors in Port Norfolk and Neponset.

Hazardous Wastes - The Plan states that they have found hazardous wastes on the site but it does not elaborate sufficiently on where, amount or type. Will they be removing hazardous wastes? If so what is the procedure and how will they protect the ACEC environment and the neighborhood from contamination. Have they tested entire site for Hazardous wastes?

Public Amenities – The offered public amenities are redundant in the area, inappropriate for area, or harmful to ACEC and neighborhood, and will increase traffic even more with no parking. They are being offered to obtain licenses with no thought of need or workability. Do not justify negative impacts regarding Chapter 91 Laws, Wetlands Act, neighborhood zoning or ACEC. Neighborhood and greater Dorchester does not need them!

Kayak launch – Will launch into a mudflat area, no water large parts of each day with tides.

Public will have to pay for kayak storage.

A more useful and appropriate Kayak launch already exist in nearby Neponset 2 Park.

Fishing - Fish in Neponset River have high levels of PCBs, should not be eaten.

Fishing Pier already exists next to Joseph Finnegan Port Norfolk Park.

Fishing gear, lines, and hooks could entangle birds and children, wash up on Beach and marshes.

Beach Sand area - Tenean Beach is right across Pine Neck Creek from project. If they remove seawall to create a beach the project site will easily flood.

Playground and courts – Large playground, basketball and tennis courts are at Tenean Beach.

Dog Park – Adding a dog park beside Tenean beach will increase bacteria level at Tenean Beach beyond the unacceptable current levels. This should not be allowed.

Fire Safety- There are concerns about fire safety. Entrances into and through Port Norfolk are already difficult. Entrances into this site are narrow and multi- angled. Will large fire equipment be able to reach all sides of the buildings proposed on the site? How many fire Vehicles can even fit down the streets of Port Norfolk and into the site. If the parking lots at Venezia, the Winery and the Boston Distillery are filled and overflowing, the usual case, the situation becomes even more dangerous.

Waterfront Development/Marina- The Neponset Wharf Plan proposes to retain the marina at the site. However, they only seem to be providing for docking and storage. This site is one of the few sites left in Boston Harbor where there is a full marina capable of boat sales, service and repairs. It is not an underutilized property. The unused space is necessary to move large boats. Large buildings on the site will hamper the movement of boats in and out of the water, diminishing the use of the property as a working marina. A full working marina should be preserved.

Boston Zoning Code and Port Norfolk BRA Report– Project ignores Dorchester Port Norfolk Neighborhood Waterfront Service District Zoning- max height 35FT, no hotel, no restaurant, no retail. Housing is conditional but refers back to Port Norfolk Neighborhood Zoning which is 5,000 sq. ft. lots, single family. The BRA and the Port Norfolk Neighborhood worked together for many years to develop the Port Norfolk Plan and Zoning. Nothing has changed, they should not be ignored. Allowing this project will set a bad precedent for entire Dorchester Waterfront. Many years ago, Dorchester lost its waterfront when the train tracks and Rte. 93 were built. The DCR has been working for many years to restore the Dorchester Waterfront. With the designation of the Neponset River ACEC and the creations of parks, they have been quite successful. This project would be the beginning of creating a wall of condos between Dorchester and its waterfront. The Dorchester Waterfront Zoning Code and the BRA Plan for Port Norfolk is meant to protect Dorchester from projects such as the Neponset Wharf. Project needs to be cut down. They should be offering a much smaller project in size, height and density or none at all, and keep it a complete working marina. No hotel, restaurant or retail allowed.

Plan is inconsistent with ACEC Management Plan- The Neponset Wharf Plan states that it is consistent with the Management Plan for the Neponset River ACEC. They have taken one idea, that the site remain a waterfront use area. They ignore the rest of the Management Plan. There is no proposal in the ACEC for building large buildings, excessive dredging or oversized wharfs. All Massachusetts Wetlands and River Acts need to be respected to the highest level. Harming wetlands by contamination, covering with mud, changing flow and tidal patterns, possible erosion, noise, shading, blocking of bird flight paths is not respecting these laws. The ACEC Management Plan also states that if there is a proposal at the site, that it should be consistent with the Local Zoning and character of the neighborhood. Clearly this plan does not abide by these directives. The very idea of this project goes against the spirit and intent of the ACED designation.

Plan is inconsistent with Imagine Boston 2030 – The Neponset Wharf Plan states that its proposal is consistent with the Imagine Boston 2030 Plan. First of all, the Imagine Boston 2030 Plan is not a legal document. It is a vision that some people have for the city. The Imagine Boston 2030 Plan has no mention of the Port Norfolk neighborhood. We are not designated as an area for future, possible development. We are not a Transit-Oriented Neighborhood. In fact we have very poor public service, an infrequent bus line that brings you backwards to the T, not towards Boston. The imagine Boston 2030 states that any development be consistent and respectful of the character of the neighborhood in which it is proposed. We are not a downtown waterfront. The Neponset Wharf Project will be a drastic,

negative change to the look and quality of life within the Port Norfolk Neighborhood and detrimental to the ACEC and to the Dorchester Waterfront.

Economic Injustice – Tenean Beach is the Poor Man’s Beach. It would not be right if rich people get to sit in their condos and enjoy their view while the public at Tenean Beach, Dorchester neighborhoods and travelers on Rte. 93 have to look at 86ft high monstrous buildings. The quality of the experience when using Tenean Beach, the Neponset Greenway, Victory Road Park, and Dorchester Bay will be diminished.

Environmental Injustice - The designation of an area as an ACEC raises it to the highest standards of protection from any project in or around it. The ACEC mandate for all private and public agencies is to “Do No Harm”. The Neponset Wharf sits directly in the Neponset River ACEC. The BPDA needs to recognize the uniqueness of the area and its high need for protection.

In the Neponset River ACEC the designation is working. Much of the area is returning to the natural marshes, mudflats, shellfish, and buffer zones needed for the health of the Boston Harbor and the ocean wildlife. Some of the bird observations from this summer have included egrets, great blue herons, night herons, bitterns, cormorants, swans, swallows, red wing blackbirds, and various ducks, gulls and sandpipers. This should not be jeopardized! The area must be protected for the sake of the environment and its wildlife and for the children of Dorchester to experience and learn about valuable estuary ecology. The quality of our existing parks and recreation areas should not be diminished.

Once again, we are not a downtown waterfront district, the Seaport or Marina Bay. We are a small, unique, historically planned, seaside neighborhood within an Area of Critical Environmental Concern. The BPDA might want to read a report from the Boston Landmarks Commission on Port Norfolk.

<http://www.dorchesteratheneum.org/page.php?id=636>

We deserve special considerations for protection and preservation from the BPDA concerning any proposal in Port Norfolk, the Neponset River ACEC or anywhere along the Dorchester Waterfront.

Thank you for taking the time to read these comments

Sincerely,

Maria Lyons

Port Norfolk Civic Association
Environmental Chairperson
Neponset Greenway Council Member
Neponset Watershed Association Member

September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

As a resident of the Port Norfolk neighborhood in Dorchester, I am strongly opposed to the Neponset Wharf Project as proposed by City Point Realty. There are multiple issues regarding the Port Norfolk neighborhood, regional planning and the environment. The project creates problems with traffic, sewage, height, density, use, proposed dredging, and the potential effect on wildlife. There is an overall disregard for the character of the Port Norfolk neighborhood, the Neponset River ACEC, the Dorchester Waterfront, the Zoning Code provisions for the Port Norfolk Waterfront Service District, and the Port Norfolk BRA Plan.

I oppose the project. It will be a decrease to the nice neighborhood we have. I lived here since 1960. My husband was born here.

Jeda Kaled

Name:

Address:

Email:

*1477 Walnut St
Dorchester, Mass 02122*

September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

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I oppose the project. It will be a decrease to the nice neighborhood we now have. I lived here since 1960. My husband was born here.



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This project will ruin the lives of the residents and character of the neighborhood



Name: Charles Hardington

Address: 55 Port Norfolk St.

Email: 

September 19, 2017
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Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

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Definitely overbuilding area & too small



Name:

Address:

Email:

September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

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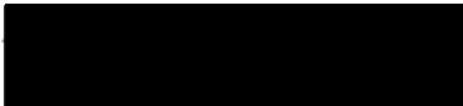
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*This project will have a total negative effect
on this neighborhood!*

Res Goodwill

Name: ROBERT GOODWILL

Address: 169 WALNUT ST #3

Email: 

September 19, 2017
Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

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I am sure this plan would devastate my area.

Ben Temple

Name:

Address:

172 Walnut St. (63 yrs)

Email:

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Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

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*We don't need a hotel we already have three within
one mile. The project is too Big*

Halima Konko

Name:

Address: 19 PORT NORFOLK ST

Email: [REDACTED] [REDACTED] [REDACTED] [REDACTED]

September 19, 2017

Brian Golden

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City Hall, 9th Floor

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*The project is way too big. We don't need another hotel
theres three hotels in one mile.*


Name: Linda Kornman
Address: 118 Walnut St.
Email: 

September 21, 2017

Matthew A. Beaton
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston MA 02114

Dear Secretary Beaton:

As a member of the Port Norfolk neighborhood in Dorchester for more than twenty years, it is extremely disheartening to me that we are still discussing the monstrous project known by the developers as the Neponset Wharf Project at 24 Ericson Street. This neighborhood is very small, a peninsula completely surrounded by water. There are only three streets, and we are already over-run by cars, trucks, and other vehicles, people, and noise. The antiquated water and sewer systems are long since overburdened, and it is now impossible to get in or out of the small neighborhood by car. In fact, we lost one of our neighbors to fire when the emergency vehicles could not get in. The detrimental impacts to wildlife and the environment are legion and have been well addressed by others.

This project would double or even triple the population of the neighborhood with the addition of 150 condo units and a 25 room "boutique" hotel, plus commercial enterprises, a fishing wharf, boats, a 95-space parking tower, and many other things. In short, this project would destroy our neighborhood.

Until recently, this has been an old neighborhood, characterized by the varied architecture, large yards and ample green space, wildlife including many species of birds, and wild flowers, chipmunks, squirrels, etc. People were born here and stayed here to raise their own families due to the peace and quiet, and family-oriented personality of the neighborhood, the gardens, the 'neighborliness'. This has also been an extremely low-crime area as the monthly police reports through the years will attest. We are proud to be the lowest in crime year in and year out, and the first and only planned neighborhood in Boston with our unique and varied architectural homes.

A further concern, one which may overshadow all others, is the fact that we are now in a flood zone. The ocean is rising, and we are already experiencing floods which we have never seen before. Moreover, the DCR plans to remove two lanes from Morrissey Boulevard, a project which will require much time, and which seems seriously ill-considered, due to the impacts on all who live or work along Morrissey Boulevard, as well as commuters from the south shore. Where will the water go when these additional structures are put in? Where will the trash, the sewage, and the fishing lines and debris go? Where will the people go when they can't get out to work in the morning or return home in the evening? These are already big problems; how can we add to them? And how can we possibly consider adding to them in such an oversized way?

I can only pray that reason will prevail and you will find a more suitable site. Tiny Port Norfolk will never be that site. Even if the area along the ocean where they propose to build were not a protected wetland, and were not subject to deadly flooding, and were instead an ideal site to build, there would still be the insurmountable problems of ancient water and sewer lines, of getting in and out of the neighborhood, the significant overcrowding due to the already allowed zoning variances and multiple housing units, and the harmful impacts to wildlife and the environment. Fire concerns remain a significant issue, as is reaching any neighborhood person in crisis and getting out again. There are too many issues to bring up in one letter, but I hope very much that you will consider all of the ramifications of the proposed project and reject it for what it is - monstrously inappropriate for this neighborhood.

Donna R. Bishop

Donna R. Bishop, MPH, PhD
39 Lawley Street
Dorchester, MA 02122



September 21, 2017

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Sincerely,

Donna R. Bishop

Donna R. Bishop, MPH, PhD
39 Lawley Street
Dorchester, MA 02122



MEPA Office
Alexander Strysky EEA No. 15728
100 Cambridge Street, Suite 900
Boston MA 02114

September 21, 2017

Dear Mr. Strysky,

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To: City Point Realty
Re: Neponset Wharf Project
From: Donna R. Bishop, MPH, PhD
Date: September 22, 2017

As a member of the Port Norfolk neighborhood in Dorchester for more than twenty years, it is extremely disheartening to me that we are still discussing the monstrous project known by the developers as the Neponset Wharf Project at 24 Ericson Street. This neighborhood is very small, a peninsula completely surrounded by water. There are only three streets, and we are already over-run by cars, trucks, and other vehicles, people, and noise. The antiquated water and sewer systems are long since overburdened, and it is now impossible to get in or out of the small neighborhood by car. In fact, we lost one of our neighbors to fire when the emergency vehicles could not get in. The detrimental impacts to wildlife and the environment are legion and have been well addressed by others.

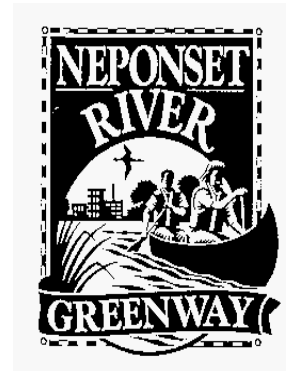
This project would double or even triple the population of the neighborhood with the addition of 150 condo units and a 25 room "boutique" hotel, plus commercial enterprises, a fishing wharf, boats, a 95-space parking tower, and many other things. In short, this project would destroy our neighborhood.

Until recently, this has been an old neighborhood, characterized by the varied architecture, large yards and ample green space, wildlife including many species of birds, and wild flowers, chipmunks, squirrels, etc. People were born here and stayed here to raise their own families due to the peace and quiet, and family-oriented personality of the neighborhood, the gardens, the 'neighborliness'. This has also been an extremely low-crime area as the monthly police reports through the years will attest. We are proud to be the lowest in crime year in and year out, and the first and only planned neighborhood in Boston with our unique and varied architectural homes.

A further concern, one which may overshadow all others, is the fact that we are now in a flood zone. The ocean is rising, and we are already experiencing floods which we have never seen before. Moreover, the DCR plans to remove two lanes from Morrissey Boulevard, a project which will require much time, and which seems seriously ill-considered, due to the impacts on all who live or work along Morrissey Boulevard, as well as commuters from the south shore. Where will the water go when these additional structures are put in? Where will the trash, the sewage, and the fishing lines and debris go? Where will the people go when they can't get out to work in the morning or return home in the evening? These are already big problems; how can we add to them? And how can we possibly consider adding to them in such an oversized way?

Donna R. Bishop, MPH, PhD
39 Lawley Street
Dorchester, MA 02122

September 22, 2017



Brian Golden
Director
Boston Planning & Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, Ma 02201

Regarding: 24 Erickson Street, Dorchester, Neponset Wharf Project

Dear Director Golden,

This letter is from the Neponset Greenway Council in response to the proposed plan for the Neponset Wharf Project by City Point Capital. Thank you for giving us the opportunity to comment on this project. The Neponset Greenway Council is opposed to the Neponset Wharf Project Plan.

The Neponset Greenway Council is a volunteer organization that is dedicated to the development and stewardship of bike/walking paths and parks along the Neponset River and are strong advocates for environmental preservation within the Neponset River Reservation and Neponset River Area of Critical Environmental Concern. For 27 years, the Neponset Greenway Council has been the lead community organization working closely with the Department of Conservation and Recreation on the planning and construction of the Neponset Greenway. We have also been highly instrumental in the development and stewardship of the DCR Parks in Dorchester including St. John Paul II Park, Neponset Park, and Joseph Finnegan Park at Port Norfolk. Our membership includes volunteers from Dorchester, Mattapan, Hyde Park, Milton and beyond.

We believe that the Neponset Wharf Project, as proposed, will have negative effects on the public using the Neponset Greenway and Tenean Beach and on the Neponset ACEC physical structure and wildlife. We are also concerned with the general effect of this project on the Dorchester waterfront.

Below is a summary of impacts to the Neponset Greenway, Tenean Beach, the Neponset River ACEC and the Dorchester Waterfront. The Neponset Wharf Plan is extremely deficient of information and misleading. Possible impacts cited by the plan only refer to the actual site of the project and there is no regard to the surrounding neighborhoods or the ACEC. They are ignoring much of the Massachusetts Wetlands Act, River Act and ACEC Regulations especially in regards to sensitive areas surrounding the site.

In Regards To...

View of project from Neponset Greenway and Tenean Beach - Project will overwhelm the Dorchester Waterfront. Port Norfolk peninsula is all at one level, 2-3 stories. 86 ft. high project will stick up like a sore thumb, negatively changing the Dorchester Waterfront views and character drastically.

Design – Large box designs of steel are incompatible with the natural ACEC area. Any reflective surfaces across from Tenean Beach will reflect sunlight into the eyes of the public trying to enjoy beach.

Traffic- The Neponset Greenway crosses through the Port Norfolk Neighborhood from Joseph Finnegan Park to Tenean Beach. 1,500 cars a day through small neighborhood streets will make unsafe conditions for walkers and cyclists. 1,500 cars a day in and out will add air pollution and increase pollutants in runoff from area, negating the increase in permeable areas reducing runoff.

Height, Sky Dome, and Shade – Plan only addresses sky dome from Erikson Street. Two 86ft high buildings and other massive buildings, will block view of sky dome and ocean from Neponset Greenway, Tenean Beach, Rte. 93, Dorchester Neighborhoods, Venezia Harborwalk and block ocean breeze onto Tenean Beach. The beautiful views of sunrises and sunsets across the end of the Port Norfolk Peninsula will be blocked. Large buildings will block birds moving back and forth to feed and nest between Squantum point Park and Pine Neck Creek and Migratory Birds. Project will add shade to Pine Neck Creek and Tenean Beach, changing temperature of water, impacting wildlife and enjoyment by humans.

Dredging and Larger Marina - They have not found a previous dredging permit. How will maintenance / improvement dredging be determined? Much of the site has refilled with PCB contaminated mud up to the level of land in Pine Neck Creek. The surrounding area is now an ACEC and has changed back into a natural area considerably. Resuming large amount of dredging in a now ACEC area will impact the adjoining shellfish beds at Bucky's Bar (off of Squantum Point Park), mudflats, marshes, Tenean Beach and the wildlife that feeds and nests there by covering them with mud and releasing PCBs into the water. Deep dredging across from Tenean Beach could cause erosion of beach, creek, and harm marsh by changing current patterns and wave actions. There is no completely safe way to dredge contaminated mud. More boats means more pollution such as from oil, gasoline, wastes leaks. Presently there is only about 15-20 boats on site. Another issue not addressed by the Plan, is where will the hazardous waste contaminated mud be deposited after it is dredged from the area? You cannot just dump it in the ocean somewhere else.

Fence Removal in water across from Tenean Beach – Increased wave action could cause erosion of Tenean

Bridge – Building a bridge across Pine Neck Creek will destroy marshes at Pine Neck Creek, ACEC, and would facilitate the use of Tenean Beach parking as ancillary parking for a private development. The scenic view from the end of Pine Neck Creek, along the Neponset Greenway, to downtown Boston, is also a popular artists' spot that would be blocked by a bridge. A preferred alternative would be a complete Harborwalk from Venezia to Tenean Beach around the Port Norfolk peninsular including the AIG and Sullivan McLaughlin properties.

Open space - The developer's report on open space is misleading. They say they are providing 2 acres of open space but much of public open space is unusable, under buildings or alongside buildings. It is not clear if they are also counting streets and sidewalks. A small additional space does not justify the harmful impacts of this project.

Construction – Noise and vibrations due to construction of a large project and trucks will impact ACEC wildlife. Noise will scare away birds in ACEC, nesting and feeding next to site, in marshes, mudflats and shellfish beds.

Public Amenities – The offered public amenities are redundant in the area, inappropriate for area, or harmful to ACEC, and will increase traffic even more. Do not justify negative impacts regarding Chapter 91 Laws, Wetlands Act, neighborhood or ACEC. Kayak launch, fishing pier, beach, playground, courts already exist in the neighboring area. There are tidal and contamination issues. Adding a dog park beside Tenean beach will increase bacteria level at Tenean Beach beyond the already unacceptable levels. This should not be allowed.

Allowing this project will set a bad precedent for the entire Dorchester Waterfront. Many years ago, Dorchester lost its waterfront when the train tracks and Rte. 93 were built. The DCR has been working for many years to restore the Dorchester Waterfront. With the designation of the Neponset River ACEC and the creation of the Neponset Greenway and parks, they have been quite successful. This project would be the beginning of creating a wall of condos between Dorchester and its waterfront. An alternative project, much smaller in size, height and density should be offered.

The Neponset River ACEC designation is working. Much of the area's extremely important ecosystem is returning to the natural marshes, mudflats, shellfish, and buffer zones needed for the health of the Boston Harbor and the ocean wildlife. It is evident, with a ride or walk along the Neponset Greenway, that these positive changes are occurring and the wildlife is prospering along the Neponset River. The proposed Neponset Project would be a step in the wrong direction.

The Neponset River ACEC Plan does encourage waterfront use at the site of the Neponset Wharf project, but it also states that any project at this site should be compatible with the surrounding ACEC and Port Norfolk Neighborhood. It should comply with the Port Norfolk Waterfront Zoning and all Wetlands Regulations. Clearly 150 condos, 85ft high, 1500 cars/day and extensive dredging do not fulfill the mandate of the Massachusetts ACEC Designation, "DO NO HARM".

Thank you for taking the time to read these comments.

Neponset Greenway Council

Barbara Baxter, Hyde Park

John Lyons, Dorchester

Martha McDonough, Readville

Vivien Morris, Mattapan

Jeff Stone, Milton

Lee Toma, Milton

Irene Walczak, Hyde Park

Marjorie Jeffries, Milton

Maria Lyons, Dorchester

Jessica Mink, Roslindale

Paul Nutting, Dorchester

Ellie Spring, Dorchester

Rita Walsh, Hyde Park

Steve White, Dorchester



August 15, 2017

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*Les Tyralla,
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Walpole*

*William Wiseman,
Walpole*

Mathew A. Beaton, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900 (9th Floor)
Attn: MEPA Office
Boston, MA 02114

Brian Golden, Director
Boston Planning and Redevelopment Agency
One City Hall Square
Boston, MA 02201

Via email to Alexander.Strysky@ma.us.gov and Tim.Czerwinski@boston.gov

**RE: MEPA File No. 15728—ENF for Neponset Wharf, 24 Ericsson Street,
Boston, MA 02122 and
Article 80 PNF 2017-6-30—24 Ericsson Street, Boston, MA 02122**

Dear Secretary Beaton and Mr. Golden:

The Neponset River Watershed Association (NepRWA) submits the following comments on the environmental notification form under review for the proposed Neponset Wharf mixed use complex on Ericsson Street in Dorchester and on the Article 80 PNF 2017-6-30. NepRWA is a nonprofit conservation organization working to clean up and protect the Neponset River, its tributaries and surrounding watershed lands.

We are generally supportive of redevelopment projects, such as Neponset Wharf and particularly those that will benefit the community and improve existing degraded environmental conditions without creating any adverse impacts to the local environment. However, due to the scale of the proposed project (construction of 150 residential units, boutique hotel, restaurant and retail, and improved marina), we ask that the Proponent be required to submit a Draft Environmental Impact Report (DEIR)/Draft Project Impact Report (DPIR) that will take into account the negative and positive impacts to the local environment and remaining wildlife habitat, wetlands and water resources, and public access to these resources.

Neponset River Estuary is a Massachusetts Area of Critical Environmental Concern (ACEC) and redevelopment projects touching on the area must take extra care to support the goals of the ACEC resource management plan (RMP).

Neponset Wharf is located in the ACEC. The Massachusetts Areas of Critical Environmental Concern program is designed to promote the long-term preservation, management, and use of natural and cultural resources that have been determined to be of regional, state, or national significance. The Neponset River Estuary comprises approximately 1,300 acres and includes one of the two major remaining salt marshes in Boston Harbor, along with fisheries and wildlife habitat, active and passive recreation amenities, historic and anthropological sites, and beautiful natural and urban vistas. Urban development in the area has degraded these resources, elevating the need to restore and protect the area.

The Neponset River Estuary ACEC RMP aims not just to preserve but also to improve the water quality of the estuary, and any redevelopment project in the area must incorporate measures to further that goal.

Among the goals of the Neponset Estuary ACEC RMP is to protect and improve water quality conditions in order to meet, or **where possible exceed**,¹ state water quality standards. Additional goals include restoring fisheries and wildlife habitat (including shellfish beds), supporting biological diversity, and encouraging appropriate land and water uses that benefit the public and are compatible with sound resource protection and management.² Notwithstanding these laudable goals, the Neponset Estuary does not yet meet required water quality standards for its fishable/swimmable classification. The RMP identifies “inadequately designed and constructed stormwater measures” and inappropriate development as causes of the poor water quality and threats to the resources of the ACEC and to public health and safety.³ Thus, any development or redevelopment within the estuary must be conducted carefully and must implement best management practices **to improve** water quality.

The proponent’s ENF/PNF lacks sufficient detail to determine whether the project will adequately protect and improve the estuary.

The Proponent has proposed a project that includes four new residential buildings, two of which would be 85 feet tall. Included within those buildings would be 150 residential units, a boutique hotel, a restaurant and 185 parking spaces. The project also includes renovation of the existing marina, including dredging, and the establishment of a harbor walk and landscaped open space. Additionally, the proposal contemplates a pedestrian bridge over Pine Neck Creek to Tenean Beach.

¹ MA EXEC. OFFICE OF ENVIRON. AFFAIRS, NEPONSET RIVER ESTUARY AREA OF CRITICAL ENVIRONMENTAL CONCERN RESOURCE MANAGEMENT PLAN, 11 (1996).

² *Id.*

³ *Id.* at 25-26 (1996).

The scope of the project presented in the ENF/PNF may not accurately describe the Proponent's plans to redevelop in the area, and, therefore, may not take into account the most effective mitigation measures and public access features.

At the outset, NepRWA and the Port Norfolk residents would like to know how the property under consideration relates to the ownership and potential future development of adjoining properties. The Boston Globe reported earlier this year that the Proponent has secured the rights to purchase other property adjoining (or at least in the same vicinity) as the instant property in order to develop them in the future as “a sequel of sorts to the current project.”⁴ 301 CMR 11.01(2)(c) requires a Proponent to consider the **entirety** of a project, and prohibits a Proponent from segmenting a project to curtail MEPA review. Since there appear to be property rights and plans to redevelop more than the parcel under consideration in the current ENF/PNF, a legitimate concern is that the project may have been segmented, which significantly affects consideration of the environmental and community impacts of the project as a whole, as well as potential alternatives and mitigation that should be considered. The approved scope of the instant proposal may well be replicated on other parcels, amplifying the effect on the existing neighborhood. Thus, the Proponent should detail their future plans for adjoining properties to ensure a complete review.

A major source of water pollution in the estuary is stormwater runoff, and the Project must implement the most effective BMPs for this particular site.

The Massachusetts Stormwater Handbook establishes that where the Massachusetts Department of Environmental Protection (DEP) has issued a Total Maximum Daily Load (TMDL) for a pollutant other than Total Suspended Solids (TSS), the Proponent must propose stormwater BMPs consistent with the TMDL.⁵ The Commonwealth has issued TMDLs for the Neponset River requiring the reduction of fecal coliform and e. coli⁶ (a major source of which is stormwater runoff in the estuary).⁷ In addition, the project's proximity to a public swimming beach makes efforts to reduce bacteria in stormwater runoff even more imperative. The Proponent must detail in the DEIR/DPIR the specific BMPs that will be included in the project, how they are consistent with the TMDL and how they will improve existing stormwater runoff conditions.⁸ Moreover, given the ACEC RMP aims to improve water quality in the estuary, the DEIR/DPIR should include a detailed evaluation of potential stormwater BMPs at the site that would fully meet the Massachusetts stormwater standards by treating the first inch of runoff from the site, consistent with the TMDL and good practice regarding nutrient removal.

⁴ Jon Chesto, *Developer hopes to tap into Dorchester's Port Norfolk*, BOSTON GLOBE (February 24, 2017).

⁵ MA DEP'T ENVIRON. PROTECTION, MASSACHUSETTS STORMWATER HANDBOOK, Vol. 1, ch. 2, 12-13 (2008) [hereinafter STORMWATER HANDBOOK].

⁶ MA DEP'T ENVIRON. PROTECTION, TOTAL MAXIMUM DAILY LOADS OF BACTERIA FOR NEPONSET RIVER BASIN (2002); MA DEP'T ENVIRON. PROTECTION, ADDENDUM: TOTAL MAXIMUM DAILY LOADS OF BACTERIA FOR NEPONSET RIVER BASIN (2012).

⁷ MA DEP'T ENVIRON. PROTECTION, TOTAL MAXIMUM DAILY LOADS OF BACTERIA FOR NEPONSET RIVER BASIN, 30 (2002).

⁸ STORMWATER HANDBOOK, Vol. 1, Ch. 1, 10 note 15 (2008) (citing *id.* at Vol. 1 ch. 2, 12-13).

We recommend that at least the first inch of runoff from all impervious surfaces (including pavement, walkways and rooftops) on the site should be treated using one of the following practices:

- Surface or subsurface infiltration practices including porous pavement (subject to verification that soils on the site are not contaminated);
- Low impact development techniques including bio-retention and tree filter boxes;
- Surface or subsurface filtration practices such as sand filters; or
- Measures that retain and/or evaporate water from the site to reduce the frequency and volume of polluted stormwater runoff leaving the site, including, but not limited to, green roofs and on-site rain water capture and irrigation/grey water reuse.

Additionally, the DEIR/DPIR should detail efforts to minimize stormwater pollutants on site. Specifically, the Proponent should detail:

- The configuration of commercial dumpsters kept on site for residential buildings, hotel, restaurant and other structures which ideally should be kept indoors or under roof cover;
- How waste from the proposed dog park will be regularly cleared to prevent runoff contamination; and
- Measures that will be undertaken to educate residents and maintenance/operations staff about the problem of stormwater pollution and appropriate O&M procedures.

The Proponent should clarify plans to manage pollution associated with marina use.

The DEIR/DPIR should include detailed examination of pollution control measures that will be implemented in the marina. Specifically, the Proponent should:

- Commit to provide a holding tank pump out facility which is accessible to both slip owners and the public;
- Detail measures to prevent pollution from boat maintenance (preferably by keeping these activities under cover); and
- Describe other measures that will be used to minimize the impact of marina activities, such as a program that will be used to educate slip owners and operation and maintenance staff about pollution prevention practices.

The Proponent should describe the plan to achieve maximum water conservation through both indoor and outdoor water uses.

The Proponent has indicated the project will use low-flow plumbing fixtures for water closets and faucets, including EPA WaterSense labeled fixtures for all toilets, urinals, faucets, and showerheads. We would urge the Proponent go beyond compliance with the relatively weak WaterSense standards and specify toilets that comply with the MaP Premium standard, urinals that use 0.25 GPF or less, lavatory faucets that use 1.0 GPM and showerheads that use 1.5 GPM. The Proponent should also ensure that all laundry equipment used in the project has a water factor of 4.0 or less. A variety of readily available products meet these criteria at prices comparable to conventional fixtures.

The Proponent has indicated that the landscaping and open space areas will not require irrigation, but rather will rely on native and adaptive plant species. The DEIR/DPIR should explore this in more detail.

The Proponent must ensure meaningful access to the shoreline.

The ENF/DNF describes enhancements to public access, including a Harborwalk, kayak rentals/boat storage and new open space. The DEIR/DPIR should further detail plans to ensure meaningful access by the public—including affordability of access to recreational opportunities. The Proponent should explore offering free kayak/canoe storage, and other no-cost public amenities to ensure the proposed access truly is meaningful. Furthermore, will members of the public be able to launch their own canoes and kayaks and/or utilize fishing pier and the dog park? The DEIR/DPIR should clarify which areas of the proposed open space would be open to the public and discuss what provision is being made for parking to ensure that the public has the ability to access the waterfront in practice. The Proponent should also clarify installation of signage, clearly delineating publicly accessible areas and permitted activities.

The DEIR/DPIR should also explore alternative approaches to the design of the open space and public access facilities. One long standing need in the Neponset River and adjoining communities to the north and south is for a publicly accessible boat ramp for trailer access. Additional scenarios to be considered for the open space would be alternative layouts that would accommodate a more naturalized shoreline over a larger portion of the site (see discussion of living shoreline below) that would enhance both habitat value and aesthetics of the existing armored shoreline, and structuring pervious spaces at the outer edges, closest to the water. Additionally, continuous access (along a boardwalk or other path) along the shoreline should clearly be laid out.

Finally the DEIR/DPIR should further describe the proposed use of the commercial space which is shown at the end of the wharf, and how this space relates to requirements regarding facilities of public accommodation.

The proponent should explore and detail potential pedestrian access from the project site to Tenean Beach.

The ENF/PNF identifies the potential for a pedestrian bridge over Pine Neck Creek to Tenean Beach, creating access between the beach and finished project. At a conceptual level, any measure to increase pedestrian and/or bicycle routes is appealing, however, the ENF/PNF lacks sufficient detail to meaningfully evaluate this proposal. The DEIR/DPIR should include a detailed analysis of such a bridge, including where the abutments would be located at the beach, and the impact on wildlife habitat, water quality, etc. Additionally, as discussed further below, the neighborhood has legitimate concerns about the adequacy of the proposed parking given limited access to transit options and therefore the Proponent should examine anticipated effects on public parking and beach access should the beach parking lot become an accessory lot to the finished project site and its amenities.

The proponent should explore and detail issues around improvement dredging.

Plans provided in the ENF/PNF appear to indicate that the proposed piers and marina will extend slightly farther west and north than the existing marina and the area highlighted as representing previous dredging. The DEIR/DPIR should further describe issues around maintenance vs. improvement dredging as well as sediment contamination in the context of proposed dredging.

The Proponent should better detail the project's climate change resiliency and explore alternatives to open space and shoreline engineering.

The Proponent has gone to great lengths to describe the project as implementing strategies to make it resilient to rising sea levels and extreme weather events, but the ENF/PNF lacks sufficient detail to evaluate the adequacy of those strategies. For example, while the Proponent describes elevating occupiable spaces, it does not identify the current elevation of the site, and how potentially large grade changes will affect the site's relationship with the water. Additional considerations should include, examination of whether the site will become an island during large storms and whether emergency egress will be maintained, as well as the ability of sewer and drain infrastructure. The ENF/PNF should therefore include existing and proposed grading plans, showing proposed facilities, Wetlands Act and Chapter 91 jurisdiction and tidal and flood elevations. Flood elevations should be shown for the neighborhood as a whole. Finally, the DEIR/DPIR should describe in more detail the strategies the Proponent plans to employ to ensure the project complies with the city's Climate Change Resiliency and Preparedness Policy, beyond measures designed to accommodate rising sea levels.

The Proponent should also examine alternatives to shoreline design. At present, the shoreline of the site comprises a seawall, dumped-stone revetment, and sheet-pile bulkhead. The project proposal anticipates a park-like open space area close to the western and northern shoreline while maintaining the seawall. The Proponents acknowledge a goal of fitting with the "decades-long planning and open space development" efforts of both the city and state; efforts which include rehabilitating "waterfront edges and bringing back the natural environment that existed before industrial development blocked public access."⁹ The Proponent should explore alternatives to the current proposal that include engineering techniques to create a living shoreline, which may better serve climate resiliency and estuary health. Such techniques are currently being considered and implemented in other local development projects.¹⁰

The Proponent must further detail the project's impact on abutting neighborhood.

While the Proponent assures the state and city through the ENF/PNF that the project will result in a "substantial net benefit to the community" and that they have worked closely with the community to ensure this, it is unclear that they have actually done so in a meaningful way. The DEIR/DPIR must closely examine and detail the impact of the project on the safety and quality of life of the abutting neighborhood, including the project's impact on traffic, access to the waterfront, increased noise, and residents' enjoyment of the water and skyline.

During the MEPA site visit, it was evident that many in the community do not believe the Proponent has actually listened to their concerns about the scale and scope of the project, its effect on future development of adjoining parcels, and its impact on the character of the neighborhood. In particular, there exist legitimate concerns that given the lack of convenient transit access and presumed affluence of most of the residential occupants, the project anticipates

⁹ CITYPOINT CAPITAL, NEPONSET WHARF ENVIRONMENTAL NOTIFICATION FORM/PROJECT NOTIFICATION FORM, 1-4 (June 2017)

¹⁰ E.g., see Seth Daniel, *Wynn Begins Working on Living Shoreline, but What Is a Living Shoreline?*, EVERETT INDEPENDENT (July 14, 2017); FORT POINT ASSOCIATES, INC., *Clippership Wharf*, available at <http://www.fpa-inc.com/projects/Waterfront/clippership-wharf.html>; BOSTON CIVIC DESIGN COMMISSION, *HODGE BOILER WORKS PROJECT*, July 11, 2017 Meeting Minutes, available at <http://www.bostonplans.org/getattachment/f15081cc-c54d-4f65-91d3-64ccd14502b5>.

inadequate parking, which will overflow to the neighborhood (or Tenean Beach, should a pedestrian walkway be constructed over Pine Neck Creek). Community members have expressed concerns about increased water usage, and sewage generation given existing sewer capacity problems in the area in the form of past sanitary sewer overflows into homes. Traffic flow to and from the site via narrow neighborhood streets is another concern, as are those regarding the visual and neighborhood character impact of developing such tall buildings in proximity to a cohesive neighborhood of low rise buildings, using a pallet of materials that bears no seeming relationship to buildings in the existing neighborhood. All of these neighborhood concerns seem particularly relevant in light of the potential segmentation of this project from redevelopment of the adjoining property as mentioned above.

The Proponent should consider additional efforts to work with the community to explore alternatives to both the project and mitigation efforts, including underground parking (which could also lessen building height concerns), access to public transportation (to reduce traffic), improvements to existing infrastructure, a reduction in the size of proposed structures, efforts to use materials that better fit with the character of the neighborhood, and amenities community members actually need or desire. The DEIR/DPIR must further detail the steps the Proponent has taken and will take to ensure the project fits with the growth of the community.

Thank you very much for your consideration of these comments. Should you have any further questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Kerry Snyder". The signature is fluid and cursive, with the first name "Kerry" and last name "Snyder" clearly distinguishable.

Kerry Snyder
Advocacy Director



Port Norfolk Civic Association

**176 Walnut Street
Dorchester, MA 02122
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Email: PortNorfolkCivic@gmail.com

John Lyons
President

Jennifer McCarthy
Treasurer

Mary McCarthy
Secretary

October 4, 2017

Mr. Brian Golden, Director
Boston Planning and Development Agency
City Hall, 9th Floor
One City Hall Square
Boston, MA 02201

RE: Neponset Wharf
24 Ericsson Street
Dorchester, MA 02122

Dear Director Golden:

This letter is submitted in response to the Project Notification Form (PNF) filed by CPC Ericsson Street, LLC, relative to the Neponset Wharf project, proposed in the Port Norfolk Neighborhood, in the Dorchester District of the City of Boston.

The Port Norfolk Civic Association is opposed to the project as described in the filing for reasons set forth herein.

1. Project Description

The PNF accurately describes the Port Norfolk neighborhood as a “distinctive neighborhood [which] exhibits a character and scale that is unique to the City”. The statement that the project respects the context, integrates into the existing fabric, and becomes an asset to the community is self-serving, and not supported by any objective evaluation of the facts.

The Port Norfolk neighborhood is in fact a small isolated peninsula, physically separated from the mainland, by Pine Neck Creek, the Southeast Expressway/Route 93, the MBTA Braintree Redline, Commuter Rail, Morrissey Boulevard, and Neponset Circle. The neighborhood reflects a distinctive street plan “more or less in place by 1859”, as noted in the Zoning Code Article 65, Section 65-32. Following the Civil War, and the annexation of Dorchester by the City of Boston in 1870, housing development fairly rapidly filled the core of the neighborhood, while water-dependent industrial uses occupied most of the shoreline. The majority of structures within the neighborhood were completed in the 19th Century, and the only open space within the neighborhood core is in the form of side yards, as the original planners had envisioned. The proposed design does not in any way reflect the distinct character of the neighborhood.

The PNF states that the proposed project will “complement the water-dependent uses by adding vitality and activity to this prominent location where the Neponset River meets Boston Harbor”. In reality, the project proposal would add a number of residential units which would approximately double the number of housing units in the entire neighborhood, on a lot representing less than 10% of the land area. The proposed residential development, together with a proposed hotel, restaurant and “amenities”, will generate substantial new traffic, much of which will be transient, all of which must access the property using three existing narrow streets on the peninsula. The subject property is within an Area of Critical Environmental Concern (ACEC), and is within the Waterfront Service Subdistrict (WS) pursuant to Article 65 of the Zoning Code (the “Code”). The hotel and restaurant uses are forbidden under the Code in the WS Subdistrict, because they represent inappropriate uses of waterfront land, which supports significant economic activity, and which is in critically limited supply within the City. The residential use is conditional in the WS Subdistrict, on the same theory of inappropriate use, and the Code provides specific limitations with respect to FAR and lot coverage, in the unlikely event that the proponents can meet the general conditions required for approval. The entire project, with the exception of the existing marina (to the extent that it has been legally constructed and maintained), is inappropriate within the ACEC. For over 30 years elected officials, community members, MDC/DCR and other state agencies have worked together to reclaim the Dorchester waterfront, and restore the natural environment. Millions of dollars in public funds have been expended to create and improve the

Neponset Shores Reservation. The construction of a “destination” “upscale” entertainment-oriented facility in the middle of the Neponset River Estuary is contrary to the principles of the ACEC legislation, and would negatively impact the adjacent public resource, including the estuary, Pine Neck Creek, and Tenean Beach, with respect to views and shading. The direct effects of the proposed active uses, on the surrounding ACEC would create unacceptable levels of noise, light and disruption, which cannot be mitigated.

2. Urban Design

The uses and the proposed scale of the project are completely inappropriate for the site and the neighborhood.

The introduction of a “boutique” hotel will negatively change the character of the neighborhood. Notwithstanding the assertions that the purpose of the hotel is to serve the marina, the structure would be available throughout the year with 24 hour operations by necessity. A hotel of any size will potentially generate transient traffic at all times of day, which is inconsistent with a residential community, and not presently generated by existing commercial uses in the neighborhood. There are presently three operating hotels located within 1 mile of the site. A hotel is not integral to the operation of a marina, and is not remotely water-dependent.

The proposal includes a 4000 sq. ft. restaurant. Directly adjacent to the site there are four licensed facilities, including Venezia Restaurant, Venezia function facility, Boston Winery, and Boston Harbor Distillery. The neighborhood should not be burdened with an additional licensed facility, which will intensify the atmosphere of an entertainment district, at the end of a primarily residential peninsula. In addition, the intensification of activity is inappropriate within the ACEC.

The height, massing, architectural style, and materials are in conflict with the existing unique 19th Century neighborhood. The project design fails to reflect the consistent theme found in the 1988 Port Norfolk Plan, the Port Norfolk IPOD, or the current Article 65, adopted in 2002.

3. Sustainability/Green Building

The PNF states that the proposed project complies with and exceeds all applicable Code requirements. Meeting or exceeding Code requirements with respect to Sustainability is admirable. The detrimental effects of traffic, density, and inappropriate uses, will affect the character and quality of life in the neighborhood to such an extent that the human cost outweighs any intangible benefit resulting from mere compliance with building, zoning or energy codes.

4. Environmental Protection

The discussion of environmental conditions and impacts of the proposed project are primarily technical in nature, and subject to the opinions of experts. We do question three aspects of this section.

The effect on Daylight appears to be measured solely from the Ericsson Street viewpoint. The most significantly affected views will be from Tenean Beach, from the Harborwalk adjacent to Venezia Restaurant, and from the river itself.

The noise analysis states that the proposed operations will not generate noise in violation of the City of Boston noise standards. The introduction of new activities will generate noise which is inconsistent with the ACEC, and which will negatively affect the immediately adjacent residential community.

The impact of construction of the proposed project is dismissed as “temporary” and to be “minimized” through a construction management plan. The timeline projects a two year construction phase, during which delivery of all materials and labor will be required to pass through three narrow residential streets. The impact and proposed management plan should be evaluated and disclosed now.

5. Transportation

The narrow streets within Port Norfolk reflect the fact that they were laid out long before the invention of motor vehicles. The present traffic and parking issues have been identified and discussed for over 30 years, with no realistic

solution ever proposed. There is no rapid transit MBTA service within one mile of the neighborhood. MBTA service is limited to a bus at Neponset Circle, connecting to Fields Corner and North Quincy. The realistic choice for most residents is travel by personal motor vehicle. All traffic entering and exiting Port Norfolk must cross Morrissey Boulevard, either passing through Neponset Circle, or the Conley/Tenean Street exits. During peak travel periods Neponset Circle is frequently gridlocked with Expressway onramp, Gallivan Boulevard, and Quincy bridge traffic converging. The alternative exit is either gridlocked or filled with speeding commuters. The projection of 1,500 daily additional trips out of the neighborhood will exacerbate the problem, and affect regional traffic including Cedar Grove, Neponset, Lower Mills, Mattapan, Milton, and Quincy. In addition to moving traffic, the supply of parking in the neighborhood has reached capacity. In this instance the argument is not merely theoretical. Unlike other Boston neighborhoods, which somehow manage to absorb additional vehicles, this peninsula has no available surrounding streets. The addition of substantial new residential units, and new commercial uses, will render a difficult situation beyond repair, and will affect every part of the neighborhood. The proposed redevelopment of the marina alone will result in a strain on traffic and parking capacity. The failure to adequately plan for parking and traffic in the Seaport and South Boston districts in the last 20 years has adversely affected the quality of life and created public safety issues. Port Norfolk exceeded traffic capacity years ago, as evidenced by both public (BRA) and private traffic studies. This critical issue alone should preclude consideration of the proposed project, and direct planning to alternative permitted uses.

6. Historic Resources

The PNF concludes by stating that the specific site “does not include any properties” [of historic significance], “and will have no direct impacts on historic resources”. The same section of the PNF states that the entire Port Norfolk Area has been Recommended Eligible for National Register Listing. The two immediately adjacent commercial buildings and three entire streets leading to the site are listed in the Inventory of Archaeological Assets of the Commonwealth. The creation of a “vibrant destination” for waterfront revelry may be appropriate in some circles for the Inner Harbor, but it is preposterous to suggest that it is sensitive to the adjacent Port Norfolk neighborhood. The scale is far beyond a reasonable reflection of the existing neighborhood. The proposed uses are either forbidden or discouraged and

limited under the Code, which has remained consistent through multiple changes during a 30 year period. The architectural style is completely in conflict with the adjacent district and the immediately adjacent structures.

7. Infrastructure

The PNF simply states that there is an expectation that existing utility capacity will accommodate the proposed project.

The deficiencies in the sewer system in the neighborhood have been well-documented for over 30 years, and were extensively discussed in the 1988 Port Norfolk Neighborhood Plan. Certain issues have been addressed, but the existing main sewer lines were installed in 1890, and are known to have insufficient pitch. The PNF estimates net new total sewage flow in excess of 29,000 gallons per day. An analysis of the effect of the proposed increase on the system must be conducted and a realistic proposal for handling capacity developed. The only path for sewer flow is the same three peninsula streets which carry the vehicular traffic. Multiple dwellings throughout the neighborhood have had laterals replaced in recent years, including this year. Walnut Street has extensive cracks between sewer manholes, and obvious settling of the roadway from the sidewalk curbs.

The PNF defers to utility providers with respect to all other utilities. The broadband capacity should be determined as well as the effect of potentially doubling internet traffic. The gas regulator system at Doucette Square was replaced in August 2017, after years of complaints from residents about the odor of gas. The addition of new overhead lines for electricity, telephone and cable/internet would have substantial negative aesthetic impact, and alternatives must be evaluated.

8. Wetlands and Waterways

The environmental issues presented in the PNF are significant, and will be addressed by experts in responsible public agencies, other interested organizations, and residents in the community. The proposal cannot be justified from a zoning perspective because there is no demonstrable hardship, and the proposal is not within the spirit and intent of the Code. From an environmental perspective, the project uses and scale are incompatible with the ACEC designation. The features presented as “public amenities” are also unnecessary and incompatible with the ACEC, including

a dog park, and shore shack. The kayak launch will generate transient traffic, and for a significant period of time each day launching at this location is impossible due to tidal flow. The cumulative value of so-called amenities is calculated to understate the primary objective of the project, which is to construct a private residential enclave in an ACEC and WS Zoning District. The placement of the boathouse usurps the best view of the harbor for the private owners, and closes an area which has been open even when the site was used by the Lawley Shipyard for an active shipbuilding business.

Conclusion

We acknowledge the fact that the City of Boston faces a critical housing crisis, which creates hardship for many citizens, and threatens our long term economic vitality. The near gridlock in transportation, reflecting design obsolescence and deferred maintenance in both public transit and the system of public ways, is an equally troubling issue, which greatly impacts the housing market.

The proposed project is not intended to create housing which is affordable by any standard. If built as proposed, it would irrevocably change the character of the Port Norfolk community, and would detract from the quality of life. The traffic generated would further complicate traffic issues in the entire Neponset area and beyond. It would also adversely affect the surrounding environment, which has been nurtured over decades for the enjoyment of all citizens of the Commonwealth. The process of Imagine Boston 2030 identified locations throughout the City which are appropriate for housing development. Port Norfolk is excluded from that list because it has presently insurmountable issues with infrastructure which are impossible to resolve in the foreseeable future.

We believe that in this instance the comprehensive project submitted under Article 80 may actually be employed to circumvent effective review of the component parts. The proponents promote a project which represents an accumulation of smaller projects, which would individually be rejected out of hand. The combination of forbidden uses, the failure to respect the neighborhood context, and the environmental impact should result in the rejection of any part of the proposal. We respectfully request that the Boston Planning and Development Agency issue a Scoping Determination which

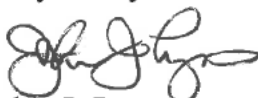
addresses the many serious issues raised by this proposal, which we believe should ultimately result in denial of approval.

The opinion is increasingly expressed by real estate pundits that neighborhood associations and their individual members are obstructionists. A review of the record would show that the Port Norfolk Neighborhood Association has historically worked with property owners and businesses to achieve a reasonable balance, and in a clear majority of cases, requested variances have been supported when in harmony with the character of the neighborhood. Article 65 Section 65-6 of the Zoning Code states:

“This Article has been developed with the extensive participation of the Dorchester Planning and Zoning Advisory Committee, civic associations, business groups, and residents. The role of community participation in determining appropriate land use regulations and zoning is critical to the success of any zoning article or development plan. To continue that process, the Boston Redevelopment Authority shall continue to involve the Dorchester Planning and Zoning Advisory Committee, or its successor organization, if any, and Dorchester civic associations, residents, and business and trade groups in an ongoing role in advising the City on land use planning for Dorchester.”

Thank you for your consideration of our position relative to this proposal.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "John J. Lyons".

John J. Lyons
President

Attachment: Port Norfolk Civic Association committee letter

*Port Norfolk Civic Association
25, 2017*

September

*Frank Kodzis: Committee Chair
Residents of Port Norfolk Community*

*Hon. Brian Golden, Executive Director Boston Planning and Development Authority
1 Solley Square
Boston City Hall
Boston, MA 02114*

Subject: Opposition to development by the CPC Ericsson Street LLC; Neponset Wharf

Dear Director Golden,

*We the residents of the Port Norfolk Community stand unanimous and unequivocally are in opposition to the propose development by CPC Ericsson Street LLC for the site known as Neponset Wharf. There is not a single resident of the entire community who supports the project presented by the developer. The developer admitted at a community meeting that **not** one resident input was sought during the development project design. The community is united against the hardship and the impediment of way life that this project will inflict on the community. This project will impact every resident of the community and the surrounding area in such a negative magnitude that is unimaginable. It demonstrates a single objective by the developer to make the highest possible profit at the cost of destroying a neighborhood, the environment and surrounding area. The development area is less than 10% of the total area of the Port Norfolk community and surrounding area but yet impacts it 100%. A recent report by MEPA stated that the developer failed to answer or submit proper documentation that was required. Overall MEPA vindicated the comments and concerns of the residents. Every outside agency/ groups submitted letters of opposition (See Certificate of the Secretary of Energy and Environmental Affairs Report dated August 25, 2017). Local businesses submitted opposition letters. The Boston Labor Union and Plumbers Union were in opposition. The developer denies having vested interest in connecting property when ask about future plans but yet documents and newspaper articles reveal their intention to develop further. The concerns and worries of the community is that their homes, families and the surrounding area will be forever destroyed for the sole desire of this development in which they had no conversations and input but yet have to live with the consequences.*

General Consequences and Concerns of the Residents

- The local and state zoning codes/laws for the site will be exceeded. In 1990 a comprehensive re-zoning study was done; Interim Planning Overlay District (IPOD). The proposed development violates nearly every zoning code/law. Two eight story high-rise buildings, a 35 ft. limit is set by the zoning, the nearest structure of this size is 5 miles away, not only is unacceptable to the character of the neighborhood, it will impede views of the water and light. A hotel is not allowed and is uncharacteristic of the neighborhood. Restaurant & Bars, light manufacturing and water related industry is only allowed. Too many condo units for the size of the project. Port Norfolk currently has 185 homes in the entire area. The developer is proposing 175 units in less than 10% of the area of Port Norfolk.
- Traffic: It is estimated by the developer that 1750 additional vehicles will be generated by the project. A complete study has yet to be submitted. The current study was done over the summer months when many of the residents were away on vacation. A yearlong study needs to be a true complete calculation. This should also be back up by an independent study. A study done in 1985 for a previous development gave the neighborhood an "F" FAILURE for street traffic mitigation. It is a family neighborhood with many children crossing and sometimes playing near the street. Although it is a major concern now for their safety any increase in traffic levels of residential streets is a serious safety threat. Port Norfolk is unique with limited traffic flow. There are three streets within the neighborhood that allow traffic to and from the developer's project. Only two streets to exit onto the major roads. The streets are narrow in width with parking on one side, thus not allowing no more than one vehicle to transverse the street. With vehicles traveling in both directions, one vehicle must wait until the other vehicle passes before proceeding through. In the winter the conditions are extremely worse when snow piles occupy the pull in areas. The additional concern back by a Life Safety Specialist for Emergency Response is the impediment of emergency vehicles to access the streets, delaying response times. This is critical component for the safety of the residents. Residents in Port Norfolk have died because of this delayed response. The developer does not address how these concerns will be alleviated. Re-routing traffic patterns of current street designs should

not be allowed by the developer. It is the position of the neighborhood the developer should have taken this into account before purchasing the land or developing the project. The failure of the developer to recognize the hazards impose on the neighborhood should not be the problem of the residents. The developer had a choice before purchasing the property. The Morrissey Blvd. and Neponset Circle exit from Port Norfolk is still another major obstacle. Neponset Circle cannot be easily exited in the rush hour traffic and it poses a serious accident potential. Vehicles are currently backed up on Walnut Street waiting for a chance to exit into the circle. With additional 1750 vehicles it will be impossible to exit. The other choice would be Tenean Street on to Morrissey Blvd. Morrissey Blvd. is slated for reconstruction reducing the lanes from three to two. The same condition would occur here as well. There is no public transportation in the Port Norfolk section, thus all transportation will be done by vehicles.

- Water and Sewer: The sewer system in the area is old and under duress. It can barely support the current use now and many times fail. Back up into homes frequently happen. The plumber's representative for the local Boston union stated at a community meeting the sewer system currently in place will not support this project of this size. The Boston Water Commission stated its concerns in a document to MEPA.
- Noise Pollution; The increase of traffic, delivery trucks at all times of the day, hotel business 24 hours, restaurant traffic, marina traffic, 175 condo units times two vehicles per family minimum plus guest vehicles all contribute to the noise pollution on the access streets to the development. The residents on the access streets should not suffer the adverse effects that they did not create.
- Construction Planning. No plan was presented to the community to mitigate the construction impact on the community. Port Norfolk streets and sidewalks are sinking. What impact will constructions vehicles and construction building have on this problem? Will the developer be responsible for the additional compromise of the streets and sidewalks? Will bonds be issued to cover the cost to residential damage caused by the massive building construction? This should be put forth as part of the project presentation not as an afterthought.

- Environment Impact: This site was heavily used during the late 1800's and early 1900's as an industrial and ship building site. These industries produced hazardous waste and toxins. As with the development of the new Finnegan Park that just open it was discovered to have hazardous soil. The developers at minimum should have a study done of the entire soil area as a presentation application to the community and the Boston Planning and Development Authority. This should include the water front access and tide lands. As in the MEPA release report the developer had not provided information/study on the effects on waterfront vegetation and wildlife infringement. The state and city has spent millions of dollars to improve the quality of the water and bring back natural scenic growth to the waterfront. The size of the project has left too many questions unanswered, as to the volume of run off from vehicles parked on site and traveling. This should include marina use and storage of watercraft.

*This project is **too big** for this neighborhood and the surrounding area. The developers should be advised to go back to the drawing board and take into consideration the comments and consequences of the project and make it better. Or just build to the current zoning regulations and laws. The residents and the surrounding area should not suffer the ill effects and consequences for the profits of the developer. Reasonable Planning, Cooperative Planning, Environment Sensitive, Historical Preservation and Respect of Others are all we are asking as a community. We the community implore the Boston Planning and Development Authority to protect, the community, the surrounding area, and the achievement for the betterment of all.*

Respectfully Submitted

*Frank Kodzis, Committee Chair,
Residents of Port Norfolk*

Commodore
Lloyd Davis

Vice Commodore
Stephen White

Rear Commodore
Philip Harris

Trustees
Brendan McCarthy
Jennifer McCarthy, PC
Joseph Queally
Robert Savicke
Walter Sprague
Daniel Stock, Sr.

Port Norfolk Yacht Club

I N C O R P O R A T E D

179-181 Walnut Street, Neponset, MA 02122
Mailing address: P.O. Box 220066
Dorchester, MA 02122
Telephone: (617) 822-3333

Treasurer
Sean Finerty

Financial Secretary
Julie Davis
(617) 694-0258

Recording Secretary

September 28, 2017

To Whom To It May Concern,

We are writing to express our support of the Port Norfolk Civic Association, and their concerns regarding the proposed development of the area formally known as Russo's Marina, located at 24 Ericsson Street, Dorchester MA.

This area of the Neponset River is an estuary, and an area of critical and environmental concern. The estuary is the transition area between the land and the sea and between freshwater and saltwater, the environment with in estuary can be seriously impacted by human activities.

Estuaries are breeding grounds for species of migrating fish and are an important habit of a diverse number of wildlife that rely on the marshland. Increased boat traffic and increased automobile traffic will greatly impact all native life forms (human , avian and aquatic) There already exist concerns by other government agencies and organizations regarding the Neponset River. I.e. MWRA, The Army Corps of Engineers, The Neponset Greenway Counsel and the Neponset River River Watershed Association.

A project of this magnitude will have a tremendous effect on this neighborhood. increased traffic will be caused by both construction and personal vehicles. Once this project is finished this traffic problem will continue to exist, due to the increased number of residents in the apartments, condo and hotel , and with improved public access.

As residents in the Port Norfolk neighborhood since 1923, we have participated in the betterment of the area working on projects such as "Lucian Park" and the bike trails. We share the the same concerns for the development of this area as the Norfolk Civic Association.

R/S

Stephen G. White, Vice Commodore
Port Norfolk Yacht Club

CC

Lloyd Davis, Commodore
Port Norfolk Yacht Club

Port Norfolk Civic Association

Regarding Proposed Development for 24 Ericsson St Dorchester MA.

- 1) My name is Stewart Roach. I am the owner of Norwood Yacht Sales, Inc., located at Marina Bay in Quincy. I grew up in the boat business. My father owned Norwood Marine, and my family owned this boat yard from ____ to ____ .
- 2) The reason I am here tonight is to voice my objection to the re-zoning of another property that currently is zoned for marine use. The property has been a boat yard since the late 1800's, first as the Lawley Shipyard; then Victor Tracy; then Norwood Marine; and now Marine Max. Currently, the Boston Police and Environmental Police boats get hauled and serviced here. I fear that under the proposed development, the boats here will simply be "eye candy" to the condo owners, and that the developers will have no concern as to where the boats will get stored or serviced in the future.
- 3) Over the years we all have watched marinas such as The Hingham Shipyard, Admiral's Hill Marina, Boston Yacht Sales once on the Neponset River on Hilltop Street, disappear. Now a car dealer parks cars at the Old Quincy ship yard. Due to the new condo development at Marina Bay, it has lost storage for 150 boats, as well as parking and convenient access to the marina. It looks like the ship yard at East Boston Pier Marina will be the next to fall. In the Boston area there are becoming increasingly fewer and fewer places to haul and store a boat. One can't even launch a small sail or power boat, or easily park their vehicle, anywhere on the water front.
- 4) I encourage the City to recognize and appreciate the steps that Florida took in the late 1990's and 2000's to protect the boat yards in south Florida, as the state realized turning every marina into a condo development was hurting its 4 billion dollar boat business. Florida realized it did not want to give up the tax revenue the boat business generates, nor the abundance of jobs it

creates for both low and highly skilled workers. In Massachusetts, every time a boat changes hands, it generates 6.25% of its value for the Commonwealth.

- 5) Boats in Boston are owned not only by the wealthy. In fact, the majority of boats owners in Boston are low to middle class workers who have made a few bucks and can afford their dream of owning a boat and escaping to the water. In the long run, developments like the one proposed put upward pressure on the cost of owning a boat and also limit access to the water.
- 6) I hope the City does not allow this project to go through. If it does however, my question is will the City recognize that there needs to be some land set aside, designated for marine use that provides not only dockage, but also significant space and sufficient hoist capability for servicing boats in the area.
- 7) Hingham Ship yard is prime example of the terrible result of allowing a marine property to be rezoned. Did we really need a movie theater and a CVS on the water front?
- 8) In conclusion, there are fewer boat yards and marinas in the Boston area that have the ability to haul and service boats. Once an area designated for water dependent usage - like the site of the proposed development - is destroyed, it is gone for good. Furthermore, considering the recent hurricane tragedies in other parts of the country along the water, the City needs to consider and identify places to haul pleasure and commercial boats in case of an emergency.

STEWART ROACH, PRESIDENT
NORWOOD YACHT SALES
NORTH QUINCY, MA

September 29, 2017

Susan Roche
158 Walnut Street
Dorchester, Massachusetts 02122

Hon. Brian Golden
Executive Director Boston Planning and Development Agency
City Hall, 9th Floor
One City Hall
Boston, MA 0221

cc. Mayor Martin Walsh
cc. City Councilor Frank Baker
cc. City Councilor Annisa esabi George
Sen. Linda Dorcea Forry
Rep. Dan Hunt
BPDA proj manager Tim Czerwienski

**Re: Port Norfolk Proposed Development Neponset Wharf
24 Erickson St. Dorchester Waterfront 02122**

Dear Director Golden and elected officials representing Dorchester

Thank you for the opportunity to submit comments regarding the Neponset Wharf project in the Port Norfolk neighborhood of Dorchester.

First, I would like to say that I personally welcome development to the area in question. It has long been neglected, and the opportunity to develop and enhance the property would be beneficial to the neighborhood. However, this proposed project is very, very concerning for many reasons that I would like to state.

1.

Overall design of the project: The overall design of the property is completely out of context with the neighborhood and exhibits a gross lack of understanding of the present and past design of this peninsula . . The proposed buildings have nothing to do with the overall architecture of the neighborhood and appears to have been designed by someone who has never stepped foot in original urban design layout of Port Norfolk !

Quite frankly, the designer does not understand or sadly cares less about the aesthetics of our neighborhood. We do not need a dog park, and we do not need a playground. This should not be a destination with the traffic that comes with that. We have those at Tenney Beach;

and the 36 % of the parks in the portthese amenities are simply ploys to satisfy illegal development of the ch 91 protected shorefront , and honestly those so-called amenities were meant as appeasements for the neighborhood. While I am not an architect, I do understand the importance of a cohesive neighborhood in relation to architecture. If the project in question were redesigned to more appropriately fit into the neighborhood it would be welcomed.

2. Traffic: I understand this issue has been raised several times. But I would like to reiterate that concern. Currently, we have an overabundance of traffic in the neighborhood, especially on the weekends. I would like to express my deep concern about the excessive speed in which non-residents travel down these already jammed, narrow streets. We have young children exiting Finnegan Park and drivers speeding down Walnut Street appear to have little regard for the safety of children or other residents of Port Norfolk. With that in mind, having an addition of a 25-room hotel, 150 new townhomes are extremely troubling and overwhelming. Marinas and Hotels are 24/7 businesses, our neighborhood cannot possibly accommodate that kind of traffic. You can see the effects of hotel traffic in downtown Boston, what kind of effect will that have on a small neighborhood with only three narrow streets?
3. Public safety and construction: it is premature to address but to hopefully avoid the mess accomadating this project . We have enough nuisances around us that contribute to our right to privacy and the quiet enjoyment of the limited hours when we are undisturbed by the Railways – 2, airplane noise and traffic , commercial traffic from bus tours , restrarnt gatherings aoll entering primarily on the stret right outside my frong door..... my husband gets up at 5am to enjoy a short period of peace from these annoyances to enjoy our otherwise wonderful neighborhood. How will the developers handle construction equipment? During each meeting, I have asked that question, without receiving an answer. Port Norfolk is comprised of three very narrow streets, which can be challenging to enter and egress on a good day let alone a day with snow or heavy traffic from the Venezia Restaurant, adjacent to the property in question. We really can't face bulldozers and dump trucks every time we try to go to work in morning. A question that has been asked several times is in regard to first responders. What will happen when fire, police or ambulances are called during the construction process?

I want, again, to express my appreciation for this opportunity to state concerns for this Project. Again, while I am not opposed to development; the present size and scope of the Neponset Wharf project and impact is not conducive to the Port Norfolk neighborhood. In any way , shape or manner ; I would welcome a redesign that included more appropriate architecture, urban design, absent a hotel, restaurant and destination type facilities such as dog parks.

I feel this development is not realistically respectful of the site and the neighborhood and is overwhelming to our small streets and creates another barrier between the water and the residents. Never in its 167-year history has seen a project as overwhelming, out of scale, and has no architectural relationship or continuity with the surrounding and impacted neighborhood. It is very ugly !!!!!!!!!!!!!!!

These concerns have been raised several times with the developers, and each time, none of the very specific questions asked have been answered.

I respectfully request your consideration to this matter.

Thank you for your time, interest and attention to this project.

Sincerely,

Susan Roche
158 Walnut St.
Dorchester, MA 02122

Impacted family property owner and resident

cc. Mayor Martin Walsh
cc. City Councilor Frank Baker
cc. City Councilor Annisa esabi George
Sen. Linda Darcena Forry
Rep. Dan Hunt
BPDA proj manager Tim Czerwienski

September 28, 2017

Boston Planning and Development Agency
Honorable Mayor Martin J. Walsh

I have resided in Port Norfolk for the past fifty eight years. I have seen a lot of the good and bad during this time. I wish to express my grave concerns in the scope of this project and the impact it will have on this very close nit neighborhood. The project as submitted is too large and frankly not wanted by anyone. I have talked to the residents here whether they are renters, owners or people that visit family still here. This project would overwhelm this small peninsular we call home in more ways than one. The traffic is horrendous now with the Venenzia, winery, distillery and the two existing boat yards, along with the old Seymours ice cream building being redone with the few tenants already in and I'm sure more to come. The parties that are putting this forth have no idea of the hardship this will place on the residents who have helped make this the great neighborhood it is and always has been if you ask me. Let me point out some of the major concerns. I am sure you have already heard about the infrastructure in which this project would have to tap into cannot handle it. We are hearing from many residents close to the entrance of these locations that are having flooding and back up problems they never had before the newer business came in. Walnut Street, Port Norfolk Street and Lawley Street seem to be sinking with cracking in many spots, also, the traffic getting in and out is horrendous along with the added parking Monday and Friday about 30 to 50 cars in the vicinity of 50 Redfield Street, this is a direct overload from their already full parking lot. I have not used this exit onto Morrissey Boulevard in years in the morning simply because it is too dangerous. Their proposal for one hundred fifty condo's along with a hotel and restaurant. Marina will cripple traffic coming in and out, this is not predicting this is a fact. Walnut Street, which currently has parking on both sides at certain times of the day and weekends, let me point out this is something the development team did not even know until I told them at one of the meet and greets they had. For that reason I have been parking my car out front during the hours it is legal. This does two things, it slows

traffic down and please note, it makes it almost impossible for the buses or other large vehicles to get by to their respective destinations. Simply put if they come back with a more neighborhood friendly proposal of just condominium and drop the restaurant and boutiques and utilize there Marina "Boat Yard" that is something I could except. We the residents of Port Norfolk are not Marina Bay nor do we wish to be. As their team pointed out, this project doesn't work for the residents only the developers and owners, I have never thought of moving elsewhere to live but if this project goes through as presented that is an option I have discussed with my wife already.

Sincerely,

Steven Tankle
170 Walnut Street
Dorchester, MA



September 29, 2017

Tim Czerwienski
Boston Planning and Development Agency
One City Hall, Ninth Floor
Boston, MA 02201

RE: WalkBoston comments on 24 Ericsson Street development (Neponset Wharf)

Dear Tim:

WalkBoston appreciates the opportunity to comment on the proposed Neponset Wharf development at 24 Ericsson Street in the Port Norfolk neighborhood of Dorchester, Boston. This project has the potential to advance walkable community goals by promoting active outdoor uses and enhancing pedestrian access to the waterfront. At the same time the project site remains highly inaccessible without a motor vehicle, which raises broader concerns about pedestrian safety and connectivity. Significant Transportation Demand Management (TDM) and mitigation measures would be necessary to address these issues.

The project proponent's goals of creating two acres of new landscaped outdoor space on the site, including 28,000 square feet of continuous publicly accessible Harborwalk, will significantly enhance the local public realm, while also promoting active living and outdoor recreation. We are intrigued by the proponent's consideration of a bicycle and pedestrian bridge to connect the project site with Tenney Beach. While such a bridge would certainly improve public access to the Harborwalk, we have also heard resident concerns about the bridge's potential impacts on the local ecology and its potential to put excess demand on the availability of parking for Tenney Beach if users of the new development use the public parking lot park at the Beach.

Relatedly, the proponent has stated their intention to "provide pedestrian and bicycle transportation infrastructure that is consistent with Boston Transportation Department's Complete Streets guidelines." Creating streets, sidewalks and paths that accommodate road users of all abilities and travel modes is critical to developing more livable and walkable communities, so WalkBoston is pleased to see a commitment to these issues reflected in the project's Environmental Notification Form. However actually implementing these concepts in a heavily car-dependent neighborhood and project site means that significant challenges must be addressed.

High proportion and number of motor vehicle trips: Given poor transit access and limited street connectivity to the Port Norfolk neighborhood and the proposed Neponset Wharf site, the proponent estimates that only five percent of trips generated by the project will be bicycle and walking trips. The remaining 95 percent of project-generated trips will be in motor vehicles, for a total of 1,440 new vehicular trips on an average weekday. To accommodate this traffic, the proponent has proposed 185 parking spaces on the project site. We are concerned that the number of trips and the number of parking spaces do not seem to be aligned, as these figures

would suggest nearly eight trips per day per parking space. This suggests a need to more fully explore appropriate transportation options for the development of this site.

In addition, the increased volume of motor vehicles this project would generate in Port Norfolk will increase risks to people walking and biking on the neighborhood's narrow streets and sidewalks. The project proponent has stated their intention to develop a TDM plan for the project in the forthcoming Draft Environmental Impact Report (DEIR). This plan should include a full accounting of how proposed TDM measures would reduce the overall number of motor vehicle trips and increase the overall percentage of trips using walking, biking and transit modes.

Neighborhood access and pedestrian safety: Redfield Street, Tenean Street/Conley Street, and Woodworth Street/Walnut Street are the primary routes for motor vehicles to enter and exit the Port Norfolk neighborhood. The proposed project will significantly increase the number of motor vehicles traveling these streets, so the proponent should explore ways to implement traffic calming and pedestrian safety measures along these streets as mitigation. Given that much of this increased traffic will come from Neponset Circle/Morrissey Boulevard, the intersections of Redfield, Walnut, Conley and Tenean Streets at these locations should also be assessed for safety improvements in coordination with the Department of Conservation and Recreation (DCR).

Site access and pedestrian safety: The project site abuts Ericsson Street, with a one-way entry to the site to be aligned with Port Norfolk Street and a one-way exit from the site to be aligned with Lawley Street. The proposed project will significantly increase the number of motor vehicles traveling these streets as well, so the proponent should also explore ways to implement traffic calming and pedestrian safety measures along these streets as further mitigation.

The proponent should also clarify how pedestrians will safely enter and exit the project site at Port Norfolk and Lawley Streets. The current site access/egress points at these locations lack sidewalks and are relatively narrow for motor vehicles even in the absence of sidewalks. These access/egress points also abut existing buildings, so while the proponent "envision[s] multiple accessible sidewalks along the entry points into the site," it is unclear where the space for safe pedestrian accommodations will actually come from. Increasing the number of motor vehicles traveling through this area will pose additional safety risks to pedestrians, so the proponent should explore plans for mitigation here as well.

Thank you for considering these issues and please feel free to contact us with any questions.

Sincerely,

A handwritten signature in black ink that reads "Wendy Landman". The signature is written in a cursive, flowing style.

Wendy Landman
Executive Director

24 Ericsson Street Public Comments via website form 2017-10-06

Date	Name	Organization	Address	Opinion	Comments
10/1/2017	Freda Manning		97 Walnut St., Dorchester MA 02122	Oppose	September 28, 2017 Brian Golden Director Boston Planning & Development Agency City Hall, 9th Floor One City Hall Square Boston, MA 02201 Regarding: 24 Erickson St, Dorchester, Neponset Wharf Project Dear Director Golden, I have lived in Port Norfolk for over 50 years. I am opposed to this project for many reasons. We have always fought to make our section of Dorchester better. The Neponset Wharf project brings with it so many obstacles for the neighborhood to deal with not just for now but, forever should it go through. I do not understand how monstrosities of this size allowed to be built all over the city. The size of this project is too grand in many ways. I worry about the height and design not conforming to the neighborhood. The parking spaces for the 150 units and 25 hotel rooms are not adequate. Lack of parking already exists on this peninsula. The excess cars will burden are streets even more. Crowded streets are not very accommodating to emergency apparatus trying to get to us, this is a major concern, especially with the new construction fires which have been too frequent recently. Will our streets hold up to the additional traffic? Will our utilities, water, sewer, electric, gas be able to support such a

				structure. We are one of the oldest areas in Boston and I am sure are utilities structures are too. This size this project almost doubles our current homes in Port Norfolk. It will no longer be our little neighborhood. I cannot see how doubling our population with just one project is a good thing. We are a peninsula. We only have 2 ways to exit. One is onto Morrissey Blvd. at Walnut Street and Neponset Circle the other is by Tenean Beach and during peak travel times we struggle already to exit. Traffic is backed up to the lights on the Quincy bridge from the on ramp of the expressway every weekday morning from about 7 to about 10 a.m.. We fought for delayed lights at the circle so both red lights to be longer at the same time to allow us to escape but, now traffic is so bad that it is only useful at off peak times. We should have asked already to have a painted road in front of Walnut St. at Neponset Circle stating not to block Walnut street. At off peak times people fly down the bridge and boulevard and we usually have to wait for that delayed light to get out. Now add in the fact that Morrissey Blvd. design change and loss of lanes on both sides we will have cars backed up to the beach. We will be struggling to get out our only 2 exits. The MBTA bus drivers already hate us because of our stop and how difficult it is to get in and out at Neponset Circle for them. With the completion of the park in our back yards we can see birds that we rarely saw before. I fear the height of these buildings will change this because it is and obstruction for the birds. The even greater fear I have is if this is allowed it will open the door and everyone feeling they can build oversized buildings on every lot in Port Norfolk. The Project says it will offer all sorts of amenities for the area. This again makes it a destination and more traffic no parking. Mention of a restaurant is a concern too again making it a destination more traffic and no parking.
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					We have enough green space in our little piece of Dorchester. The beach and new park are more than enough for us. I heard that we are almost 40% open space. I know that if projects put in open space it often allows them to have taller buildings. Give us the air space not green space. Stay within the code set forth for our area of 35 feet. We do not need another Marina Bay. We do not need to look like downtown. We can easily access these areas if we choose so we do not need it at the end of our street. Looking forward and hope the project is downsized to meet current code. Thank you, Freda Manning 97 Walnut St. Dorchester, MA 02122"
10/1/2017	James Manning		97 Walnut St., Dorchester MA 02122	Oppose	I have lived in Port Norfolk for since 1989. I am opposed to this project. My concerns are traffic, inadequate parking, size of project, age of our infrastructure able to support such a project and emergency vehicles access on already congested streets. The Neponset Wharf project brings too many challenges for our neighborhood. The number of units being requested is almost equal to the amount of structures that exist here. If this is allowed then every piece of undeveloped property will be requesting oversized building on undersized lots. We have adequate green space in Port Norfolk. The beach, the center common and new park are more than enough for us. We do not need more green space or amenities that will attract more traffic and parking problems on our already strained streets. The size of this project must be reduced considerably.

					Please do not allow this oversized project. Thank you, James Manning 97 Walnut St. Dorchester, MA 02122
9/30/2017	Edward McCarthy		157 Walnut St, Boston MA 02122	Oppose	To Whom it May Concern: I am writing today to voice my opposition to the proposed “Neponset Wharf” project. The project as proposed would be detrimental to this neighborhood and the greater community at large. As a resident of the City and this neighborhood, I have a vested interest in the long term viability of the City and particularly this neighborhood. It is my home; it is where I am raising my family. This community is where I work and where my child goes to school. It is where my wife’s family has lived for well over a century. In short, this community is part of me as sure as I am part of it. I believe that as a resident of this neighborhood I also have some responsibility in ensuring that this neighborhood survives for my son and others who will no doubt take my place in the future. This project, if built as proposed, would cause irreparable harm to this neighborhood. It would forever alter the neighborhood and destroy the fabric with which our community is built. In short, it is something I cannot in good conscience stand ideally by and allow to happen. There are many reasons why I believe this to be the case. First, the scale of the project is so overwhelming and so utterly preposterous. We are a small, mostly residential neighborhood, made up of single and two family dwellings. This project would overnight more than double the population of this small peninsula and subjugate current residents to the will of new. It short, as residents our voices would be silenced and our ability to control our own destiny severely diminished.

				Secondly, this project would create an unfair burden on the residents of this community. As a neighborhood on a peninsula, the means of ingress and egress are already limited. Neponset Circle is already well past capacity and is extremely challenging to navigate, even during non-peak times. This project seeks to, based on the limited information put forth by the developer, to increase the number of daily trip on our neighborhood streets in the order of multiple hundreds a day. They literally have no realistic plan to mitigate this. None. The only suggestion they have thus far have put forth is to bulldoze our neighborhood beach and build a bridge across it. Their planning is, in a word, underwhelming. Third, we are not, never have been, and should never be an exclusive enclave for the rich and powerful. We are generally middle class people, who work extremely hard for what little satisfaction we can gain from living in the community of our choice. This project is not being developed for the betterment of this neighborhood or this City, rather, it is an attempt to inject what a marginally successful development company believes to be profitable for themselves. The city need housing, however, it does not need any more luxury mid-rise condominiums or five star marinas. It needs affordable housing for working families. A city future and prosperity is based on people residing here, raising families, working here, and becoming part of the community here. It does not need development companies deciding who should live in a community through economic exclusion. In closing, this project would be a detriment to this community. It would forever alter the resident's lives and impact negatively their quality of life. It is not the community's role to make developers successful or profitable; rather, it is our obligation to ensure that our communities remain viable, safe, and vibrant. We, as community members, must ensure that development is in line with building a stronger community. This project falls well short of that goal and for that reason I strongly disagree with this, or any project being built in any
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					manner that is inconsistent with that goal.
9/29/2017	Daniel Roche	student	158 Walnut St., Dorchester MA 02122	Oppose	Hello, I am a 24 yr. old architecture student from the Port. I grew up on Walnut St. and have called it home my entire life. I understand that the city is under pressure at the moment to build housing, however the proposal for Ericsson Street in my opinion is overtly out of scale, insensitive to my neighbors, and could pose pragmatic issues for the peninsula in the years to follow if the development is built. First of all, the architects of the project have not done their due diligence to meet with my neighbors in order to hear their concerns and come to a compromise. I visited a presentation of theirs at City Hall in August 2017- I found their work and overall attitude to be unprofessional and ignorant to existing site conditions. Second, the Port has one means of egress. If the Port were to double its residency count, it would pose severe traffic congestion. Growing up on Walnut St., I was never able to walk or play safely on the street due to traffic entering and exiting the Venezia Restaurant. Adding this new development would only further decrease pedestrian enjoyment of the neighborhood. Thirdly, and perhaps the issue I am most concerned about: gentrification. I am not against development, however many of the people from my community have lived there for generations upon generations and I believe its important that they can continue to live there in the future. As a young person in school, someday I would like to move back to Dorchester-which will hopefully be a place where my current neighbors and friends can still afford to call home. Port Norfolk is a very special place to me, and I hope it remains an inclusive neighborhood for everyone- a place where everyone can afford

					to live- not just a privileged few. Thank you for your time. I am currently studying urban design as well as architecture at the moment, so if I can be of any help to the design process of this project in order to come to a compromise, I would be more than happy to assist. Sincerely, Daniel Roche
9/28/2017	Stephen White	Port Norfolk Yacht Club	179-181 Walnut street, Dorchester MA 02122	Oppose	We are writing to express our support of the Port Norfolk Civic Association, and their concerns regarding the proposed development of the area formally known as Russo's Marina located at 24 Erickson Street Dorchester. This area of the Neponset River is in an estuary and an area of critical and environmental concern. It is the transition area between the land and the sea and between freshwater and salt water, the environment within the estuary can be seriously impacted by human activities. Estuaries are the breeding grounds for species of migrating fish and are an important habitat for a diverse number of wildlife that rely on the marshland. Increased boat traffic and automobile traffic will greatly impact all native life forms (aquatic, avian and human). Other government agencies and organizations share these concerns for the Neponset River. for example the MWRA and the Neponset Watershed Association , the Neponset Greenway Council and the Army corps of Engineers A project of this magnitude will have a tremendous impact on this neighborhood. There will be a marked increase in traffic by both construction and personal vehicles. And even after the construction has finished traffic will be affected by the number of apartments, the hotel, the restaurant and public access. As residents of the neighborhood since 1923 we have been

					very involved in the development of the area (i.e. Finnegan Park and the bike tail) we share the same concerns for the development of the area as the Port Norfolk Civic Association
9/25/2017	Christopher Schill		34 Port Norfolk St, 2 Dorchester, MA 02122	Oppose	I strongly oppose the current proposal for the Neponset Wharf project. It's completely out of scale for the neighborhood. I've seen nothing to address traffic, parking or utility concerns, all of which are already challenges in Port Norfolk. The proponents own traffic team admitted mass transit as current is not adequate for supporting any such proposal. Boston seems to be in a pattern of overdevelopment when it comes to harbor sites which is incredibly disheartening and disrespectful to communities who have lived here generations. Given the recent hurricanes I would think proposals and scale would be re-evaluated.
8/24/2017	Karen Russo	Port Norfolk St -Resident	55 Port Norfolk St, 2 Boston, MA 02122	Oppose	Tim, This project is too large for this small residential neighborhood. It would greatly diminishes the integrity of our already fragile infrastructure, our public services, the light of the sunshine on our beach (exactly why you go to the beach) and takes away the neighborhood views of the water. Venezia restaurant located next door to this project will also have their sites on developing land they are currently using as parking space. We cannot sustain this growth, it's bad for us. I don't trust this developer as he has proven over and over again he's not interested in doing the right thing. Sincerely, Karen
8/5/2017	Beliza Veras-Moriarty		55 Pleasant Hill Avenue Mattapan, MA 02126	Oppose	There is no need for this in this quiet family centered street. This will negatively impact this neighborhood. People bought their homes here for exactly the way it is. It is not fair to that neighborhood.
8/2/2017	Stewart Roach	Norwood Yacht Sales, Inc.	308 VICTORY RD, SUITE #5	Oppose	I strongly oppose this proposed development. I fear that more and more properties originally zoned for Marine Use are being

			North Quincy, MA 02171		rezoned to build condominiums. The City has done nothing to assure the boaters that there will be sufficient boat hauling and storage facilities in the future. There needs to be some strictly Marine use facility in the Boston Area that can haul big and small boats and store them. Too, many boat yards have become parks and restaurants without any respect for the sales tax boat sales generate and the good maritime jobs that boat yards provide. Stop gobbling up water dependent use facilities. The land should be left zone for Marine Use only and developers promising some Marine facility is only using that to get the property rezoned. In the event of a hurricane or need for water access, the City needs to take a long hard look at providing more Marine Use property .
8/1/2017	JoAnn Innello	PNC Assoc	6 Port Norfolk St Dorchester, MA 02122	Oppose	I am not in favor of this project. This project is too big for this area, I can't believe anyone who has been in the Port Norfolk area could support a project of this size. We simple can not handle the amount of traffic it will bring. I take care of a handicapped family member who constantly requires medical attention how am I suppose to get out if I have an emergency especially at rush hour. Has any first responders police, fire, ems been notified? What happens if we have a fire how would the fire dept get here intraffic? When our bridge was under construction we had a death in the port because the first responders could not get through in traffic. We have a very small area to leave the port, on a normal day it is hard to get out of the port I can't imagine what would happen with 300 more cars. Please stop this project NOW.
7/28/2017	Marion Bok		Bok Unit 6 Dorchester, MA 02122	Oppose	I oppose the current design. I am not against any development of the parcel but the current design is not in keeping with the character of the neighborhood and posses signifiant safety concerns to the people residing and working in Port Norfolk. As designed, the number of proposed condominium units and hotel space is in excess of what the neighborhood's current infrastructure can handle. The neighborhood does not have adequate public transportation. As a result, the fast majority of all unit owners, boat owners/users, hotel guest, and

					employees/service providers will need to use private cars. The existing sewer and water pipes have ongoing problems handling the current load much less the addition of such a large project. The developers are proposing an 8 story building. Does the local fire station have the equipment to respond to a fire? Will the fire trucks and other emergency vehicles be able to respond in a timely manner given the increased traffic on the small streets?
7/17/2017	Frank Kodzis	Resident	157 Walnut Street Dorchester, MA 02122	Oppose	Deeply concerned with the current congested streets and traffic. The magnitude of this project will be a further degradation of traffic in the neighborhood. Strongly opposed to the construction of the hotel. The hotel is not part of the water front zoning of the neighborhood. The neighborhood is 90 percent residential and the hotel would bring a 24 hour operation .
7/13/2017	Jeanne DuBois	JADuBois Associates	15 Heathcote St. Roslindale, MA 02131	Neutral	As former 20 year Executive Director of Dorchester Bay EDC, I'm concerned about the speed of gentrification. Any mixed income here? What about the required 13% affordables?
7/13/2017	Stewart Roach	Norwood Yacht Sales, Inc.	308 Victory Road North Quincy, MA 02171	Oppose	To whom it may concern, I am deeply concerned with the proposed development at 24 Ericsson st and how it will impact the marine industry in the long run. The property should be protected under Chapter 91 for water dependent use. Throughout the city and surrounding areas we have seen a shrinkage of boat yards (Places that can actually store boats on land and service boats and provide jobs in the marine field). Every time a boat changes ownership the state receives 6.25% of the sale price. I think the city has to look into what happened in Ft. Lauderdale and Miami as boat yards got turned into condo's and one day realized they were destroying an industry that supports jobs and makes up a 5 billion business in South Florida. We have watched yards such as Hingham Ship Yard, Admirals Hill Marine/Chelsea, Scituate boat yards, all go the way of condo's and the pleasure and commercial boats simply become eye candy for the condo owners. There are very few places that can store boats and

					service boats in the Boston Area. If the City does permit this development to go through they need to dedicate water front space somewhere for boat storage in the near future with Big Boat hoist capabilities. If the city wants to see a mess, I encourage them to visit Marina Bay in Quincy on a weekend when the marina is full and condo owners have visitors. There is NO PARKING. Please keep in mind there are plenty of marinas. THERE ARE FEWER AND FEWER BOAT STORAGE AND SERVICE YARDS IN THE CITY. 24 Ericsson st is the last place that offers a 70 ton hoist and storage. Please don't let go the way of condominiums. Boston Police boats, U Mass boats all get serviced at 24 Ericsson st. We really don't need another condo development taking another boat yard away. Once it is gone you can't get it back.
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