



Raul Duverge <raul.duverge@boston.gov>

Re: 533 Washington Street, Downtown- Updated IAG Meeting Agenda

1 message

Salena Malik <salena.malik@gmail.com>

Fri, May 13, 2016 at 2:25 PM

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

Hi Raul,

I wanted to provide some comments I have around 533 Washington:

- The traffic is still a concern considering the scale of what is going into the building.
 - There will be more ubers/taxi dropping ppl right in front of what is supposed to be an upscale restaurant and 94 units.
 - The number/frequency of moving trucks
 - UPS/USPS/Fedex trucks

I think consideration should be given to design options to alleviate the above stress. E.g. perhaps, cut into the sidewalk so that at least one truck can be parked without getting in the way of traffic. Or maybe something can be done with the design of the first level of the restaurant.

I also think consideration should be given to the number of units available in this building. Fewer units will mean less traffic.

- I would like it to be very clear that the developer must utilize professional removal of trash and during non peak hours (early AM).

- The project form mentions that all residents will be given a years worth of T passes. I didn't hear mention of this in the presentation. Is this true?

Let me know if you would like to discuss anything.

My main concern is around traffic and making it painful to get thru this area on Washington street. There is another development coming up across the street which only will increase additional traffic to that cross section of Washington and Lafayette.

Thank you!
Salena

On Fri, Apr 29, 2016 at 1:04 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon All,

It was nice meeting most if not all of you yesterday. Attached to this email is a corrected meeting agenda from last night (in case you want share it with your peers).

Sorry for any confusion and thank you for attending!

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Sincerely,





SUFFOLK
UNIVERSITY
BOSTON

May 16, 2016

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

Re: 533 Washington Street
Project Notification Form dated March 31, 2016 ("PNF")

Dear Mr. Duverge,

Thank you for the opportunity to review the PNF and to comment on the proposal as part of Article 80B, Large Project Review. It is my hope that these comments will help to inform your scoping determination, as well as to provide a broad overview of concerns that the proponent needs to mitigate and address.

Modern Theatre Use

The Modern Theatre is located at 523-525 Washington Street abutting the proposed development site. Since its opening in 2011, the Theatre Department has produced premieres, hosted world renowned speakers, and presented important filmmakers and their films. Additionally, the theatre has a robust schedule of University productions, lectures, and presentations. In short, the theatre is heavily programmed day and night in service of our students, the University, and the greater Boston community.

Construction Impacts and Mitigation

Proper protocols and procedures should be outlined in writing to address concerns related to construction-related activities. We have serious concerns as follows:

- Noise associated with construction will be disruptive to programming. Theatre uses often begin as early as 7:30 am and continue as late as 11 pm.
- Access to the Harlem Place alley must not be restricted during construction. Alley access is essential for the load in and load out of theatre sets. The alley also serves as an emergency egress for both the theatre and dormitory located above.
- The addition of new housing, retail, and incubator space will only serve to exacerbate current conditions on deliveries, moves, pick-ups, service vehicles, etc.
- The University has contributed substantial financial resources to the renovation and preservation of the Modern Theatre. We share similar concerns with the Boston Opera House regarding possible damage during construction to the theatre and historic façade.

Building Use and Programming

The addition of a 105,000 square foot building will undoubtedly create additional strain on existing conditions on Washington Street. A comprehensive study should be undertaken of existing conditions in the Downtown Crossing area to see where improvements can be made to alleviate current conditions on traffic, parking, and loading zone activity.

The Modern Theatre and development site are separated by an 11-foot wide alley formerly known as Harlem Place. Suffolk University and the Boston Opera House Development, LLC entered into an Easement Agreement dated June 25, 2009 for joint use and passage of this alley.

A management protocol should be put into place regarding the use of the Harlem Place alley. Questions remain regarding the true extent the proponent will need to use the alley to service the building. Trash disposal, loading, unloading, deliveries, bike storage, etc. should be studied.

Conclusion

The developer has reached out in good faith and has met with representatives of Suffolk University on several occasions and for that we are appreciative. The responses to the concerns we have presented to the developer, however, have been vague at best.

There remains a number of issues that are important to the neighborhood in general, and Suffolk University, in particular. The developer has not provided assurances that they will be addressed or offered any specific measures to address these concerns. It is for this reason that the University, as a direct abutter to the proposed site, is opposed to this project.

Please do not hesitate to contact me should you have any questions.

Regards,

A handwritten signature in black ink, appearing to read 'John A. Nucci', with a small horizontal line to the right.

John A. Nucci
Senior Vice President for External Affairs



Raul Duverge <raul.duverge@boston.gov>

Re: Process Update- Impact Advisory Group- 533 Washington Street, Downtown

Stephen Chan <schan318@gmail.com>
To: Raul Duverge <raul.duverge@boston.gov>

Fri, May 27, 2016 at 10:27 AM

Hi Raul,

So far from what I see, I think the project will be a great addition to the Downtown corridor in creating a more vibrant live, work, and play atmosphere. I think the project will attract more professionals in the area making it a cleaning and safer downtown and help change the perception of the old red light district.

Some of the concerns i heard regarding traffic. I personally do not believe the project will create any more additional traffic than we already have. Traffic is part of city living.

As for construction impact, obviously there will be some short term inconvenience during construction, but I would think it would be similar to when the Modern Theater was rebuilt. Which in my opinion was not that bad.

Thanks

On Tue, May 24, 2016 at 3:20 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon,

I just want to provide a brief update to you all regarding the Article 80 review process for the proposed 533 Washington Street project.

The comment period closed on 5/16/16 and I received quite a few comments from the general public. I only received comments from a few of you on the Impact Advisory Group. The next step in the process will be that we, the Boston Redevelopment Authority (BRA) will issue a document called a Scoping Determination to the development team that will request that they address a number of issues and respond to ALL of the comments we have received. The development team will then submit a subsequent project application called a Draft Project Impact Report (DPIR).

I encourage those that did not submit any comments to me to please do so as soon as possible, particularly as it relates to impact mitigation and community benefits. This is important because as the development team prepares their Draft Project Impact Report (DPIR), they must respond to all of your comments in that application. Your ideas will be important on how the project will evolve/change in the DPIR and what could potentially be included in a community benefits/impact mitigation package as they continue through the review process.

You can chose to submit a letter collectively as group, individually as members, or both. If you have any questions or need some guidance I am more than happy to discuss and help in anyway I can.

Examples of impact mitigation and community benefits include funding for ongoing neighborhood initiatives and or non-profit groups, infrastructure improvements, neighborhood beautification, traffic studies and/or implementation plans, funding for security initiatives, improvements to parks/ open spaces in the area, etc. Mitigation can also take the form of design changes to the proposed structure to offset certain impacts.

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Sincerely,



Raul Duverge <raul.duverge@boston.gov>

Re: Process Update- Impact Advisory Group- 533 Washington Street, Downtown

1 message

Sidney Levitsky <slevitsk@comcast.net>
 To: Raul Duverge <raul.duverge@boston.gov>
 Cc: Rishi Shukla <rshukla@mcdra.org>

Tue, May 24, 2016 at 6:14 PM

Raul,

I assume the notes that you took, regarding my statement, during the Impact Advisory Group meeting as well as the Scoping meeting regarding the 533 Washington St. project will be included in the Article 80 review. In summary, they include:

1. Garbage removal and deliveries from apartments & the restaurant, as presently planned from Washington Street, thus blocking one of of traffic, should be revisited. The suggested of using the truck loading platforms on Mason Street associated with the adjacent Opera House should be seriously considered.
2. Traffic enforcement on Washington Street is poorly documented by the developer and requires a non-vested objective study with acceptable metrics.
3. The City archeologist should be consulted to review the debris as an auger bit for pilings is planned. The historic importance of the site being associated with the "original settlement" is an important consideration.

Feel free to contact me if any further information is needed.

Thanks,
 Sid Levitsky

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Examples of impact mitigation and community benefits include funding for ongoing neighborhood initiatives and or non-profit groups, infrastructure improvements, neighborhood beautification,

May 16, 2016

Ms. Caryn Suffredini
580 Washington Street
Unit 505
Boston, Massachusetts 02111
(617) 947-7333
Caryn.suffredini@gmail.com

Mr. Raul Duverge
BRA/EDIC
One City Hall Square
Boston, Massachusetts 02201
Sent via email: raul.duverge@boston.gov

Re: 533 Washington Street, Boston, MA

Dear Mr. Duverge,

I am in support of the proposed redevelopment at 533 Washington Street. I live across the street and it will be a pleasant improvement from an esthetic/neighborhood stabilization and beautification perspective while also staying true to the neighborhood development plan for professional residencies for all ages, technology innovation support and arts and culture.

Traffic will be an issue with or without the project as the problem already exists. I believe that this project will help focus the transportation planners to take a holistic view of Midtown/Downtown Crossing, and in the end, it will lead to the acceleration in the timeline to achieve a regional solution.

I am a banker with a focus on financing transportation projects so I am very well versed in traffic studies. I believe a bus lane and a bike lane should not be added but rather, the BRA should seek to develop bus routes with drop off/pick up at south station or Mass Ave with free passenger transfers to switch to the red line or orange line that will then feed to other lines, if needed, throughout the city so that bus patrons may reach their destinations at the same cost and likely same time in spite of the transfer because the T is faster and will not experience road traffic congestion.

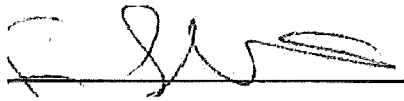
This will allow the buses, which by the way are rarely even half full, to be removed from the Midtown/Downtown Crossing area while not negatively impacting commutes of our community patrons. The reduction in traffic should also improve the environment. Once the buses are removed from the inner part of the neighborhood then a bike lane may be considered.

For the other issues mentioned at the community meetings such as construction traffic and noise, I feel that the development team will mitigate the issues. The team has a recent experience of working in Boston's North End on Salem Street, a narrower street with smaller sidewalks and a large pedestrian traffic. This project by all reports was a success.

Finally, there are a few residents who are continual naysayers. They have loud voices but they do not represent the majority of the neighborhood. They bought their condos many years ago and do not support anything that may "block their views" so they try to come up with nonsense to stall or block every project.

I encourage the BRA to support the project and to resist having any emotions enter the decision making. The project and its owner and new residents will be a positive addition to the neighborhood. Also, we are in need of a new quality restaurant so all should be well received which ultimately leads to higher tax receipts to the City to support the schools and the needed social programs.

Warmest regards,

A handwritten signature in black ink, appearing to be "J. S. [unclear]", written over a horizontal line.