

June 9, 2017

Raul Duverge, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 99 Sumner Street Development Project (Hodge Boiler Works)

Dear Mr. Duverge,

This letter shall serve as a letter of comment on behalf of the active tenant leaders of the Maverick Association of Residents, a volunteer-led tenant organization of Maverick Landing, a mixed-income housing complex which is directly adjacent on both sides (Sumner and London Streets) of the project site. The M.A.R. serves not just residents of Maverick Landing but engages the Maverick area community as well in many of our activities.

As members of the Impact Advisory Group, we have been participating in the conversations and have seen the presentations given by the developer and the BPDA as well as have analyzed the development project documents. As long-time residents of the Maverick Landing community raising families here, we are fully vested through our volunteer and community leadership in assuring that our neighborhood is safe, clean and provides common public spaces for improvement of quality of life. We have seen many changes in this neighborhood, some of which we have been positively engaged in, that have improved the overall neighborhood including the renovations to LoPresti Park in the last 2 years, an amenity that was sorely needed and has brought a dramatically improved active recreational space to our entire community. At any given weekend day or even weekday afternoon, there are a multitude of children, youth and adults enjoying the recreational fields, the water access features and harborwalk as well as the playgrounds. There are various high pedestrian crossover points for the children and youth including the Havre, London, Liverpool and Border Street intersections to cross over to this 4 acre beautiful park. We work together as community leaders to assure that traffic is slowed down and safe on Sumner Street. We advocated with the help of the Councilor's office to place pedestrian delineators in 3 crosswalks to calm the traffic on Sumner St. which was excessively fast and unfortunately had caused a number of pedestrian and bicycle accidents with youth involved. That being said, placing the entrance to the project's parking garage right next to a) one of the high pedestrian crossover points at the intersection of Sumner and Liverpool, b) immediately adjacent to one of the main entrances to the park and c) at an unsignalized intersection, in our opinion, is a very dangerous proposition. Children cross over constantly as well as come from the Maverick Landing townhouses and residences walking down Sumner towards the park on the South side directly in front of the 99 Sumner Street project site. That would mean putting children and adults' lives at risk as cars drive into the subground parking garage. We feel that the garage would be better suited in the corner of the London extension private way as there is a signalized crosswalk with a pedestrian delineator already there and there is virtually no foot traffic coming from the private way around the corner to Sumner Street. We ask that you reconsider and take into account the safety of our families that live in Maverick Landing and that frequent the park by not placing the garage entrance at the proposed location on Sumner Street immediately next to the park.

With respect to the building façade facing LoPresti Park, we recommend a modification to the building to include an entryway somewhere in the middle to make a connection between the project building and the park creating better and more seamless access between the private property and the public park, if at all possible.

There has also been a significant decrease in available parking for Maverick Landing residents since the construction of The Eddy building as well as the establishment of the Reel House restaurant. With the addition of your development there will be even less parking available putting a strain on the families and tenants of Maverick Landing who transport children, elderly and special needs/physically challenged family members back to their home. We ask that you or the City conduct a current traffic and parking study of the area surrounding the project as there have been some recent significant changes to the parking situation that need to be considered as part of the development of 99 Sumner Street.

The terraced courtyard public space that the project designers propose would be an amenity to the whole community. We are delighted to see this additional harbor front public space added connecting existing harborwalk however, we feel the design would benefit from more vegetation and green infrastructure than what is shown in the design renderings. In addition, as a community that has many youth in the neighborhood, some that are at-risk due lower-income situations, we look for opportunities for them to learn skills and positive programmatic experiences. We ask that you highly consider partnering with the Maverick Landing Community Services on youth programming especially with the proposed work-share proponent in the FPA's. We also hope that that courtyard space allows for outdoor community programming as well as that the indoor work-share space could be reserved at certain times for indoor community programming of local non-profit organizations.

Finally, we understand there have been 2 previous Notice of Project Changes, one in 2004 and one in 2012 where the Inclusionary Development Policy ratios were of a lesser amount due to the requirements at the time. With the increase in market rate rents and a boom in outside investors buying up housing to 'flip them' in East Boston and without existing legislation that protects East Boston families from sudden displacement, we ask that the developer of 99 Sumner Street abide by current Inclusionary Development Policy regulations implemented in 2015 that maximizes the number of affordable housing units built on-site for large development residential projects of no less than 13%. Anything less would continue to do a disservice to the existing fabric of the community by not providing as many affordable housing opportunities as possible within this neighborhood.

Thank you for your consideration,

Best regards,

|  |   |  |
|--|---|--|
| <hr/> Magdalena Ayed<br>Tenant Leader , M.A.R. | <hr/> Norma Ortiz<br>Tenant Leader , M.A.R. | <hr/> Hanane Ihizan<br>Tenant Leader, M.A.R. |
|--|---|--|

Cc:     Councilor LaMattina                             State Representative Adrian Madaro  
          Senator Joseph Boncore                         Jennifer Pizarro, Property Manager, Trinity Management  
          Commissioner Cook, Parks Dept.         Richard McGuinness, BPDA  
          Rita Lara, Maverick Landing Community Services



Raul Duverge &lt;raul.duverge@boston.gov&gt;

## Fwd: IAG Mtg re 99 Sumner Street

1 message

Jason Burrell [REDACTED]  
 To: raul.duverge@boston.gov  
 Cc: David Aiken [REDACTED]

Tue, May 30, 2017 at 9:55 PM

Raul,

See below from Dave Aiken, the e-mail was addressed to you, but I believe you were inadvertently omitted from the recipients.

Begin forwarded message:

**From:** David Aiken [REDACTED]  
**Subject:** Re: IAG Mtg re 99 Sumner Street  
**Date:** May 30, 2017 at 8:38:28 PM EDT  
**To:** Alex Adkins [REDACTED]  
**Cc:** Max Gruner [REDACTED], "K.M. Langone" [REDACTED],  
 Magdalena Ayed <magdalena.ayed@gmail.com>, 2525rpms@gmail.com, Jason Burrell  
 [REDACTED], norma casiano <[REDACTED]>, Margaret Farmer  
 [REDACTED], Saul Perlera [REDACTED], Madeleine Steczynski  
 [REDACTED], Steven Snyder <[REDACTED]>, Salvatore LaMattina  
 [REDACTED], Adrian Madaro [REDACTED], Claudia Correa  
 [REDACTED], Prayas Neupane [REDACTED],  
 [REDACTED]

Raul, I am sending these notes as formal comments in follow up to a meeting this evening amongst several members of the IAG. IAG members have also/may also send comments separately.

Meeting tonight: Alex Adkins, Max Gruner, David Aiken, Jason Burrell, Saul Perlera joined by Madeline Steczynski.

We have the following remarks:

- On design, we understand the BCDC met earlier today and the feedback was not consistent with that provided at the public/IAG meetings to date, so we expect that another IAG meeting will be held once the developer has furthered the plans as a result of the BCDC meeting. Therefore, we are not commenting further on design at this time as a group. You have received some comments individually from IAG members about the design, amenities, etc., along with feedback at the public meetings to date.
- The members of the IAG tonight agreed that a mitigation trust fund should be established for the benefit of the community, as has been done in other parts of the City.
- The preference is a grant program administered by the BPDA with guidelines and a grant cycle established.
- We request that you (and the BPDA) hold a meeting with the IAG and/or circulate sample documents to the IAG for how grant funds / cooperation agreement funds could be administered.
- Lastly, we request clarity on the affordable housing requirements / commitments of the developer, as it is unclear how the unit calculation was established in this revised PNF.

In summary, as an IAG group, the focus is on a community benefits grant fund that would be established under Article 80 Large Project Review for 99 Sumner Street. This fund would award mitigation funding to East Boston based not-for-profit groups under a to-be agreed upon procedure, per the BPDA IAG Information Sheet.

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Other members on this email may certainly weigh in with their own thoughts, additions or corrections to these notes.

Regards,  
David, Max, Jason, Alex, Saul and Madeline

On Tue, May 30, 2017 at 12:46 PM, Alex Adkins [REDACTED] wrote:  
Thanks!

Sent from my iPhone

On May 30, 2017, at 12:38 PM, [REDACTED] wrote:

Hi All,

Just sent out agenda for tonight. We are meeting from 6:30-8pm at the Health Center's Training Institute at 250 Sumner St.

Best,  
-m

**Max Gruner**  
Executive Director  
East Boston Main Streets  
[REDACTED]

----- Original Message -----

Subject: Re: IAG Mtg re 99 Sumner Street

From: Alex Adkins [REDACTED]

Date: Tue, May 30, 2017 11:12 am

To: David Aiken [REDACTED]

Cc: "K.M. Langone" [REDACTED] Magdalena Ayed

[REDACTED] Jason Burrell

[REDACTED] Margaret Famer

[REDACTED] Saul Perlera [REDACTED]

Max Gruner [REDACTED] Madeleine Steczynski

[REDACTED] Steven Snyder [REDACTED] Salvatore

LaMattina <[REDACTED]> Adrian Madaro

[REDACTED] Claudia Correa <[REDACTED]>

Prayas Neupane <[REDACTED]>

[REDACTED]

All, I am going to try to attend the Boston Civic Design Commission Meeting at 5:00PM. When and where are we meeting tonight?

Sent from my iPhone

On May 30, 2017, at 11:02 AM, David Aiken <daiken1@gmail.com> wrote:

The Reelhouse and The Eddy should be working to use excess space in the garage for restaurant parking. In addition, I brought to the Councilor's attention the atrocious design of the dead end parking area that leads to the restaurant which is causing unsafe traffic patterns.

These new developments have plenty, if not too much parking. It is the City's poor management of the on-street resource (ie, free unlimited residential parking passes and no cost to park on the street for free for the restaurants) that are greatly enhancing this problem.



Raul Duverge &lt;raul.duverge@boston.gov&gt;

## 99 Sumner Street - AIG Comments

1 message

Jason Burrell [REDACTED]  
To: raul.duverge@boston.gov

Tue, May 30, 2017 at 9:54 PM

Raul,

I fully support David Aiken's e-mail on establishing a grant fund for worthy nonprofits within the confines of East Boston to receive mitigation money from this development in lieu of cherry picking nonprofits to get specific amounts. This appears to be a more fair way to make sure that worthy groups are getting funding based on need and not the individual desires of members of our group or others in the BPDA process. I believe that this is one component of mitigation that the developer should be engaging in. Other mitigation efforts that I feel are the developer should be pushed on are as follows:

- 1) An integrated public bathroom in to their development. The developer is proposing a very nice outdoor patio area for public use, but to my knowledge, they are not providing bathroom facilities open to the public. At least one single stall men's bathroom and women's bathroom should be accommodated in to the building clearly marked for public use. This bathroom facility should be maintained at least twice a day by the developer and be open from 8:00 AM until 9:00 PM daily seven days a week. This should be a standard for all large waterfront developments along our Harbor Walk.
- 2) There are a number of street lights in and around Maverick Square that have yet to be upgraded to the new acorn light standard. They are still the old concrete post with the "lollipop" head. The only way that we will ever get these street lights upgraded to the new standard is through developer mitigation. The inconsistency of lighting is taking away from the sense of place of Maverick Square and since the street lights in front of the development have already been upgraded, I think that it is reasonable to request that this developer upgrade the remaining street lights on Sumner Street from their development to Bremen Street. I would also like to see the street lights on Bremen Street upgraded as well.
- 3) I am not confident that the "work bar" concept is the best use of "public use" integration in to this building. I would like to see a small retail component along the Sumner Street facade. Sumner Street is an offshoot of the Maverick Square shopping and retail corridor and I'd like to see a continuity of retail in this space. Note that the affordable apartments being constructed one building down on the other side of Carleton Wharf are incorporating ground floor retail in to the project. If they are doing it, this developer should be pushed as well, I believe that this retail continuity will greatly serve the community.
- 4) There is a absence of street trees in the Maverick Square area. The only way that we will get a significant number of street trees added and maintained in this area is to task a developer with this mitigation. I would like to see the developer commit to planting and maintaining 50 sidewalk trees within a 4 block radius of the project. I believe that East Boston has one of the lowest percentages of street trees out of any neighborhood in the city and I'd like the large for profit developers to help change this.

My design comments are as follows:

- 1) I am relatively pleased with the landscaping design with one exception. We are continually building harbor walks that wall off the harbor. The harbor is getting cleaner, but our ability to access it and utilize this resource is actually getting more difficult. It is sad to see nobody IN the harbor over the summer months when we should be sailing, canoeing, swimming, and fishing in it. I strongly recommend that this developer integrate a pebble beach and fishing / swimming pier. During the last meeting, the developer stated that they didn't do this because Lend Lease was already integrating access to the water in their development at Clippership Wharf. This rationale is unacceptable to me. There CANNOT be enough means to access and enjoy our harbor and I strongly recommend the BPDA push this point with the developer.
- 2) I am not pleased that their garage entrance is being shown on Maverick Street. This should be continuous streetscape for pedestrian safety, continuity of the sidewalk, and the aesthetic of the front building facade. Please push to have the developer relocate the garage entrance to one of the side streets.
- 3) The massing of the building and height along Sumner Street is too tall for the scale of the buildings directly across the street. I would like to see the Sumner Street facade scaled back in height and then stepping up to a taller height as the project gets toward the harbor side. I'd be okay with the developer going higher, if that meant a lower more scalable

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City of Boston Mail - 99 Sumner Street - AIG Comments

facade along Sumner Street.

Please let me know if there are any questions on the above comments.

Kind Regards,

Jason Burrell





Raul Duverge &lt;raul.duverge@boston.gov&gt;

## 99 Sumner Street Design Mitigation Comments

1 message

Alex Adkins

Tue, May 30, 2017 at 9:12 PM

To: Raul Duverge &lt;raul.duverge@boston.gov&gt;

Hi Raul,

In addition to the IAG minutes and comments sent to you by David Aiken, I wanted to provide my individual comments with regard to Design Mitigation. I attended the BCDC review meeting tonight and saw the Davis company's response to the community comments. The responses accurately focused on three key elements of the design raised at the two community meetings: 1. Incorporation of Landscape design elements that will facilitate community events. 2. Mitigation of the 7'-0" grade change at the parking garage berm, 3. Concern about the location of the parking entrance on Sumner Street and the disruption that it causes to a continuous storefront along Sumner Street 4. The architectural design of the facade along Sumner Street seems bulky and lacking in articulation and refinement. Speaking as an individual community member I have the following comments: 1. The landscape plan presented at the BCDC tonight seems to be positive, incorporating a less steep slope at the parking garage berm, a simplified access ramp, and the introduction of an amphitheater. 2. I support moving the parking garage entrance to the London Street extension rather than Sumner Street. This provides the opportunity to make the entire length of the facade along Sumner Street consistent, feeling more like a traditional storefront. It also makes for two good corners- on London Street extension and on LoPresti Park. 3. The Sumner Street building elevation is very bulky and needs level of design articulation to avoid looking like a big fiberboard box. It seems that the BCDC did not like the idea of breaking the facade into smaller more vertical elements with more color because it emphasized the height of the building too much. I would request that the design team present a more refined facade articulation to balance the thoughts of the BCDC and the negative reaction of the community to the Sumner Street facade.

Alex

> On Apr 25, 2017, at 7:22 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

&gt;

> Good Morning/ Afternoon,

&gt;

> Thank you for contacting me. I will be out of the office from April 20-26. I will return your email and/ or call upon my return.

&gt;

> Thank you!

&gt;

&gt;

&gt; --

&gt;

&gt;

> [image: BPDA\_Identity\_RGB\_Hor\_Pri\_DB.png]

&gt;

> Raul Duverge

&gt;

> Project Manager

&gt;

> 617.918.4492

&gt;

> Boston Planning & Development Agency (BPDA)

&gt;

> One City Hall Square | Boston, MA 02201

&gt;

> bostonplans.org

## Boston Planning and Development Agency Memorandum

TO: Raul DuVerge  
FROM: Katie Pedersen  
DATE: May 25, 2017  
RE: 99 Sumner Street/Hodge Boiler Works Site  
East Boston, Massachusetts  
Notice of Project Change

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I have reviewed the Notice of Project Change (the "NPC") dated April 10, 2017 and submit the following comments for the Environmental Protection component. TDC Development Group, LLC (the "Proponent") proposes the construction of a transit-oriented, mixed-use development consisting of approximately 119 housing units, approximately 7,200 square feet (sf) of commercial space and 83 below grade parking spaces (the "Proposed Project").

### Wind

The Proponent has stated the Proposed Project will be approximately 72 feet in height, thus the Proponent shall not be required to conduct a quantitative (wind tunnel) analysis but, shall be required to conduct a qualitative analysis of the pedestrian level winds (PLW) conditions. The analysis shall include public and other areas of pedestrian use, including entrances to adjacent buildings, sidewalks, and pedestrian walkways adjacent to and in the vicinity of the Proposed Project, and existing and proposed open spaces in the vicinity of the Proposed Project.

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

### Shadow

The Proponent shall be required to conduct a shadow analysis for the existing (no-build) and build conditions for the hours of 9:00 a.m., 12:00 noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice and for 6:00 p.m. in the summer and fall.

The shadow impact analysis shall examine the existing shadows and the incremental effects of the Proposed Project on existing and proposed public open spaces, including but not limited to LoPresti Park and Lombardi Memorial Park, as well as sidewalks and pedestrian walkways adjacent to and in the vicinity of the Proposed Project site.

The shadow impact analysis shall evaluate the following conditions:

1. No-Build - the existing condition of the Proposed Project site and environs to establish the baseline condition.
2. Build Condition – the Proposed Project as described in the NPC.

#### Solar Glare

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

#### Daylight

(Please refer to Urban Design's comments)

#### Air Quality

The Proponent shall be required to perform a microscale analysis, which shall predict localized carbon monoxide concentrations, including identification of any locations projected to exceed the National and/or Massachusetts Ambient Air Quality Standards. The analysis is required for projects for which:

- 1) Project traffic would impact intersections or roadway links currently operating at Level of Service ("LOS") D, E, or F or would cause LOS to decline to D, E, or F;
- 2) Project traffic would increase traffic volumes on nearby roadways by 10% or more (unless the increase in traffic volume is less than 100 vehicles per hour); or,
- 3) The project will generate 3,000 or more new average daily trips on roadways providing access to a single location.

Emissions from the Proposed Project parking garage and from the Proposed Project's heating and mechanical systems shall be estimated. In addition, carbon monoxide monitors shall be installed in the parking garage and a description of the proposed ventilation system shall be provided. Building/garage air intake and exhaust systems and specifications and an analysis of the impact of exhausts on pedestrians and any sensitive receptors shall be identified and. Finally, if deemed necessary, mitigation measures to minimize or avoid any violation of state or federal ambient air quality standards shall be included and a description provided.

## Noise

Noise impacts from the Proposed Project shall be analyzed, including rooftop mechanical equipment and other noise sources (e.g., emergency generators), demonstrating compliance with the City of Boston noise regulations and applicable state and federal regulations and guidelines. Due to the close proximity to residential buildings, the Proponent shall be required to evaluate and demonstrate compliance with the Interior Design Noise Level (not to exceed day night average sound level of 45 decibels) established by the U.S. Department of Housing and Urban Development (Subpart B Noise Abatement and Control of 24 CFR Part 51). If deemed necessary, mitigation measures designed to reduce excessive noise levels to acceptable limits shall be included and a description provided.

## Sustainable Design/Green Buildings

Article 37 to the Boston Zoning Code requires any proposed project which is subject to or shall elect to comply with Section 80B of Zoning Code of the City of Boston, Large Project Review, shall be subject to the requirements of Article 37. Proposed Projects shall be “certifiable” under the most appropriate United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System. The purpose of Article 37 is to ensure that major building projects are planned, designed, constructed, and managed to minimize adverse environmental impacts; to conserve natural resources; to promote sustainable development; and to enhance the quality of life in the City of Boston.

The NPC indicates that the Proposed Project will use the LEED v4 for BD+C: New Construction and Major Renovation and shows the intent to achieve LEED Silver with 55 points.

Prior to the Inspectional Services Department’s (ISD) issuance of a building permit, all proposed projects must demonstrate compliance with Article 37 and have obtained approval of the requisite submissions from the Interagency Green Building Committee (IGBC). In order to demonstrate compliance, the IGBC requires the submission of a Draft Green Building Report (Draft Report), Energy Model and Design Affidavit. The Draft Report shall provide a comprehensive narrative describing the proposed strategies and paths that will be used to meet all LEED prerequisites and achieve the selected credits.



Raul Duverge &lt;raul.duverge@boston.gov&gt;

## 99 Sumner - Project Comments

1 message

David Aiken

Tue, May 30, 2017 at 11:32 AM

To: Raul Duverge &lt;raul.duverge@boston.gov&gt;

Raul, as a member of the IAG, please find my comments below regarding 99 Sumner.

1. It is not clear to me that there are any public restrooms for use by those using the Harborwalk. This public amenity should be included and should be required to be maintained by the owner of the building.
2. The Sumner Street street level should not consist only of resident amenity space. If the developer is unwilling to site any sort of commercial space here, there should be space reserved on the waterfront side for a small seasonal kiosk that would serve coffee/ice cream/cold beverages.
3. An area of covered and/or interior bicycle storage should be open for public use. 14 bicycle racks around the property is not sufficient. In addition, the developer should include amenities like a bicycle tire pump in an obvious location, at all times.
4. Something is wrong with Figure 2-10 in the PNF as to the way it shows the garage entrance on the LoPresti side of the property.
5. The LoPresti Park side elevation appears relatively blank and given its prominence on the public park side of the building should be further enhanced. This is further reinforced by Figure 2-24 that treats the prominent LoPresti side of the building as the alley way with an egress only stair.
6. What caliber trees are being proposed for the landscape area above the underground garage? This area should not be restricted to small growth trees. They should be equal in size to the large trees planted at Piers Park, at the least.
7. Will parking be a separate charge from rental fees? Parking should be bundled with the rent for the units and should be a separate charge.
8. The PNF states that the City is in the process of acquiring ferry boats for water transportation. This is woefully outdated information and instead the Davis Companies should be indicating how they will work to ensure ferry service becomes a reality.
9. It should be very clear that any final signage posted around the property reflects the substantial open space required as shown in Figure 7-5. I am concerned they will attempt to make people think this is all private open space.

While the design is not very inspiring (no creative angles, no special materials, no different window types, nothing that brings back a feel of the industrial past of the area) it is certainly a vast improvement over the current vacant site that needs to be filled in during this current real estate cycle. The scale of the building seems appropriate as does the amount of parking that is provided (at .70 spaces per unit). The public open spaces, with some tweaks, are an important amenity for both the developer and its residents and the community.

I have no further individual comments at this time and hope that the BPDA will keep the IAG and community up to speed on the progress of this Project and requirements that the BPDA will require of the Davis Companies to enhance the public realm.

Regards,  
David Aiken

On Wed, May 24, 2017 at 4:53 PM, Raul Duverge <raul.duverge@boston.gov> wrote:

Good Afternoon,

This is a friendly reminder that the initial public comment period associated with the 99 Sumner Street project concludes on May 30, 2017.

Please submit your comments (collective or individual) via email or through the project page, which be found here: <http://www.bostonplans.org/projects/development-projects/99-sumner-street>

Please let me know if you have any questions.



Raul Duverge &lt;raul.duverge@boston.gov&gt;

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**Re: Garage door letter**

1 message

**Claudia Correa** <claudia.correa@boston.gov>

Tue, May 30, 2017 at 1:39 PM

To: Emma Uppal [REDACTED]

Cc: "K. M. Langone" [REDACTED]

Bcc: raul.duverge@boston.gov

Hi Emma,

Many thanks for sending this over; this type of information is very helpful to us during this process. I will make sure the project manager from the BPDA also gets a copy of this.

Best,  
Claudia

On Sun, May 28, 2017 at 9:53 PM, Emma Uppal <uppal.emma@gmail.com> wrote:

Dear Claudia,

My name is Emma and I am the newest member of the Carlton Wharf Condominium Association Trust. In addition to being a trustee, I am also a resident of the building, and have heard much opposition from my neighbors about the matter. Attached is our formal letter of opposition. Please share it with Mayor Walsh. Thank you so much, and I look forward to meeting you.

Emma Uppal

--

**Claudia Correa,**

East Boston Liaison.

Office of Mayor Martin J. Walsh

Boston City Hall, rm 805 | Boston, MA 02201

[www.cityofboston.gov/neighborhoods](http://www.cityofboston.gov/neighborhoods)

617-635-2681

*Hablo Español*

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Monday, May 29th 2017  
Dear Honorable Mayor Walsh

We, the trustees of Carlton Wharf Condominium Association, represent 30 owner-occupied units in Maverick Square. We are in deep opposition to the garage door of 99 Sumner Street being moved from Sumner Street to the London extension. It is unfair and burdensome to have over 100 cars daily traveling down the London extension, our private way.

Permanent long term residents are the backbone of any great neighborhood. That is what we have achieved in Carlton Wharf. 45% of the unit owners at Carlton Wharf have small children who have gotten used to the safety of the London Extension. Adding over 100 cars daily to that small street would certainly become a hindrance to the quality of life Carlton Wharf owners.

There is a tremendous amount of construction going on in and around Carlton Wharf. While we appreciate and welcome development in the neighborhood, it also presents burdens related to noise, traffic, loss of parking, and potential exposure to asbestos, among others.

This new design change for 99 Sumner will put an undue burden on Carlton Wharf and the unit owners are vehemently against it.

Thank you for your time and consideration.

Sincerely,  
Carlton Wharf Condominium Association  
John Lombard  
Kristin Langone  
Diana Wogan  
Vince Aponte  
August Zabbo  
Emily Uppal  
Ada Kokoshi  
Aida Jovani

**Boston Water and  
Sewer Commission**



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

May 22, 2017

Mr. Raul Duverge  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: NPC 99 Sumner Street, East Boston

Dear Mr. Duverge:

The Boston Water and Sewer Commission (the Commission) has reviewed the Notice of Project Change (NPC) for the proposed 99 Sumner Street Project (the Project). The Project consists of the redevelopment of approximately 62,988 square feet of land located at 99 Sumner Street in the East Boston neighborhood of Boston. The Project site is currently vacant and was formerly occupied by the Hodge Boiler Works shop and two (2) office buildings. As currently proposed, the Project consists of the construction of approximately 125,614 square foot, six (6) story mixed-use building that will include approximately 119 residential rental units, 7,200 square feet of commercial space, and 83 off-street parking spaces.

The Project site is served by sewers, storm drains and water mains owned by the Commission. On Sumner Street there is an existing 24-inch x 30-inch sanitary sewer. According to the PNF, the proposed sewer service for this project will connect to the Sumner Street main at a location to be determined in consultation with the Commission. Sewage generation for the Project is estimated at 17,920 gallons per day (gpd). Water service for the Project is expected to be provided through a new connection to an existing 12-inch water main on Sumner Street. According to the PNF the size of the proposed service and location of the connection to the main on Sumner Street will be determined in consultation with the Commission. Water demand for the Project is estimated at 19,710 gpd.

The Commission has the following comments regarding the proposed Project:

**General**

1. The Proponent must submit a site plan and General Service Application to the Commission for the proposed Project. The site plan must show the location of the water mains, sewers and drains serving the Project site, as well as the locations of existing and proposed service connections. To assure compliance with the Commission's requirements, the Proponent should submit the site plan and General Service Application to the Commission's

Engineering Customer Service Department for review when the design for the Project is at 50 percent complete.

2. Any new or relocated water mains, sewers and storm drains must be designed and constructed at the Proponent's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use Regulations, and Requirements for Site Plans.
3. With the site plan the Proponent must provide detailed estimates for water demand (including water required for landscaping), wastewater generation, and stormwater runoff for the Project.
4. It is the Proponent's responsibility to evaluate the capacity of the water and sewer system serving the Project site to determine if the systems are adequate to meet future Project demands. With the site plan, the Proponent must include a detailed capacity analysis for the water and sewer systems serving the Project site, as well as an analysis of the impact the Project will have on the Commission's systems and the MWRA's systems overall. The analysis should identify specific measures that will be implemented to offset the impacts of the anticipated flows on the Commission and MWRA sewer systems.
5. Developers of projects involving disturbances of land of one acre or more are required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency. The Proponent is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required for the proposed Project, a copy of the Notice of Intent and any pollution prevention plan submitted to EPA pursuant to the permit must be provided to the Commission's Engineering Services Department prior to the commencement of construction.

#### **Sewage/Drainage**

6. Oil traps are required on drainage systems discharging from enclosed parking areas. Discharges from the oil traps must be directed to a building sewer and must not be mixed with roof or other surface runoff. The requirements for oil traps are provided in the Commission's Requirements for Site Plans.
7. If any food service or restaurant is built as part of this Project grease traps will be required in accordance with the Commission's Sewer Use Regulations. The Proponent is advised to consult with the Commission's Operations Department with regards to grease traps.
8. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority (MWRA) and its member communities are implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/ inflow ("I/I")) in the system. Pursuant to the policy new developments with design flow exceeding 15,000 gpd of wastewater are subject to the Department of Environmental Protection's regulation 314 CMR 12.00, section 12.04(2)(d). This regulation requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four

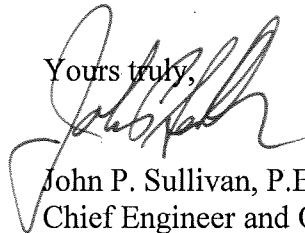
15. The Commission encourages the Proponent to explore additional opportunities for protecting stormwater quality by minimizing sanding and the use of deicing chemicals, pesticides and fertilizers.

### Water

16. The Proponent is required to obtain a Hydrant Permit for use of any hydrant during construction of the Project. The water used from the hydrant must be metered. The Proponent should contact the Commission's Operations Department for information on obtaining a Hydrant Permit.
17. The Commission utilizes a Fixed Radio Meter Reading System to obtain water meter readings. Where a new water meter is needed, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, the Proponent should contact the Commission's Meter Installation Department.
18. The Proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular the Proponent should consider indoor and outdoor landscaping which requires minimal use of water to maintain. If the Proponent plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should also be considered.

Thank you for the opportunity to comment on this Project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer and Operations Officer

JPS/as

cc: Stephen Davis, TDC Development Group, LLC  
Marianne Connolly, Mass. Water Resources Authority  
Maura Zlody, Boston Environment Department  
Phil Larocque, Boston Water and Sewer Commission

# Boston Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439 voice  
[www.bostongroundwater.org](http://www.bostongroundwater.org)

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## Executive Director

Christian Simonelli

May 24<sup>th</sup>, 2017

Raul Duverge, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201-1007

Subject: 99 Sumner Street NPC Comments

Dear Mr. Duverge:

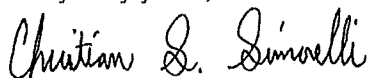
Thank you for the opportunity to comment on the notice of project change (NPC) for the 99 Sumner Street Project. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

While the proposed project is located outside the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code, I was pleased to see that the proponent has committed to design and construct the proposed project to comply with the requirements of Article 32.

As stated in the NPC and confirmed the scoping session the proposed project will be designed to meet the groundwater recharge standards of Section 32-6 of the Code, such that the proposed project will not have any adverse effects on groundwater levels at the project site or on nearby lots. In addition the proposed project will include a groundwater recharge system to enable the Proposed Project to meet the groundwater recharge standards of Section 32-6 of the Code. The Proponent will also obtain from the BWSC, a certification that the proposed project will meet such performance standards, which certification may be obtained through the BWSC site plan approval process. The Proponent will provide a copy of such BWSC determination to the BPDA and to the Boston Groundwater Trust prior to the issuance of a Certification of Consistency for the proposed project under Section 80C-9 of the Code. The proponent also stated that the proposed project will be complete streets compliant and porous pavers will be installed in the furnishing zone along Sumner Street.

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

Very truly yours,



Christian Simonelli  
Executive Director

CC: Kathleen Pederson BRA,  
Maura Zlody, BED



May 30, 2017

Secretary of Energy and Environmental Affairs  
Executive Office of Energy and Environmental Affairs  
ATTN: MEPA Office  
Ms. Anne Canaday, EEA No. 13031  
100 Cambridge Street, Suite 900  
Boston, MA 02114

RE: Notice of Project Change EEA #13031  
99 Sumner Street (Hodge Boiler Works), East Boston

Dear Ms. Canady,

The Boston Planning & Development Agency's Waterfront Planners have received and reviewed the above-referenced Notice of Project Change ("Notice") submitted by DIV Sumner Street, LLC c/o TDC Development Group, LLC (the "Proponent") for the redevelopment of 99 Sumner Street (the "Project"), the former location of the Hodge Boiler Works Company (the "Project Site"). This is the third iteration of the redevelopment of the site; the current project proposes more residential units, commercial space, and open space than the previous projects approved by the then-Boston Redevelopment Authority. It has eliminated the previously proposed marina, replaced the bed-and-breakfast with a coworking space, and privatized a small portion of previously publicly accessible open space.

Through the redevelopment of this vacant and underutilized waterfront parcel, the Project will realize a vital part of the East Boston Master and Municipal Harbor Plans, which were completed in 2000 and 2002, respectively. In addition to the benefits inherent to the redevelopment of such a site, such as additional housing units and an expanded tax base, the Project will also fill a 240-linear-foot gap in East Boston's Harborwalk with an overlook providing unique views of Boston's waterfront and harbor and create 34,500 square feet of new publicly accessible waterfront open space. The Proponent and developers of other waterfront properties in East Boston have proactively developed a comprehensive signage master plan for the East Boston Harborwalk to ensure a cohesive waterfront experience. Though this should be applauded, Waterfront Planning staff also encouraged the Proponent to explore more intuitive connections between LoPresti Park and the elevated public courtyard on the Project Site to ensure a continuous public realm that does not appear to be private. The Proponent indicated they would consider potential design solutions, though no alternatives have been presented.



**boston planning &  
development agency**

Regarding climate change, the Project has incorporated multiple features to promote resilience, including a shoreline comprising both green and grey infrastructure and a regrading of the site to four feet above the existing base flood elevation. Though these parcel-specific features are beneficial, a more comprehensive approach to flood protection for the entire East Boston shoreline is also necessary given the neighborhood's vulnerability to sea level rise. The on-going Climate Ready East Boston initiative, led by the City of Boston's Environment Department, will identify a suite of coastal resilience solutions comprising both stop-gap solutions for immediate protections and catalytic interventions for the future with the intent of cohesively protecting the entire East Boston waterfront. This Project in particular is proximate to a significant existing flood pathway to inland areas of East Boston and adjacent to a future flood pathway that will develop as soon as 2030 and exacerbate the impacts of the existing flood pathway. Future residents and employees at the Project Site will greatly benefit from interventions resulting from Climate Ready East Boston, which will not only provide flood protection as sea levels rise, but may also include additional open space and opportunities to connect with the water, all while protecting their landward neighbors. To that end, mitigation for the Project should include a meaningful financial contribution to the design and construction of these interventions.

Finally, if the Massachusetts Department of Environmental Protection, through the Chapter 91 licensing process, determines that the proposed coworking space qualifies as a facility of public accommodation (FPA), the operator of such a space should be required to provide space for community meetings and events free of charge, incorporate local art into the interior space, and ensure that the space is not effectively monopolized by any single or few organizations so as to preclude the general public's ability to use the space.

If necessary, we will reiterate these comments during the Chapter 91 license process. We appreciate the opportunity to comment on this Notice and for your consideration.

Very truly yours,

Richard McGuinness

Deputy Director for Climate Change and Environmental Planning

cc: Raul Duverge, Project Manager, Boston Planning & Development Agency