

Date	First Name	Last Name	Organization	Opinion	Comments
3/15/2019	Ted	Ahern		Support	I believe the Dot block is a positive project moving forward in Dorchester. Glovers corner is the true connector of several neighborhoods in Dorchester . This will be a positive change including the new restaurants , housing and just what seems to be the beginning of utilizing areas around the Red Line. The density will benefit the areas businesses as well as bring no people to the Dorchester area . Now other people can realize what it's like to live in the greatest part of Boston.
3/15/2019	Rebecca	Tumposky	UMass Boston	Oppose	My name is Rebecca Tumposky. I was born and raised in Boston, a current employee at UMass Boston, and a former resident of Dorchester and community advocate. I am very concerned about the displacement crisis impacting Dorchester and the ability for long-term residents to remain in their homes. I believe that this project as it currently stands will exacerbate displacement. 13.5% affordable units in the Dot Block project is NOT enough. • The majority of the "affordable units" in DotBlock are for people making 70% of the area median income, which is NOT affordable for most Dorchester residents. The AMI does not reflect the actual incomes of Dorchester residents. • The plans around affordable housing must include a significant number of units for families who make under \$25,000 per year. • Only 3 units are reserved for families of 4 making less than \$50,000/year. These are all compact/small units not suitable for most families. • Approximately 5,500 households in the area around DotBlock and Glover's Corner make less than \$50,000 year. Most rent and over 80% are households with people of color. • We must ensure protections of current residents who live here now and call for no displacement of current residents as new development comes in to the area. Dot Block will impact the overall affordability within the plan area. Most of my students cannot afford to live in Dorchester and commute from far away to attend UMass Boston, even though our College was created to serve local residents. If projects like DOT Block happen, this situation will only get worse, and Dorchester will join the rest of Boston in being a place only the wealthy can afford to live. Thank you, Rebecca Tumposky
3/15/2019	JAMES A	VERDERICO, JR.		Support	In favor
3/15/2019	Hajar	Logan	Hajar A. Logan and Assoc., LLC	Neutral	Good afternoon. Thank you for allowing me to voice my opinions and concerns regarding the BPDA process and DOT Block. I am especially concerned with the impact of DOT Block development and other developments near it and there impact on the redevelopment and re-segregation on Glover's Corner and the stated impact areas: Jones Hill, Meeting House Hill, Fields Corner, Four Corners, Savin Hill, Hancock Street and St. Mark's area. As a city agency, I am appalled by your lack of commitment to families whose median income is less than 50% of AMI. I am also appalled by your commitment to displace families of color and immigrant communities that are protected by Fair Housing and Fair Lending, whose median income is well below your projected targets for the community and Glover's Corner.
3/15/2019	Amanda	Borsman		Oppose	I am a resident of Dorchester. Dorchester is one of the few places left in this city where lower income families can afford to live. Don't push us out.
3/15/2019	Jenn	Cartee		Support	I very much support the expanded number of housing units and consolidation of open space that have come about since Samuels & Associates has come onto this project. Dorchester and Boston writ large need more housing at all price points to help address continuing undersupply, regardless of admirable strides by the current administration. Nonetheless, on this and all projects, it is frustrating that there is no easy way when submitting comments to BPDA to code how much MORE I would like this project if there was MORE housing, MORE transit investment as part of mitigation, and LESS on site parking, whether above or below ground. Thank you for your time.

3/15/2019	Angelina	Hua	Dorchester Not 4 Sale	Oppose	<p>My name is Angelina Hua, I'm a Dorchester resident, born and raised in Fields Corner. Dorchester is my home and where families like mine can afford to live. Dorchester is where my Vietnamese community is: All of the Viet families I grew up with live here, all of the Viet grocery stores that sell ingredients important to Viet cuisine are here AND in walking distance for my mom who have knee issues, all of the stores and restaurants that know, welcome, and love my family are here. This is where I learned about my Chinese Vietnamese American identity. My mom has built her life and community here in Dorchester for the past 2 decades, after fleeing to the United States from the Vietnam War. This is her home and she doesn't want to leave again. Everything she does, buys, and eats is in here in Dorchester. She knows that if she enters a building here in Dorchester, there will be people who look like her and speak her language. She can actually be her social, lovable, and sassy self when she can be with other Vietnamese Americans. AND she's very interested and has a lot of opinions on housing, especially affordable housing, but for a while, there was no space that welcomed her because folks at the meetings didn't speak her language. No one asked for her opinion in Vietnamese. When I told her about this meeting and asked her to come, she took a moment and looked me in the eye and said: Will there be Viet translation? I had to tell my mother, after 2 decades of working hard to provide for my siblings and I as a single mother in a completely new country, that this was yet another meeting that she can't access because her language wouldn't be represented. After 2 decades of not being able to understand what's being said in teacher meetings, doctor' appointments, graduations, etc., there was STILL no Vietnamese translation. And it's just not my mom. There are so many Viet families who I know who are struggling to pay for their monthly rents, that has been drastically increasing in the past few years because of recent development, are scrambling to find affordable housing next to the MBTA for their children to commute to OB/BLA/BLS, and are interested in talking about development. There are people who want to join the conversation and give their input, as Dorchester residents who love Dorchester and are invested in the community, but cannot because there's no translation. On top of that, the news of this meeting came out 11 days ago. They're all working class people, working very hard everyday to make ends meet for their families while taking care of their children. 11 days is NOT enough time for them to call into work to take time off, to arrange carpool for their children after their clubs and meetings, to make sure there's someone to look after and cook for their children. If you want more community involvement, especially by Vietnamese Dorchester residents ON the impact of this luxury building on the Vietnamese Dorchester community, then there needs to be better procedures to include us. We're ready. We're just waiting on you.</p>
3/15/2019	Kelcey	morange	Fields corner resident	Oppose	<p>I returned to Dorchester and committed to this neighborhood long term by buying and owner-occupyong on Adams St nearly a decade ago. My primary drive was the diversity ... by race, by class, by age, by language, by transit, by religion... of the neighborhood. Boston has been historically detrimentally segregated by class and race and I saw great hope in maintaining the true mix we enjoy here. I made the complementary commitment to spend my money locally, upholding small business and employing local folks whenever I can. The project, as it is proposed, does not honor the income diversity of the neighborhood. Folks of low and moderate income contribute irreplaceably to the culture of Dorchester, and are slowly being squeezed out by cost. I support any effort to tackle housing affordability responsibly, but to me, the units proposed MUST mirror the percentage of local residents living at each income level restriction. I write mortgage loans professionally, and spent my years prior to this profession in social work focused on housing. I know that what I suggest is feasible and financially. This project does not honor the diversity of the neighborhood, and until that changes, I cannot give it my full support.</p>
3/15/2019	Patrick	OSullivan		Support	<p>I think this project would be a great addition to neighborhood. Very excited!</p>

Dot Block NPC Public Comments via website form 2019-03-18

3/15/2019	Kenneth	Osherow	McKenna's Cafe/Savin Bar and Kitchen	Support	This development is very important for our amazing Dorchester neighborhood. Currently this area is a vacant wasteland filled with trash, drugs and prostitution. The site is currently a depressing eyesore and a huge detractor from our neighborhood. We are in desperate need of additional residential housing, we need more working people in our neighborhood, and we need more options for retail, restaurants and other neighborhood amenities. Please allow this project to move forward. This is very important for Savin Hill, Jones Hill, Meeting House Hill and the entire Dorchester community. Thank you for your consideration on this important matter.
3/15/2019	Mary	Kinsella	Boys&Girls Clubs of Dorchester	Support	Boys and Girls Clubs of Dorchester supports this project of Wintergold in collaboration with Samuels & Associates. The proposed project area was in desperate need of change and improvement and we feel the community is motivated to welcome this positive change. The residential component will be vital to the redevelopment of the area, changing the space into a vibrant and beautiful hub, with a mixture of housing and retail, drawing people into congregating and fostering a new and brighter community for everyone.
3/15/2019	John	Roche AIA	PNCA	Support	Greetings and Congratulations for the hard innovative work that has gone into the public process of this project. I grew up and delivered newspapers to the project area and have watched and walked the area most of my life. I first was overwhelmed by the scale and vision of the project , never thinking about the dramatic changes proposed .....i have come to be very excited about the new addition of many homes to this classic intersection of Dorchester , job opportunities for Dorchester area residents , job training programs for young and old , affordable housing for the residents of the neighborhood and beyond . I appreciate the commitment of the development team working with neighbors , elected officials , our city government for this wonderful vision that will upgrade Dorchester and put this underutilized landscape into most productive use. Sincerely i wish you all the success for this wonderful project.
3/15/2019	Mary	Regan	Dorchester not for Sale	Oppose	I live in Dorchester and am a low income renter. I already was displaced from my home of 7 years and now pay more rent than I can afford to stay in Dorchester. I am opposed to this proposal for 3 main reasons: 1) lack of affordability, 2) the speed and exclusiveness of the Dot Block public process and 3) the need for real community benefits. More detail, shared by my neighbors in Dorchester Not for Sale is below. AFFORDABILITY • After going through our own neighborhood process with Dorchester residents from the Vietnamese, Cape Verdean, Black, Latinx and White Working Class communities, residents have created a vision that includes the need for 65% of new housing within the complete Glover's Corner planning area to be truly affordable to families making under \$50,000 per year. • 13.5% affordable units in the Dot Block project is NOT enough. Our neighbors are being displaced every day. • The majority of the "affordable units" in DotBlock are for people making 70% of the area median income, which is NOT affordable for most Dorchester residents. The AMI does not reflect the actual incomes of Dorchester residents. • We also want to be sure that plans around affordable housing include a significant number of units for families who make under \$25,000 per year. • Only 3 units are reserved for families of 4 making less than \$50,000/year. These are all compact/small units not suitable for most families. • Approximately 5,500 households in the area around DotBlock and Glover's Corner make less than \$50,000 year. Most rent and over 80% are households with people of color. • We want to ensure protections of current residents who live here now and call for no displacement of current residents as new development comes in to the area. • Dot Block will impact the overall affordability within the plan area. BPDA PROCESS • Dot Block is included in the Glover's Corner Planning Process and we need to ensure this project will provide a significant amount of affordability and access for low income, communities of color and working class neighborhoods in Dorchester. The processes around DotBlock and Glover's Corner have been separate but should be connected.

					<ul style="list-style-type: none"> <li>• There was less than two weeks notice given for each public meeting on DotBlock, and there was no outreach done in languages other than English, and no confirmation of interpretation before the first meeting.</li> <li>• The second meeting concluded with members of our community being shouted over and BPDA staff closing the meeting before all questions could be asked.</li> <li>• The public comment period is set to close on Friday, March 15 and many of our questions are still not answered.</li> <li>• The public comment form and related DotBlock files on the BPDA website are not accessible in languages other than English and to individuals without access to a computer or internet.</li> <li>• Residents are concerned with what is happening in our neighborhood and deserve to be fully heard. This project is NOT ready for final approval without more opportunities for fully, inclusively, and respectfully engaging residents who will be affected by it.</li> <li>• COMMUNITY BENEFITS</li> <li>• Developers are coming into our neighborhood, displacing people, and making millions while providing very few community benefits and not much information or transparency.</li> <li>• A camera that watches our neighbors and feeds into the Boston Police system, and particularly the Boston Regional Intelligence Center, is NOT a benefit. It causes harm.</li> <li>• DotBlock needs to provide REAL investment in our community and needs to create a transparent process to ensure that resident voices are at the center of decisions about community benefits, especially the voices of residents most likely to be displaced or otherwise adversely impacted by this process.</li> <li>• The majority of the proposed "Community" and "Public" Benefits, such as bicycle facilities, garage, car-sharing and electrical vehicle charging stations, and security cameras prioritize the comforts for future residents of DotBlock's units instead of the needs of existing community residents and the public.</li> <li>• Community residents have had minimal to no say in the decisions around community benefits. Benefits that truly are for the community residents might include developing and providing for:             <ul style="list-style-type: none"> <li>○ workforce ESL and job and resource training programs,</li> <li>○ multipurpose community spaces for youth and senior programs,</li> <li>○ a cultural center,</li> <li>○ financial incentives and support for local, immigrant-owned and people of color owned small businesses to remain and thrive,</li> <li>○ funding to keep existing housing affordable, community control of the community funds for the immediate neighborhood instead of the funds being managed by the BPDA,</li> <li>○ priority for Dorchester artists, priority for local businesses and community cooperatives in the retail spaces,</li> <li>○ establishment of a long-term leadership council led by community residents and organizations.</li> </ul> </li> </ul>
3/14/2019	Jane	Taylor	Dorchester People for Peace	Oppose	I think that it is ill advised to place such a huge housing project in that space, to say nothing of lacking adequate outdoor space for those that need it, like all of us. In addition it is not really affordable for the people that live in the area, which you well know. I understand that building affordable housing is a tricky topic, but it needs to be addressed in some way. Traffic is a further concern, and parking for the cars that will go along with the people. I feel that concern could be better addressed. Dorchester Ave is already a nightmare during rush, esp at key locations, and this would be one of them. I already do not avail my family to activities beyond Fields Corner, as getting there is so difficult, time consuming. Further more this block is not next to rapid transit. It does need a grocery store, laundromats, day care as well as school classrooms.
3/14/2019	Lance	Wheeler		Support	I support this project
3/14/2019	Brian	Heger		Support	Fully support this much needed and important project. Thank you
3/14/2019	Scott	Maginnis		Support	Great Idea, wasted area for years... build it.
3/14/2019	T.Michael	Thomas	The Peoples Academy Inc	Support	I have lived in the Dorchester area for over 40 years and saw every other community developed which is great. And for the people who stayed and through all the changes we would like to have accessible and affordable things like other beautiful growing communities. I strongly support this project.

Dot Block NPC Public Comments via website form 2019-03-18

3/14/2019	David	Higgins	Neighbor	Support	This project will help the area and help continue to improve Dorchester I am in full support
3/14/2019	Nancy	Faherty		Support	Strongly support this project as it will bring positive change to an area that has long been neglected. Looking forward to affordable housing, hopefully space for small businesses, and just overall improvement. This block has always seemed to be a wasted space so I am thrilled that it is finally being put to use.
3/14/2019	Piter	Brandao		Support	Hello. I have lived in the Uphams Corner area for over 33 years . I currently live on Pleasant st . I am in full support of the Dot Block project . They are taking an old run down building and making a beautiful project on my street .
3/14/2019	Jacqueline	Nunez	WonderGroup, LLC	Support	I strongly support the Notice of Project Change submitted for the DOT BLOCK project. Over all, I believe the proposed changes enhance the project in several ways. First, placing the parking underground (which is a very expensive undertaking) will enhance the street scape and promote much desirable connections with the site while also improving the open space. Second, I particularly like the increased set backs along Greenmount Street which softens the visible buffer between the project and the street. Third, I strongly support the proposed increased density from 362 to 488 units. This density increase will provide much needed market rate and affordable housing units. In fact, the increased number of affordable units to 66 represents the most affordable units ever offered in Dorchester given that we have had a total of 118 IDP units over a seventeen year period. For the above reasons, I strongly support the NPC for DOT BLOCK and I hope to see its construction begin in the very near future!
3/14/2019	Michael	Lynch	Clam point Asso	Support	I very much support this development project.
3/14/2019	Thao	Ho	DotNot4Sale & Viet-AID Youth Program	Oppose	My name is Thao Ho and I have lived in the neighborhood of Dorchester for my whole life. I'm a third-year undergraduate student at Tufts University but have been coming home more often in light of the concerns that DotBlock raises within me. After going to some community meetings led by Dorchester Not 4 Sale, I fear that Dot Block will impact the overall affordability within the plan area, especially since my whole extended family resides in Dorchester. Therefore, I oppose this plan in hopes that more of the focus for this project will be on residents who are already within our neighborhood, and that DotBlock puts an emphasis on serving the ACTUAL community members of Dorchester FIRST.

3/14/2019	Catherine	O'Neill	CATHERINE M. O'NEILL LLC	Support	Dear BPDA Board Members: As a life long Dorchester resident, living in Savin Hill for the last twenty years, I enthusiastically support DOT BLOCK. I have worked on the project since 2013, which may neutralize this support letter, but I hope it doesn't. I have been a community activist and "organizer" since I was twelve. Living in Lower Mills for the first half of my life I rarely traveled down to the current area I now call home. That all changed in 1997 when I became the Dorchester Liaison for the Menino administration. With Mayor Menino I toured the factory that was located there. They made industrial steel carts, ovens and refrigerators for institutions - think food tray carts that meals are served in in hospitals and steam tables. The factory relocated soon after our tour and left the abandoned buildings we got to look at for over twenty years. Working closely with neighbors for the last six years I know there were several attempts to develop the site, all failed, for a variety of reasons. Now there is a team in place who possess the extraordinary experience and talent that it is going to take to restore this section of my neighborhood, and that I have participated with these professionals, both in the first half of DOT BLOCK and now the second, I consider it the most profound professional experience I have ever had. I was there the day the methamphetamine lab was discovered, and present countless times when individuals doing illegal things were arrested. I have met personally with most of the direct abutters and am quite confident of their support of the project. Since the inception of the IDP program over two thousand affordable units have been made available to Boston residents, only 118 of those were created in Dorchester, 4%, DOT BLOCK's affordability component is 66 units, more than half of the units created in Dorchester in the last seventeen years, and 33 of those are going to be set aside for eligible Dorchester residents thanks to the Neighborhood Diversity Preservation Preference Program the BPDA created. That alone should be a reason to approve this project, and I do hope you will vote in the affirmative. Sincerely, Catherine M. O'Neill.
3/14/2019	Marta	Carney		Support	Looking forward to the area getting cleaned up. Abandoned area brings crime.
3/14/2019	Yatzel	Fite-Sabat		Oppose	I am a 3rd year law student and a resident of Dorchester. I have lived on Robinson Street, right next to Ronan Park for over two years now. I am writing to express my opposition to this project. This project will drastically reduce the affordability of this area of Dorchester. At the same time, however, it will not include enough dedicated affordable housing for low-income Dorchester residents. This is a dire need in this area. In fact only 3 of the units that this project will provide for families of 4 who make less than \$50,000.00 per year are extremely small and not suitable housing for families of this size. This is unacceptable. This project has the potential to displace low-income residents of Dorchester, yet those involved in the development process have made a point of excluding those who would be most impacted from providing meaningful input as to this development this far. Until there is a sincere effort to include the perspectives of those people, this project should not move forward. Thank you for your time.
3/14/2019	Bob	Sances		Neutral	This project and process are such a disappointment More units Less parking Magical ideas about traffic No recognition of neighborhood interests or concerns This is an opportunity to create a neighborhood Mixed use mixed income units that do not reflect a realistic standard for affordable units any where in this city The neighbors here would welcome a comprehensive plan for glovers corner Marry Walsh should step up and take care of his neighbors We want to help We want to have affordable and housing for all people in Dorchester Look at the senior citizens and marginalized people in this neighborhood Where will this people go What cant we create housing and services.

Dot Block NPC Public Comments via website form 2019-03-18

3/14/2019	April	Tang	Dorchester Not for Sale	Oppose	I have lived in Dorchester for 4 years and have worked here for 6. I am a renter, social worker, and community advocate. I oppose the current plans for Dot Black and urge the City not to approve the revised plan. Housing is a human right and the current number of affordable units is too low. It is NOT enough given the current need. I expect the City to ensure that families in the area are not displaced, which includes families who make less than \$25,000 a year. Developers are coming into our neighborhood, displacing people and making millions while providing very few benefits and not much information or transparency in the process. Current residents, especially those at risk of becoming displaced, need to be at the center of decision making and have their voices heard and a true say in what happens.
3/14/2019	Mary	O'Sullivan		Support	As a lifelong Dorchester resident who commutes to work through the area of the proposed Dot Block, I can see where additional investment in this section of Dorchester would be beneficial to Dorchester as a whole. For as long as I can remember, this area has been a neglected and underserved area of Dorchester. From what I understand, this project will offer opportunity for both, existing residents to stay in the neighborhood, and for new residents to plant their roots in this new revitalized area of Dorchester.
3/13/2019	Colinda	Cole-French	Mrs.	Support	I appreciate that this adds new housing to our neighborhood including affordable housing.
3/13/2019	Brita	Zitin		Oppose	Everything I've learned about Dot Block tells me it's being developed for profit at the expense of community. Private developers work for profit, as do construction companies - there's no question about that. But can't secondary priorities include equity, accessibility, and responsiveness to *stated* needs and desires of the existing residents/neighbors? At the one open session I attended, on March 6, it seemed that no one was really *listening* to anyone else. Neither the developer nor the BPDA made any real attempt to mediate between the union supporters of the project and the community opponents - likely because that division benefits the project by distracting from it. For me to support the project, I'd need to see a genuine process of mediation and negotiation, led by a third party - not typical for this process, I know, but worth a try as a model that could work in future contentious development projects (of which we will surely see more if the city continues to grow). Thank you.
3/13/2019	Elizabeth	Nguyen		Oppose	As a member of the community I oppose the Dot Block development. It does not bring enough affordable housing to the community and the process of its creation has left out many people because of language access, timeline for comments, timing of open meetings and more. Please consider whether we can do better for our neighborhoods and those who have lived there for many years. I know we can. I'm a resident of Jamaica Plain who currently sees the impacts of development here including many people being pushed out, housing insecurity and more. Rev. Elizabeth Nguyen

3/13/2019	Fatema	Ahmad	Muslim Justice League	Oppose	<p>As a Dorchester resident, and a civil rights advocate, I am extremely concerned about the plans for the Dot Block Development. I am worried about the impacts of this development on our local community. To have only 13% supposedly affordable units when the city is clearly facing a housing crisis is shameful. I am also disappointed in the process of communicating to the local community, or really lack of communication - I attended one of the recent meetings where we had to bring our own interpretation to make sure everyone was actually included. But I am especially frustrated with an item in the Public Benefits package of this development - a \$25,000 allotment for cameras to feed directly not just to the Boston Police Department, but to their Boston Regional Intelligence Center, also know as the BRIC. BRIC is funded by the Department of Homeland Security and allows state and federal law enforcement including DHS and the FBI to access information about our local communities. This is the same BRIC, whose gang database has led to local youth being detained by Immigration and Customs Enforcement. My organization, with the ACLU and other organizations are suing the Boston Police Department for information on how the BRIC's gang database functions as there is very little transparency. On top of this development being not affordable for the local community, having cameras that feed directly to local and federal law enforcement, is an aggressive surveillance tactic to allow for the policing and potential incarceration or deportation of local residents of color. We have all seen the horrifying stories of folks calling the police on residents of color who are living their lives - selling lemonade, having a barbecue, getting into their own building - direct camera feeds of the neighborhood would dramatically increase this type of racial profiling of Dorchester residents who would be unknowingly surveilled when they're near this development. This is unacceptable - developments need to be both affordable and safe for the local community, and currently the Dot Block development is neither.</p>
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3/13/2019	Kristen	Aldrich		Oppose	<p>I've lived in Jones Hill for 2.5 years. I'm a renter, community advocate and nonprofit worker. I stand with the community organization Dot Not for Sale. I believe they have communicated clear points in opposition to this plan and I'd like to reiterate them here and count myself in opposition until a better solution can be found. Reasons for opposition:</p> <ul style="list-style-type: none"> <li>● 13.5% affordable units in the Dot Block project is NOT enough. Our neighbors are being displaced every day. And "affordable units" in DotBlock are for people making 70% of the area median income, which is not affordable for most DOT residents.</li> <li>● Only 3 units are reserved for families of 4 making less than \$50,000/year. These are all compact/small units not suitable for most families.</li> <li>● Approximately 5,500 households in the area around DotBlock and Glover's Corner make less than \$50,000 year. Most rent and over 80% are households with people of color.</li> <li>● We want to ensure protections of current residents who live here now and call for no displacement of current residents as new development comes in to the area.</li> <li>● There was less than two weeks notice given for each public meeting on DotBlock, and there was no outreach done in languages other than English, and no confirmation of interpretation before the first meeting.</li> <li>● The second meeting concluded with members of our community being shouted over and BPDA staff closing the meeting before all questions could be asked.</li> <li>● The public comment period is set to close on Friday, March 15 and many of our questions are still not answered.</li> <li>● The public comment form and related DotBlock files on the BPDA website are not accessible in languages other than English and to individuals without access to a computer or internet.</li> <li>● Residents are concerned with what is happening in our neighborhood and deserve to be fully heard. This project is NOT ready for final approval without more opportunities for fully, inclusively, and respectfully engaging residents who will be affected by it.</li> <li>● Developers are coming into our neighborhood, displacing people, and making millions while providing very few community benefits and not much information or transparency.</li> <li>● A camera that watches our neighbors and feeds into the Boston Police system, and particularly the Boston Regional Intelligence Center, is NOT a benefit. It causes harm.</li> <li>● DotBlock needs to provide REAL investment in our community and needs to create a transparent process to ensure that resident voices are at the center of decisions about community benefits, especially the voices of residents most likely to be displaced or otherwise adversely impacted by this process.</li> <li>● The majority of the proposed "Community" and "Public" Benefits, such as bicycle facilities, garage, car-sharing and electrical vehicle charging stations, and security cameras prioritize the comforts for future residents of DotBlock's units instead of the needs of existing community residents and the public.</li> <li>● Community residents have had minimal to no say in the decisions around community benefits. Changes/Improvements: Benefits that truly are for the community residents might include developing and providing for:             <ul style="list-style-type: none"> <li>○ workforce ESL and job and resource training programs,</li> <li>○ multipurpose community spaces for youth and senior programs,</li> <li>○ a cultural center,</li> <li>○ financial incentives and support for local, immigrant-owned and people of color owned small businesses to remain and thrive,</li> <li>○ funding to keep existing housing affordable, community control of the community funds for the immediate neighborhood instead of the funds being managed by the BPDA,</li> <li>○ priority for Dorchester artists, priority for local businesses and community cooperatives in the retail spaces,</li> <li>○ establishment of a long-term leadership council led by community residents and organizations.</li> </ul> </li> </ul>
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3/13/2019	Thea	Patterson	Dorchester Not for Sale	Oppose	As a Dorchester resident, member of Dorchester Not for Sale, and as a nurse who works primarily with people experiencing homelessness in Boston, I oppose the Dot Block development. The BPDA's own numbers show that the majority of current Dorchester residents cannot afford the units at Dot Block, including those designated "affordable". The units designated "affordable" are small, 1-2 bedroom apartments, meaning that families cannot live there. Developers and city officials often talk about how new development "revitalizes" neighborhoods, and benefits everyone. It is possible for development to do that, but Dot Block is not that sort of development. In my work as a nurse at Boston Healthcare for the Homeless Program, I've heard from many of my patients that their experiences with homelessness began with an unaffordable rent increase, or an eviction and inability to find housing that they can afford. Unfortunately, when city officials talk about "revitalizing" neighborhoods, what they often mean is that the neighborhood's most vulnerable residents will be displaced, and wealthier residents will move in. While we would prefer to have development that truly benefits our community, if the developers refuse, the least they can do is provide real community benefits. The majority of the proposed "Community" and "Public" Benefits, such as bicycle facilities, garage, car-sharing and electrical vehicle charging stations, and security cameras prioritize the comforts for future residents of DotBlock's units instead of the needs of existing community residents and the public. Dorchester Not for Sale has talked about what sort of community benefits Dot Block could provide that would truly benefit the existing community. These include: <ul style="list-style-type: none"> <li>o workforce ESL and job and resource training programs,</li> <li>o multipurpose community spaces for youth and senior programs,</li> <li>o a cultural center,</li> <li>o financial incentives and support for local, immigrant-owned and people of color owned small businesses to remain and thrive,</li> <li>o funding to keep existing housing affordable, community control of the community funds for the immediate neighborhood instead of the funds being managed by the BPDA,</li> <li>o priority for Dorchester artists, priority for local businesses and community cooperatives in the retail spaces,</li> <li>o establishment of a long-term leadership council led by community residents and organizations.</li> </ul>
3/13/2019	Corry	Banton		Oppose	I strongly oppose Dot Block. I have lived on Melville Ave. since my mother bought our house in 1975. I currently work for the state of Massachusetts. On my salary, with current housing prices the way they are it would be literally IMPOSSIBLE for me to buy a home anywhere in Dorchester if we did not already own this home. We absolutely need more affordable housing for the folks who are already here. We need housing for FAMILIES, studios and 1BR are NOT going to cut it. We also need to stop dumping money into developers hands, instead invest that money in community. I also can't imagine the insane amount of traffic in the already congested area that both the project and the construction of the project will cause. This is a hot mess and needs to be stopped.
3/13/2019	Jonathan	Barry	Center for Restorative Justice	Oppose	Please consider creative ways to add more affordable units and units for community use. Especially units that are affordable for people who make the median income of current residents in the community. I have been a youth football coach for 5 years in Dorchester and a Boston resident for 15 years. Many of my players and their families are being forced to leave the neighborhood because they can no longer afford rent. I believe that this development, as it stands now, will worsen the displacement crisis in the neighborhood.
3/13/2019	Virginia	Richmond		Oppose	My name is Virginia and I have lived on Hancock St. for 19 years as a renter. I am in fear of being displaced if the Dot Block project moves forward. I already struggle financially paying more than 80 percent of my income on rent. I know this project will set a high so-called market value encouraging landlords in the neighborhood to increase their rents even more which will not be affordable for me. I want the City to ensure protections of current residents who live here now and call for no displacement of current residents as new development comes in. I oppose the current plans for Dot Black and urge the City not to approve the revised plan.

Dot Block NPC Public Comments via website form 2019-03-18

3/13/2019	Bob	Follansbee		Oppose	I am not anti-development, but I am opposed to this project as currently formulated. I'm not sure that having "consistent architectural language... etc." as envisioned by a firm from Newton, MA, is what Dorchester should be about. I am not in favor of rushing into big "sexy" projects that wind up looking like big sexy projects everywhere else. Dorchester is NOT everywhere else and the people who live in Dorchester deserve to be able to afford living and working here and having a greater say in their communal environment. A project like this will only serve to bring new people into Dorchester to live in a faux Dorchester and make it less likely that existing tenants can afford to stay here. A "locally-sourced" development, with proper consideration to existing Dorchester tenants, might be just the ticket, but not his project.
3/12/2019	Dan	Luker		Oppose	This project does not have truly affordable units for Dorchester. It continues to displace current Dorchester citizens. This project is one of many that has furthered the gentrification of Dorchester. We don't want Dorchester to fall the same way south Boston did.
3/12/2019	Noemi	Ramos	NEU4J and DN4S	Oppose	My name is Noemi Mimi Ramos and i am expressing my views about the current state of the Dot Block Project in the Glovers Corner Area of Dorchester. I oppose the current plans for Dot Black and urge the City not to approve the revised plan. After going through our own neighborhood process with Dorchester residents representing Vietnamese, Cape Verdean, Black, Latinx and White Working Class neighbors, have created a vision that includes 65% of any new housing within the Glover's Corner planning area to be truly affordable to families making under \$50,000 per year. Dot Block is one of the largest developments coming into this area and we see this as a core part of how we reach 65% affordability in the neighborhood and within the planning area. I expect the City to ensure that me and my neighbors are not displaced as a result of this project and I also want the City's affordable housing plans to include a significant number of units for families who make under \$25,000 per year, which right now the project does not.
3/12/2019	Lauren	Miller		Oppose	Stop building housing that no one can afford!
3/12/2019	Rosemary	Kean	Dorchester People for Peace	Oppose	I have lived on Codman Hill Ave in Dorchester for over 30 years. I regularly get solicitations in the mail to sell my home to unknown real estate interests. The 2 family homes on our street are now objects of interest for "investors" who often can out bid families who formerly would have been interested in and able to purchase here. I am opposed to any development that will push up rents and overall cost of housing in Dorchester, such as the DotBlock would do as currently envisioned. The project needs to be actually "affordable" for people making \$50,000 /year or less and at least half of the apartments in DotBlock must be affordable at this level in order to help stop the displacement of current residents. As you are likely aware the AMI being used does not reflect the incomes of actual Dorchester residents. Our current residents must be protected and be involved in defining what "community benefits" will actually benefit them. Much more community input is needed to make this a project that helps Dorchester and not one that exploits our community for the profit of real estate interests. Thank you for extending the comment period and for your future efforts to address these concerns. Rosemary Kean 617-282-7449
3/12/2019	Francis	Rossi	Mobile car detailing	Oppose	Why are Union guys that are making over a hundred grand a year and most do not live in the affected area trying to slam the less fortunates out of their neighborhoods. Build affordable housing not grandiose complex's where only the devlopers and city caufers make money.

3/11/2019	Mike	Prokosch	Dorchester Not 4 Sale	Oppose	<p>Dear BPDA planners: I've attended both recent Article 80 meetings on Wintergold LLC's revised proposal for Dot Block and researched the issues that arose there, particularly affordability. There is a fundamental disconnect between the affordability needs of the neighborhoods surrounding Dot Block and the affordability levels Wintergold is offering. Nearby streets in Meetinghouse Hill and Bowdoin-Geneva are experiencing speculative housing purchases, upscale development, and property flipping that will only increase as Dot Block is built and opened. Real planning and strong City action are needed if the diverse, strongly Cape Verdean and Vietnamese communities around Dot Block are not to be displaced. While Wintergold should be required to increase its affordability levels (would they not build Dot Block if the City's IDP ratio were reset to 20%?), they'll never reach the 65% level that would make Dot Block's affordability match incomes in the neighborhood it's joining. The only way I can see through this conflict is a massive, focused increase in the anti-displacement programs and funds that the City provides in the area. If the City wants Dot Block to be built, it should, among other steps:</p> <ul style="list-style-type: none"> <li>• Acquire hundreds or thousands of housing units in the surrounding neighborhood and, through CDCs or COHIF, make them permanently affordable.</li> <li>• Adopt luxury housing taxes and "flipping" penalties that would yield some funds for affordability purchases while slowing the rise in speculative housing purchases, thus keeping local housing somewhat more affordable.</li> <li>• Supplement those funds with some of the 25% increase in property tax revenue that the City has realized since Mayor Walsh took office.</li> <li>• Require Wintergold to help make existing housing affordable as a community benefit – it's less costly than building new affordable units.</li> <li>• Expand the Office of Neighborhood Stability so it can focus on Dot Block's surrounding neighborhoods and help individual families avoid displacement. All these strategies also apply to Glover's Corner generally. Dot Block will set the parameters for the whole new development, especially Gerald Chan's properties. It would make sense to fold Dot Block into the Glover's Corner planning exercise and make it part of that new zoning plan. If the BPDA doesn't do that, it should do the same thing it needs to do with in Glover's Corner: step back from the details of the new development and give us a plan that takes care of the half+ mile area that will be affected. Plan, don't just grease development.</li> </ul> <p>Where I'm coming from: I've lived 47 years in Savin Hill, Meetinghouse Hill, Fields Corner, and now Codman Square. I've been involved in community affairs; was a reporter, editor, and publisher of the Dorchester Community News; more recently, have written for the Dorchester Reporter on Dorchester's affordability crisis and other issues. I've been working with Dorchester Not 4 Sale because the affordability crisis is so urgent, but the comments here are my own.</p>
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3/11/2019	Harold	Cox	Greenmount Condo Assoc	Support	We are writing as abutters to DotBlock that live at 15-21 Greenmount St. We like the DotBlock project and believe that it will be an asset to our community. The developer has been collaborative and has considered many of the concerns that we have raised during the current planning process. We especially appreciate the improvements made to Greenmount side of the property. We continue to be concerned about several issues: 1. The density of the project is large. We were successful in encouraging the previous developer to reduce the size of the project. This current project is significantly larger than the last DotBlock project proposal. The size raises important concerns about the quality of life with the large number of new tenants that will occupy the housing development. 2. We are concerned about the increased pressure on driving when all of the additional cars are added. Repeatedly, the developer's transportation technician has indicated that the increase in cars will be negligible. It is difficult to understand or believe this since additional cars will be added to the streets, which already are flooded with drivers. Driving is already very difficult. This project is going to make driving considerably worse. 3. We are pleased that the current developers will honor the community investments proposed during the last round of discussions with previous owners. If the current project proceeds, we suggest that the community investments be increased. The current project is larger than the last project. Therefore, the investment to the community should also be larger. This could mean an increased in the financial contribution given to the community, or other similar contributions. 4. We are disappointed that the project is rental units only. Mixture of rental and ownership units will help with stability in the community. Overall, we like the project. And we hope the developers will continue to consider the items identified in this message. Sincerely, #15 John Carli #17 Chin Siong Ong #19 Harold Cox #21 Ken Cox
3/11/2019	Anthony	Beatrice	Self	Support	I support this project because it will energize this part of Dorchester. It will add hundreds of jobs for day laborers, and such. This amazing project will be the jump start that Dorchester needs! I for one am in total agreement that this project will be a net positive for the neighborhood.
3/11/2019	Mary Megara	Flanigan		Support	Change is inevitable. This project seems well planned with a vision of how to be an instrument of change and ensure that the change brings good things to help balance any inadvertent negative impacts on the neighborhood.
3/11/2019	NK	Acevedo	- None -	Oppose	I strongly oppose Dot Block and the current formula used by the City to determine affordable housing. I have been going to these meetings since the beginning when there were less than 20 people in the room. You didn't listen in the beginning nor during the process either. Putting colored dots on maps & playing w/ legos, etc. was not enough input at these meetings. Housing is a human right. The number of affordable units required by the City is too low. So what you consider to be affordable is a joke. Our community members making \$50k or less do not have the same opportunities as others for housing. You are blatantly telling the community we don't want you here, and you are blatantly telling me, my family, and my community that this housing is not for the residents that currently live here. This is unfair & needs to be addressed. Do not approve Dot Block as it currently stands.
3/11/2019	Charlotte	Alger		Support	I do not support this proposed development. First, it will greatly alter the homey feel of the neighborhood. With plenty of mom & pop shops along Dorchester Avenue, along with a recently expanded South Bay shopping center, we do not need more shopping outlets in our neighborhood. Additionally, the building is an absolute eyesore and does not match the architecture in the neighborhood. It will stick out like a sore thumb. No one will want to live there in 20 years for its complete lack of character.

Dot Block NPC Public Comments via website form 2019-03-18

3/11/2019	Elizabeth	Patterson		Support	I could not support the Dot Block development more. I currently reside in Jones Hill, not far from the proposed Development. The area has been an eyesore for decades and I think that the retail and restaurant space will really brighten up a fairly dark corner of Dot Ave. Dorchester is attracting more and more young families. I would love to raise my young son in the city, but the lack of safe or interesting local business to walk to is a drawback. We currently walk to the library in Uphams Corner, Savin Hill, and Malibu Beach. It would be terrific to have a safe, well-lit group of businesses to frequent on that part of Dot Ave.
3/11/2019	Jamie	Iacoi		Support	I currently live on Jones Hill in Dorchester and I am a business owner right around the corner from the proposed DOTBlock. I 100% support this project and hope that it moves forward quickly. I have been a Dorchester resident since 1995. I've been a renter, landlord and condo owner, and I love this community. I think the architects have done a great job with the amount of parking provided, setbacks and green space. Also, I think it's great that Dorchester residents living nearby the DotBlock will be able to apply directly for the affordable units. This parcel has been an eyesore for as long as I can remember and I for one look forward to walking through through the DOTBlock, meeting new neighbors and seeing what businesses end up in the commercial units. Hoping for some coffee/restaurant/cafes with outdoor seating. :)
3/11/2019	Greg	Colon		Support	My mother and I owned a restaurant for 8 years on Dudley Street and we wish we would have stayed for this change. I'm all for it, I love the way it looks! I love the way is going to change the image of the neighborhood for the better. It's going to be fun and super clean. I can't wait to see the finish product in a few years. I would really love an apartment based on income!
3/11/2019	Gretchen	Haase	Great Spaces Real Estate	Support	Dorchester needs to make housing more available to all potential renters and buyers alike. With the impact of both types of occupants steadily moving in, supply and demand is driving prices up higher and higher. Rents and sales prices are staying at a very high number due to lack of supply. Dotblock will help in resting more availability for this specifically. It will also help to increase revenue for locally owned business in this neighborhood.
3/11/2019	Gil	Miranda	City of Boston/ Assessing	Support	I am in full support of the Dot Block Project. It will create jobs and diversify the neighborhood.
3/11/2019	Lucas	Herringshaw	resident	Support	I strongly support the Dot Block project and proposed changes to the original plan. The project is appropriately scaled for the site both in height and density. Placing the parking garage below grade is a significant improvement over previous versions. The increased number of housing units is greatly welcomed. The development and new residents will help revitalize this portion of Dorchester and will hopefully encourage additional reinvestment along Dorchester Ave.

3/11/2019	Joseph	Castro		Support	<p>To whom it may concern: My name is Joseph Castro and I reside on Jones Hill in Dorchester- I'm writing to express my full support of the proposed development at 1205 Dorchester Ave commonly referred to as "Dot Block". I've be actively engaged in the community process and attended nearly all the meetings, including the latest regarding the notice of project change. The proposed changes by the new development team are not only within reason, but in my opinion will actually enhance the project and add more value to the neighborhood. 1) Moving parking underground is an additional expense on the developer, but this is much more aesthetically pleasing and increases the amount of green space. 2) I feel there is an unmet demand for micro units in the Dorchester Market and welcome the increase in unit count. For the first time in several years we are seeing a retraction in the secondary rental market because of the increase in high-density "luxury" rental buildings. While I realize these and many of the new units built throughout the city might not be affordable to many people who have called neighborhoods like Dorchester home for decades, but developments like DOT block are relieving the pressure on the triple decker units that were traditionally home to many families. I feel that saturation of the market with additional housing units will help stabilize those secondary markets and prevent displacement of those families. 3) One of the biggest complaints from those who opposed the project was the increase in vehicular traffic. The transition away from a large grocer will dramatically reduce the number trips per day to site. 4) While I've listened to and can sympathize with some of the concerns that some of the opposition groups have raised, we can not place a such a complex problem on any single developer. It's up to us as a whole to continue to search for ways to help those most vulnerable in our society and I hope we continue the conversation and share ideas to ensure we find opportunities to help everyone rise up in our community.</p>
3/11/2019	Evan	George		Oppose	<p>Having only 3 apartments out of 488 meet the criteria of being truly affordable for the area (AMI for the area, not 100 cities across multiple states) is damaging and grossly irresponsible. A development of this size needs to take into consideration the housing crisis in Boston, and not allow a private developer to profit off of the displacement of the people of Dorchester.</p>
3/11/2019	Benjamin	Barstrom		Support	<p>With Samuels &amp; Associates involved, if they can do half as much as they did for The Fenway with this development for the neighborhood, I am all in. As a resident of the Jones Hill neighborhood for 12 years, I have only known this parcel to be a run down/vacant industrial land site and have always seen the potential given the growth in the area. The pros far outweigh the cons and I'm dissappointed in some of my our more nearsighted (and unfortunately, more vocal) neighbors. I could not support this development more. THANK YOU! Ben</p>

3/11/2019	Erica	Schwarz	Dorchester Not For Sale	Oppose	<p>I support wisely designed and considered development, and this site is ideal for redevelopment. The proposal design is attractive – but who can afford to live there? I cannot support the proposal due to the severe lack of affordability, particularly as compared to the very large size of the development. I expected the rents would be expensive, but the \$4 a square foot shared by the developer at the first public meeting far exceeded even my expectations for how unaffordable this would be. I understand that all the apartments are proposed to be less than 1,000 square feet, making it clear that this developer is able to extract profit not only from the extremely high cost per square foot, but from the extremely high unit count, which he’s able to reach due to each unit being so small. Density is great – when it doesn’t displace my neighbors. The City has a great opportunity to use the density that is possible here to create a development that is accessible to everyone and that won’t undermine those who don’t live there. The rents here are wildly misaligned with the incomes of people currently living in Dorchester. Given how expensive it will be compared to what is around it, it will inevitably result in pushing up rents in surrounding buildings. It’s simply wrong for a 10-unit development to have the same affordability requirements as a 488-unit development. There are economies of scale in a development of this massive size. This development must include more affordability. The developer has included 3 additional units beyond the 13 required inclusionary units. All 3 will be “compact”, not suitable for most families. I appreciate the developer’s attempt to create more affordability by having some units at the 45% AMI level. But it’s simply not enough, and given how small the units will be, I don’t believe that he can’t do more. The developer has said he can’t afford to include more affordable units. Yet the public doesn’t have any information on their development and operating budgets to understand exactly how much profit the developer will make now and over time, at the expense of families and our neighborhood. My concern about affordability extends also to the commercial rents. I appreciate that the developer said publicly that he was committed to locally owned retail, but if the commercial rents are as expensive as those for housing, I am also concerned about putting more pressure on commercial rents and squeezing out current businesses – small eateries, groceries and others that make the neighborhood unique and provide quality, affordable goods. I am also strongly opposed to any cameras at the site linked to police. That will not make our neighborhood safer. My final comments are regarding the BPDA’s process. In my direct experience the BPDA has treated members of the public who have concerns as an uninvited nuisance, instead of extending basic respect, and treating all comments as valuable input from truly concerned citizens. The process feels like a forced formality, with the BPDA defensively and reluctantly holding meetings, and seeming uninterested in any comment that is not blanket support. I ask the BPDA staff and board to creatively consider how they might work with the developer to effectively address the well-founded fears expressed by local residents. In summary, my priorities are: - More affordable units overall, including more at the 45% level the developer has included. - Commitment that some commercial rents will be comparable on a per square foot basis to existing lower cost, small retail sites within a half mile of the site. - Commitment that no cameras on the site will link to the police. - For the developer to follow through on his offer to meet with Dorchester Not For Sale to further discuss how this project can better align with the real needs of the community. I hope that the BPDA will try to become more cooperative and responsive to community members. We turn out and are upset because this matters. This large development will have a negative impact on many people who won’t be living in it. It’s government’s job to look out for the basic welfare of people. As is, this development will hurt people.</p>
3/11/2019	Breige	Kerr		Support	<p>Beautiful design. Will be a huge improvement to along desolate piece of property. I do not foresee any displacement of current residents of this neighborhood. I live less than half a mile from the project and am in full support of it.</p>



Dot Block NPC Public Comments via website form 2019-03-18

3/11/2019	Parker	Hayes		Neutral	I overall support the DOT Block Project, but I would be even more inclined to support if the grocery store were still in the plans.
3/11/2019	JOSHUA	WEIGNER		Support	The proposed Dot Block is exactly what this area of Dorchester needs. I hope the project is approved quickly so construction can start this spring.
3/11/2019	Michael	Kozuch		Support	Dot Block is an important project for the neighborhood and should be supported. We need a jumpstart to an area that has been under utilized. We also need more housing in Boston- this fills a void.
3/11/2019	Chris	Bailey		Oppose	I would support this if the builder had not figured out a way to weasel the affordability, by making the affordable units "tiny" and charging the same rent he has succeeded in communicating to low income people they are not equal...now the builder is a business...but the government that allowed this to happen is a black hole in the moral universe.
3/11/2019	Matthew	Lucci	none	Oppose	I am primarily concerned with the community benefits listed by the Dot Block project. Most of what was called community benefits are not primarily intended for the current community--the "benefits" were in fact just part of creating more access to the development for future project residents (e.g. traffic patterns, bicycle parking, garage parking [if that even happens]). That a handful of current residents might benefit from most of these is simply a happy accident. The fact is, almost all renters--residential and commercial--in the area will be adversely impacted by this development because of rising rents. Most concerning is that existing small businesses will be pressured even further by incoming businesses who have lots of capital and are keyed in to tapping the market of more affluent folks in the area. It's true that many small businesses in the area have the potential to benefit from a moderately-sized higher income cohort of new residents, but they are not currently outfitted to cater to this population, nor do they have the capital to evolve their businesses. Since the livelihood (in every sense of the word domestic, professional, spiritual, social, etc) of most small business owners will likely be adversely affected by this development because they are without access to low-cost capital or grants, *I strongly urge you to earmark a substantial portion of community benefit help to small business owners in the 6 months before through 24 months after the development is completed*. This period would allow small businesses to assess needs and react to the new population. It would, more importantly, allow the owners themselves and workers--most of whom are Dorchester residents-- to benefit from this development. Thanks, Matt

3/11/2019	Becky	Pierce		Oppose	<p>Dot Block (and the rest of the housing the city is planning to put in the Plan Dorchester: Glovers Corner area) should not be built unless and until funding can be found to make at least half of the units affordable to the people who live in the area now. 53% of households in and around Glovers Corner have income of \$50,000 or less, including the 32% who make under \$25,000. (These numbers are from census tract data, presented in a multi-colored chart handed out by Dorchester Not For Sale at the March 6 community meeting on Dot Block.) Dorchester is already in a displacement crisis, with many working class and poor families, mostly immigrants and/or of color, already forced out over the past few years, with many more households heavily rent-burdened and at risk of displacement. If Dot Block is built, it will make the upward pressure on rents even worse. Putting in a small number of nominally affordable units will not do much to stem this crisis. Calling units affordable in a development proposal, that are not affordable to the people in the area where you want to build the development is misleading and disingenuous, to say the least. The BPDA and the Mayor should halt this practice. While the Dot Block developer has shown good intentions by including a few units affordable at lower income levels than the IDP required level (70% of AMI), the figures on the chart displayed at the Mar. 6 meeting of rents/income levels for the Dot Block affordable units indicate that of the 66 "affordable" units, only 15-25 of the 66 IDP compliant units in the proposal (3% to 5% of the 488) are affordable to families earning \$50,000 or less annually, and NONE are affordable to the 32% of families in the area who earn under \$25,000. (The chart doesn't say whether the 63% AMI units, all in the Compact Units building, are studios, the only ones affordable to people making under \$50K, or the more expensive larger compact units---hence the range of 15-25 units above.) But main problem isn't that 3-5% rather than 13/5% of the units are affordable to the people who live here. It's that you (the City) shouldn't be allowing an encouraging a developer to build this building in this area, without the developer and the City having found enough money to include at least 50% of the units for the people who live here, or have already been displaced from Dorchester or other Boston neighborhoods of color and want to come back. The developers obvious good intentions do not mean that the City should be allowing this unaffordable housing to be built in Glovers Corner, or elsewhere in Dorchester or Boston's otherworking class neighborhoods of color. I've been here 45 years, most of my adult life, and I value all my neighbors, not just the wealthier, whiter ones who are moving in. I certainly couldn't afford to rent or buy here at today's prices, and I would have been displaced long ago if I were still a renter.</p>
3/11/2019	Kathryn	Tomsho	Harvard School of Public Health	Oppose	<p>Dot Block is another example of gentrification in a neighborhood already stressed by increasing housing costs. Displacement of the existing community is the evident outcome of the construction of these types of residences. The parameters and qualifications set for affordable housing units within these new construction projects often set the necessary income bar well above the current residents' income. This is consistently problematic, and indicates a lack of concern for or acknowledgement of the people who already occupy the space on which developers would like to build.</p>
3/11/2019	Jeffrey	Klein		Oppose	<p>We need more housing but especially we need more AFFORDABLE housing so as to maintain the integrity and viability of our neighborhoods. Dot Block as presently planned does not meet that need nearly enough. I'm a small landlord and can say with all sincerity that we need, among other things, some form of rent control or rent stabilization in Boston if we are going to retain our multi-cultural working class population. I couldn't afford to move to Boston today as I did 40 years ago -- and my kids will certainly not be able to live here if things continue as they are going.</p>

3/11/2019	Molly	Ryan	1988	Oppose	<p>I am a Dorchester resident and I strongly oppose the DotBlock development in its current state. The majority of the "affordable units" in DotBlock are at 70% AMI, which is nowhere near affordable for most Dorchester residents. The only units reserved (three) for households of four earning less than \$50,000/year are small, compact units, which isn't even reasonable for families. Overall, through DotBlock, the city is once again demonstrating how it will favor development at any cost and is willing to cause lasting damage to communities in the name of profit. DotBlock will only further the city's current displacement of low-income families and will have wide-reaching impact, far beyond the Glover's Corner study area. It is disingenuous to claim otherwise. At the recent public meetings, I was deeply disappointed in BPDA staff, specifically Michael Christopher and Aisling Kerr. Each of them facilitated one of the community sessions and were openly hostile towards anyone with remotely critical or negative commentary. Michael described his role at the session as "defending the city," which runs completely counter to the idea of listening to residents and being open to feedback for improvement. Indeed, both Michael and Aisling were incredibly defensive. Both also opened their respective sessions with a reminder that this proposal "was already passed," as if to indicate to the audience that there was no point in conducting these sessions. Overall, it was completely inappropriate for Michael and Aisling to comport themselves in the manner they did and reflected very poorly on the city. Beyond these specific Notice of Project Change public meetings, it is clear to me that the city is only interested in doing the bare minimum to solicit community input, and more importantly, is only interested in hearing from certain resident groups, namely white homeowners who participate in the civic associations. The BPDA kept touting all the community participation, but when pushed, could only describe meeting with the groups named above and some local businesses. These meetings and spaces in general are completely inaccessible for non-English speakers, nor does the city make any effort to announce these meetings in non-English publications or have materials in languages other than English. Given that this study area is overwhelmingly Vietnamese and Cape Verdean, this is completely inexcusable and feels like an intentional way to keep certain residents out of the process. It would seem as though the city is only interested in hearing about issues like parking and traffic patterns from residents than solving for displacement and fractured communities. With this backdrop, it was not surprising to hear the city and developer completely shut down the prospect of more affordable housing; it was clear they had already made the decision and discussed it with the residents they care to discuss it with, who would not fight them for more. I urge the city to actually listen to residents most at risk for displacement. I hope the city cares enough to actually listen. Dot Not For Sale has solutions - we cannot simply claim affordable housing "isn't possible." I hope the city can be a leader for our country in affordable housing and in centering the needs and ideas of those most at risk for displacement.</p>
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3/11/2019	Leah	Madsen		Oppose	<p>Dear Project Team, I have attended the two recent public meetings on the Dot Block project. I am opposed to the project for the primary reason that it will contribute to rising rents in Dorchester, leading to the displacement of current residents, and further limiting the ability for poor, working class, and middle class people to live here. My husband and I were able to afford a condo in a triple decker in St. Marks just 5 years ago. We are not high earners but our combined incomes do make it possible for us to afford where we live. While we could celebrate that our home value has increased by a third since we purchased it in 2014, mostly we feel lucky that we have a mortgage that is a sustainable 30% of our incomes and that we can still afford daycare for our daughter and to save for retirement -- our 2 other largest financial commitments. Were we on the market looking to buy this condo now, there is no way we would be able to afford it unless we stretched beyond our means and went into serious debt to cover basics. I am deeply concerned that middle class homeownership opportunities like ours are dwindling in Dorchester. And I am deeply concerned that poor and working class residents, 80% of whom are people of color, who earn at or below the \$50,000 income median for the Dorchester census tracts where this project is sited, will no longer be able to call this neighborhood home. I do not believe that the solution is only to build more housing. The type of housing matters. The price of the housing matters. This project should be put on hold until bold and creative solutions are brought to the table that allow for a serious, meaningful commitment to affordability in Dot Block paired with increased protections for renters in the surrounding area. In a city and region as wealthy and economically vibrant as ours, we can do better. We do not have to settle for the market driven solutions of a developer. I understand that materials, labor, and land are expensive and that their plans need to be fundable. But this should not come at the expense of people. Sincerely, Leah Madsen</p>
3/11/2019	MyDzung	Chu		Oppose	<p>Part 1: Even with two community meetings, there remains a LOT of concerns around affordability and likely displacement of current residents, especially for residents who rent and will face soaring rent increases. DotBlock is 488-units, primarily market-rate apartments -- which likely means at least 1,000 or more high-income residents will flood the area, congest traffic, and drive out current low-income residents -- this is deliberate gentrification. DotBlock is clearly NOT for the residents that live in area. I OPPOSE DotBlock moving forward. Let's face some facts and data: • 53% of households in the planning and immediate surrounding areas of Glover's Corner make LESS than \$50,000. Some members of the BPDA and the developers were unaware of this statistic -- demonstrating how removed this project has been to the needs of current residents in the immediate community. • 63% of households in the larger Glover's Corner impact area rent, and over 80% of households are people of color. • Even though the developer says 66 of units are "affordable", only 3 (&lt;1%) units are truly affordable to families of four or more making under \$50,000. • Housing is a human right. Public health and clinical evidence show time and time again that housing insecurity is linked to poor mental and physical health, food insecurity- especially for children, and child developmental risk (<a href="https://www.neighborworks.org/Documents/Community_Docs/Health_Docs/1-Megan-Sandel.aspx">https://www.neighborworks.org/Documents/Community_Docs/Health_Docs/1-Megan-Sandel.aspx</a>). • The data shows gentrification- the process of more affluent individuals moving into low-income neighborhoods - leads to the rise in property values and often displaces low-income residents (Levy et al., 2006). While some homeowners may benefit from increased property values, low-income renters are often forced to pay higher rents without improvement in housing quality or income. As a result of increased rents, low-income renters may be forced to involuntarily move from their homes, also known as displacement (Wilder et al., 2017). • Evidence shows that higher rents can cause economic and emotional strain on low-income residents (Formoso et. al 2010, Levy., et al 2006, Wilder et al., 2017).</p>

				<p>For low-income renters, the lack of relative purchasing power may lead to fewer neighborhood and housing unit choices available for them (Davison 2008). One study in London showed that a desire for a more suitable and affordable place to raise children was one of the reasons low-income renters decided to move from their gentrifying neighborhood (Davison 2008). Higher rents also make it more difficult for low-income renters to pay for other essential areas of their life such as food and education for their children. • Because gentrification affects communities both financially and psychologically, there are multiple ways in which communities' health can be impacted (Huynh &amp; Maroko 2014). Research has shown that disparities in financial resources and opportunities can seriously impact health through a variety of pathways. Additionally, physiological stress has been demonstrated to be associated with worse pregnancy outcomes (Huynh &amp; Maroko 2014). Some of the negative physiological health effects associated with gentrification include decrease in mental and physical health and increase in stress, injuries, violence, and crime (CDC 2017). I do NOT support DotBlock to move forward. I am resident of Dorchester. I live with my partner and rent the first floor of a two-family home. We are trying to have a child in the next year and buy a safe and affordable home. Even though we are a dual-income household, we can NOT afford to buy any homes listed in Dorchester. Therefore we have had to look elsewhere – as far as Rhode Island. Moving away means that we would lose our community ties– the wonderful people, resources, community organizations, local businesses, and immigrant and ethnic enclaves here. References: CDC (2017). Social Determinants of Health: Know What Affects Your Health. Centers for Disease Control and Prevention. Retrieved from: <a href="https://www.cdc.gov/socialdeterminants/">https://www.cdc.gov/socialdeterminants/</a> Census Bureau. QuickFacts. (n.d.). Retrieved December 13, 2017, from <a href="https://www.census.gov/quickfacts/fact/table/bostoncitymassachusetts/PST045216">https://www.census.gov/quickfacts/fact/table/bostoncitymassachusetts/PST045216</a> Formoso, D., Weber., R., Atkins, M. (2010). Gentrification and Urban Children's Well Being: Tipping the Scales from Problems to Promise. American Journal of Community Psychology. Retrieved from <a href="http://onlinelibrary.wiley.com.ezp-prod1.hul.harvard.edu/doi/10.1007/s10464-010-9348-3/full">http://onlinelibrary.wiley.com.ezp-prod1.hul.harvard.edu/doi/10.1007/s10464-010-9348-3/full</a> Levy, D., Comey, J., Padilla, S. (2006). In the face of Gentrification: Case Studies of Local Efforts to Mitigate Displacement. Urban Institute. Retrieved from. <a href="https://www.urban.org/sites/default/files/publication/50791/411294-In-the-Face-of-Gentrification.PDF">https://www.urban.org/sites/default/files/publication/50791/411294-In-the-Face-of-Gentrification.PDF</a> Wilder, V., Mirto, A., Makoba, E., &amp; Arniella, G. (2017). The Health Impact of Gentrification. Journal of General and Emergency Medicine,2(5). Retrieved December 12, 2017, from <a href="http://scientonline.org/open-access/the-health-impact-of-gentrification.pdf">http://scientonline.org/open-access/the-health-impact-of-gentrification.pdf</a></p>
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3/11/2019	MyDzung	Chu		Oppose	<p>We demand MORE affordable units in DotBlock for residents making less than \$50,000 a year. I am with Dorchester Not for Sale and we have been working hard (on our own time, without any pay) to gather residents and go through our own, real, neighborhood process with Dorchester residents from the Vietnamese, Cape Verdean, Black, Latinx and White Working Class communities. We demand 65% of new housing within the complete Glover’s Corner planning area to be truly affordable to families making under \$50,000 per year, as more than half of households in the area make under \$50,000 per year. We also want to be sure there are a significant number of units for families who make under \$25,000 per year, as one-third of households in the area make under \$25,000 per year. We want to ensure protections of current residents who live here now and call for no displacement of current residents as new development comes in Lack of transparency and a community engagement process. As the BPDA, you failed to answer all of the questions and concerns raised at the last two community meetings. There was less than two weeks notice given for each public meeting on DotBlock, and there was no outreach done in languages other than English, and no confirmation of interpretation before the first meeting. The second meeting concluded with members of our community being shouted over and BPDA staff closing the meeting before all questions could be asked. The public comment period was set to close just 5 days after the 3/6 public meeting, where many of our questions were not answered. The public comment form and related DotBlock files on the BPDA website are not accessible in languages other than English and to individuals without access to a computer or internet. Residents are concerned with what is happening in our neighborhood and deserve to be fully heard. In addition, the Vietnamese, Cape Verdean, Haitian, and other immigrant, non-English speaking communities have been treated as INVISIBLE in this planning process. This project is NOT ready for final approval without more opportunities for fully, inclusively, and respectfully engaging residents who will be affected by it. Lack of real Community Benefits. Developers are coming into our neighborhood, displacing people, and making millions while providing very few community benefits and not much information or transparency. A camera that watches our neighbors and feeds into the Boston Police system, and particularly the Boston Regional Intelligence Center, is NOT a benefit. It causes harm. DotBlock needs to provide REAL investment in our community and needs to create a transparent process to ensure that resident voices are at the center of decisions about community benefits, especially the voices of residents most likely to be displaced or otherwise adversely impacted by this process. The majority of the proposed “Community” and “Public” Benefits, such as bicycle facilities, garage, car-sharing and electrical vehicle charging stations, and security cameras prioritize the comforts for future residents of DotBlock’s units instead of the needs of existing community residents and the public. Community residents have had minimal to no say in the decisions around community benefits. We know more affordability is possible. The project is more than \$200 million and the main investor is a billionaire . A billionaire investor has the power and flexibility to add affordability and put people over his own profit. Some examples of developments with high affordability include: The Carruth (64% affordable); 233 Hancock St (58% affordable); and many CDC projects (100% affordable). If the BPDA and developers prioritize community need and affordability, we know they can apply for funding and work with non-profit developers. The BPDA and developers of DotBlock need to work with the community to look at *all possible options* to *maximize affordability*. I do NOT support DotBlock moving forward. DotBlock’s development and the entire community process have been UNacceptable. As the city planning agency, you need to represent tax paying residents. You CANNOT side with the developer – this is immoral and unethical. “People closest to the pain should be closest to the power.” – Ayanna Pressley. If you continue to move forward, you are clearly giving the message that we don’t matter – the community does not matter.</p>
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3/11/2019	Steven	Ayr		Oppose	<p>I am a Dorchester resident and I strongly oppose the DotBlock development as currently conceived because it is the product of a process that seemed more concerned with checking boxes than with real community engagement and because the affordability that it touts is woefully insufficient and similarly designed to look good rather than provide actual affordability for Dorchester residents. The city, developers, and project proponents like to cite the sheer volume of meetings and the total sum of time and process that has gone into this development. What goes unmentioned is the fact that while the concerns of organizations like the Columbia Savin Hill Civic Association have been amply represented, notices of meetings, meeting materials, and meeting conduct has all taken place entirely in English without translation and has therefore been entirely inaccessible to large portions of the Vietnamese and Cape Verdean communities that make up the Glovers Corner neighborhood. Moreover, meetings are often held on short notice, do not make any provision for child care, and are frequently held on weekdays in the early evening. For low income residents without access to child care, without the means to pay for evening child care, or who perform shift work that doesn't adhere to a nine to five schedule, these planning meetings, especially when held on short notice, are likewise inaccessible. In short, those low income immigrant communities most in danger of displacement from a development like Dot Block have also been those most prejudiced and least consulted by the planning process and therefore least able to register their objections. The Dot Block development also has too few affordable units, and the affordable units that it does have are impractical for actual Dorchester residents. While the Dot Block developer has proudly described how the project exceeds City affordability requirements, the fact is that fewer than 15% of units will be affordable, and that's simply not enough. The high cost of building in Boston is frequently cited as reason more affordable units can't be built. Perhaps if the City set higher, clearer standards for development up front, some of the process described above could be reduced and a more efficient and affordable planning process for developers would offset concerns about increased affordability requirements. While 66 affordable units are not enough, even those units don't deliver the affordability that they promise, as the majority will be set at affordability levels of 70% AMI, a level that is by no means affordable for the actual residents of the actual neighborhood in which this development is proposed to be built. Similarly, the development currently proposes three units for households of four earning less than \$50,000, but those units have also been specifically denoted as "compact," and so once again "affordable" units simply are not affordable or practical for the residents of Glovers Corner. As a final note, the Dot Block proposal as most recently revised makes much of the fact that security cameras connected directly to the Boston Police Department will be installed. Leaving aside the mistaken view of certain developers and civic associations that the neighborhood is so dangerous as to require constant surveillance, one of the insidious, if unintentional, effects of gentrification is the over-policing of longtime, low-income residents as higher-income residents move in. This surveillance plan seems perfectly calculated to exacerbate those issues. Moreover, neither the developer nor the city has published a data usage or retention policy with regards to the footage that they will be capturing, and this surveillance plan therefore presents a significant privacy hazard for all members of the community. In sum, the Dot Block proposal under consideration is the flawed product of a broken process that excluded those Dorchester residents put at most risk by its construction and was therefore created with too little and insufficiently effective affordable housing and surveillance features that will accelerate harm to the neighborhood's current residents without any oversight of privacy considerations. I encourage the BPDA to reject the proposal in its current form.</p>
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3/11/2019	Sharon	cho	Dorchester Not for Sale	Oppose	My name is Sharon Cho and I am a resident of the Ashmont/St. Mark's neighborhood. I work for a nonprofit housing organization that acquires, rehabs and preserves occupied foreclosed homes for permanent affordability in Dorchester, so intimately understand the many tensions that developers navigate. I also understand the stabilizing power of housing that is built for the people in the neighborhood. As a Dorchester resident who lives and works in this neighborhood, I cannot support the Dot Block Development in its current proposal. I do not categorically oppose development, but cannot support a development project that threatens to displace residents-- residents that are predominantly working class and people of color. I cannot support a development project that does not address the needs of the residents who will be most impacted. I urge the BPDA and the development team to 1) extend the comment period and offer formats to submit comments that are accessible to residents who may not have access to a computer and for speakers of other languages. 2) To review every possible measure to meet the real affordability needs of the neighborhood. 3) Consider community benefits that offer longterm investment in the community (for example, technical assistance and funding for community land trusts which can help preserve permanently affordable housing in the neighborhood) We cannot look at housing need solely in the context of supply and demand. Housing is irrevocably tied to the history of racism in this country. The wealth gap between African American and White households is a result of decades of redlining and lending practices. We cannot neglect the fact that 80% of the Glover's Corner is made up of households of color, most of whom earn less than 50k a year. This development is not simply matter of housing but it is a matter of racial justice; it is a matter of who makes decisions around development, who benefits from development and who gets to stay in the neighborhood. To move the development process as it currently stands would only serve to exacerbate the current displacement crisis.
3/10/2019	Mike	Joyce	Boys & Girls Clubs of Dorchester	Support	I would like to state my support for the new Dot Block proposal that has been presented. I am excited about the transformation that is about to take place on this long neglected property. I also look forward to the influx of new residents and businesses that will accompany the project. The developers have done a good job of explaining the changes to the project and the potential impacts that may come with construction. They have also worked hard to maximize the affordability - going above the city requirement. The project also includes many well thought community benefits including a walkway and green space within the perimeter that will connect Dorchester Avenue to Hancock/Pleasant Streets. I look forward to this project getting off the ground and to the possibilities that will accompany this new project.
3/10/2019	Ronice	Kimbrel	Greater Four Corners Action	Oppose	I oppose Dot Block and the current formula used by the City to determine affordable housing. Housing is human right and the current % of affordable units required by the City is too low. Do you care who lives in the community? Do you know what incomes are in our neighborhood? If you do than you know Dot Block is not housing for us. You are blatantly telling the community we don't want you here, and you are blatantly telling me, my family and my community that this housing is not for the residents that currently live here. Do not approve Dot Block.
3/10/2019	Max	Kennedy		Oppose	I am extremely concerned about the impact of this project on rents in the surrounding area. Bringing so many high priced units into this working class neighborhood will directly contribute to displacement as local landlords raise rents Or convert to condos. The majority of us who live in the area are renters earning \$50k or less per year and we cannot afford the rents at a development like dot block. 66 affordable units (which aren't even really affordable for local residents) is nowhere near enough to offset the displacement that this development will contribute to. Unless the developers are willing to dramatically increase the number of affordable units, this type of high priced development has no place in our neighborhood.



Dot Block NPC Public Comments via website form 2019-03-18

3/10/2019	Mariko	Dodson		Support	I work at nonprofit running after-school programs for local 9th-12th graders and my salary is roughly \$40,000/year. I am worried that I will not be able to afford the rent at DotBlock and given how few apartments are slated to be 'affordable' that even if I entered the lottery (is it a lottery that determines who's selected for an affordable rate apartment?) there are not enough affordable apartments for all of us who are in desperate need of affordable housing in Dorchester.
3/10/2019	Desmond	Rohan	Columbia Savin Hill Civic	Support	Lets make Dot Block happen. Our community is in need of housing and amenities and Dot Block will make a small difference in contributing to solving these problems. The project will be a catalyst for further investment in our community and its exciting. Its great to finally see development in Dorchester. With this and further development in the area, the City will finally have financial resources to further invest in infrastructure and our transit options. Dorchester needs this investment to continue to grow. Desmond Rohan President - Columbia Savin Hill Civic
3/10/2019	Bill	Walczak		Neutral	Considering that T H Chan School of Public Health is named for the father of Gerald and Ronnie Chan, who are partners in the development of Dot Block, shouldn't Dot Block have attributes that would make it the healthiest housing development in Boston? Maybe it will, but when I've asked about public health aspects of this development, neither those involved nor anyone at the TH Chan school know anything. It would be very embarrassing to think that the partners who contributed \$350 million to have Harvard School of Public Health renamed for T H Chan would have a housing development without major efforts to make them very healthy places to live.
3/9/2019	Ken	Melanson		Support	Please make the area better
3/9/2019	Ellen	O'Brien		Support	Hello and thank you for the opportunity to comment. I'm a professional woman who moved to Dorchester 32 years ago because of its affordability and proximity of public transportation. I stayed because of the great community and people in my neighborhood in St. Greg's parish. I'm writing to voice support for the Dot Block project. I'm surprised at the recent negative comments. I think the project will create a safe, attractive and welcoming city block with housing and retail in what's now a vacant eyesore in the Savin Hill and Glover's Corner neighborhoods. I encourage the city to approve the project and the developer to start building! Thanks - Ellen M. O'Brien
3/8/2019	Hayley`	Marsh		Support	As a resident of Dorchester I am a huge supporter of this project. . I absolutely love the Dorchester neighborhood and I think new developments such as Dot Block make the area more walkable, safer, and bring new life to an area of Dorchester that needs a little love and care. Everyone needs to know how livable Dorchester really is.

3/8/2019	Christian	Tan		Support	I did not hear points against the building, changes or development and I support it as an immediate resident in the area. The comments are not of the building itself, more on the macro forces that are hitting all of us. Regarding my fellow community comments in the greater Dorchester area, affordability is a key issue in all of Boston but even more in Dorchester. I say that on the side, we should have an "affording" solution conversation instead. How do we make sure that people around the area (1.5 mile radius max) get more share of the \$200M and the over \$2M in monthly recurring spend of the Dot Block buildings when it goes live. Area median income is lower for our community and the solution is not just to artificially keep costs down because it's not sustainable, cash will run out. We are not helpless as a community and the income affording concerns are valid. We can draw up a roadmap for the creation of a non-profit that earns money by the maintenance and jobs that Dot block creates with the non-profit getting some projects to keep Dot block going pre and post build, the money is then used to give fair wages plus a savings with the goal of buying 100% affordable housing. We can use the mostly free resources to highlight the area businesses with a 1K people buying power in the new cut-through street, that's plenty of earnings for local businesses and the non-profit gets a cut to buy more land and more COMMUNITY OWNED AFFORDABLE HOUSING. This is just one idea to show that we can do a lot and the community is not helpless. We are not helpless.
3/8/2019	Eileen	Boyle	abutter & CSHCA	Support	I grew up in the neighborhood and I am so happy this lot is being developed, it is long over due. The only disappointment is the two owners who are not selling so the enter block can be developed.
3/8/2019	Nadine	Fallon		Support	As a Savin Hill resident, business owner, and commercial tenant within 500 feet of the project, I am writing in support of the development. Boston is in desperate need of additional housing and affordable commercial space for local residents and small business owners. This is a long-vacant piece of land that will add vibrancy to a location that has been plagued by criminal activity. This area on Dorchester Ave has been targeted by break-ins, drug dealing, and prostitution, sometimes affecting my business. Bringing residents and businesses to a neglected part of the neighborhood will help in reducing crime by activating the streetscape. I couldn't care less about traffic issues. If it gets too bad, I'll ride a bike or walk. We must build density with in-fill development like this to reduce displacement and combat global climate change and reduce our reliance on cars for transportation. Dot Block answers all of these issues. Thank you for your consideration, Nadine Fallon
3/8/2019	Christopher	Lettiere		Support	I am writing to express my support for the DotBlock project. This project will help the neighborhood become more respectable, welcoming and enjoyable; as of now, it is a complete eyesore, and this project is the solution. Please start building ASAP.
3/8/2019	Andrew	Weymouth		Support	I am in steadfast support of the Dot Block development project as an essential link between neighborhoods bordering Dorchester Avenue. As a Lower Mills resident, I look forward to continued development from the northern stretches of Dorchester Avenue corridor.

Dot Block NPC Public Comments via website form 2019-03-18

3/8/2019	BOB	MICKIEWICZ	RESIDENT	Oppose	I have been following this project fro the past five years. I was OPPOSED then as I am today. There are too many rental units for this area, including going from 368 to 488. Traffic is already bad on Hancock Street, Pleasant Street, Dorchester Avenue and Freeport Street. DOT Block will make it worse. We were told by the original developers, years ago, that going below grade [underground] (as is now proposed) was impossible because of culvert/drainage issue which would affect the surrounding neighborhood. I attended the last meeting on March 6th, 2019. The only people who were in favor of the project were the developers, contractors (who will build it and they do NOT live here) and the BPDA representatives. No one else in the crowd were in favor. The BPDA cut off public discussion by 8:30PM; and even those there was a line of people wanting to speak, they were denied. When asked who wanted to or would live at the project (including the BPDA representatives), all said they would NOT. The owner is not even an American! Rents are already too high now causing massive displacement of residents and this project would make even worse. The traffic pattern proposed by the current amendment to this project would come onto Hancock Street which is already congested and impossible to navigate now. The next Glovers Corner project (in process) at the intersection of Hancock Street, Dorchester Avenue and Freeport Street will have a devastating impact on this area combined with DOT Block. The size, capacity and rental units should be reduced (even below the original proposals from years ago). The original retail space proposal for this project has already been reduced because the commercial retailers suggested have stated they do NOT want to come to this area or this project Therefor I am OPPOSED TO THE CURRENT DOT BLOCK PROJECT. I reserve the right to add to my comments both before and after the BPDA comment period.
3/8/2019	Steve	Bickerton	Cedar Grove Civic Association	Support	I fully support this transformative project. Glovers Corner is in need of major investment and Dot Block will breathe new life into this long neglected piece of property that will bridge Savin Hill and Fields Corner. Its imperative that a small group of vocal detractors not derail this project. This investment has been years in the making and its time to put shovels in the ground, create the jobs, housing, and economic opportunity that this development will bring!
3/8/2019	Hassan	Shamseddine	Business owner	Support	I think a project like this will be great for Dorchester plus will bring lots of opportunity for the people of Dorchester.
3/8/2019	Helena	Kelly		Support	It's something that's needed in this neighborhood for a long time, the prices on everything in this place are ridiculous, people who grew up in this neighborhood can't live here anymore, it's a damn shame!!!
3/8/2019	James	Faherty	Resident & Homeowner	Support	I am in strong support of this project and look forward to the growth and positive change this will bring to our neighborhood.
3/8/2019	James	Saya		Support	As a life long resident and someone who lives in the same house for the last 55 years I fully support this project we come a long way and let's keep it going in the right direction and this project is something I think and my neighbors also are behind to improve and make the surrounding neighborhood more exciting for people to move here and start life-long families... Thank You.
3/8/2019	Jonathan	Crowell		Support	The project would be a big improvement to that block.
3/8/2019	James	Curran		Support	This is a greatly needed project for the growth of our city Finally some long overdue interest in DORCHESTER and with some money
3/8/2019	Edson	Silva	Silva & Silva Property Management LLC	Support	I support the Devolpment in my old neighborhood. I still have family members in the neighborhood who are looking for a change and this might be a great opportunity for that change to happen.

Dot Block NPC Public Comments via website form 2019-03-18

3/8/2019	Joshua	Bloomberg	Vazberg Properties	Support	I am a double abutter of the project, owning both 109 Pleasant st. and 137 Pleasant st., and am in full support! Time to clean up that mess and get some amenities for the community! The sooner the better.
3/8/2019	Ken	Melanson		Support	Please make the area better
3/8/2019	Marc	Lettiere		Support	Please build
3/6/2019	vvian and Elisa	girard		Support	<p>Comment regarding the DotBlock development. As Fields Corner residents and business owners (home.stead café), we would like to comment on the DotBlock project. Even though we live and work over half a mile away from the actual site, we believe that due to its large scale, this development will have a significant and lasting impact on the entire neighborhood. We are generally in support of this project. The plans that were presented at the end of February 2019 are a significant improvement over the earlier proposal. Removing above ground parking and adding more units, more below market (though hardly affordable*) units in particular, are changes which are welcome. We believe that the amount of parking should have been reduced further than the 0.7 parking/unit to discourage car ownership and driving by new residents. Hopefully this will be implemented in subsequent projects. The concerns presented by affordable housing activists are very legitimate and we give them much credit for keeping the issue of cultural and economic displacement at the forefront of the conversation. However, it is not clear to us what effect this new development will have on the issue of housing cost in the neighborhood. Dotblock may lead to some gentrification, but the additional housing stock to be built here and in many other parts of the City also help alleviate housing shortage and price increases. Suggestions to the owner/developer: Be generous! As someone pointed out toward the end of the community meeting, most of the people who follow the Dotblock story are well aware that the owner of this project is Gerald Chan, a multi-billionaire. A person of such financial means could make a tremendous difference in the community as well as in the perception and acceptance of this project by dedicating a meaningful percentage of the housing units to the people who need them most; Boston residents who earn less than the City's median income of \$35,000/year and whose net worth is close to \$0**. It would barely put a dent in the owner's vast fortune but it would greatly improve Mr. Chan's reputation in the Boston area and set a wonderful example that others could follow. Showing better understanding and generosity toward the surrounding community would also help Mr. Chan a great deal when he attempts to develop the adjacent parcels that he acquired recently. We strongly encourage Mr. Chan and his development team to become part of the solution by engaging further with Dorchester's most economically vulnerable residents and the folks who represent them. * The Dotblock project proposes 66 units out of 488 units officially as "affordable". 41 of those 66 units are at 70% AMI, corresponding to a rent of nearly \$1300/month for a one-bedroom apartment. This is only slightly below market rate for Dorchester and it is still very much out of reach for a majority of local hard-working residents who earn less than \$35,000/year. Only 25 out of 488 units (5%) are genuinely affordable by Dorchester standards, and 13 of those 25 are compact units. ** Highly recommended reading: That was no typo: The median net worth of black Bostonians really is \$8 -Boston Globe December 11, 2017</p>

3/6/2019	vviaan and Elisa	girard		Support	<p>Comment regarding the DotBlock development. As Fields Corner residents and business owners (home.stead café), we would like to comment on the DotBlock project. Even though we live and work over half a mile away from the actual site, we believe that due to its large scale, this development will have a significant and lasting impact on the entire neighborhood. We are generally in support of this project. The plans that were presented at the end of February 2019 are a significant improvement over the earlier proposal. Removing above ground parking and adding more units, more below market (though hardly affordable*) units in particular, are changes which are welcome. We believe that the amount of parking should have been reduced further than the 0.7 parking/unit to discourage car ownership and driving by new residents. Hopefully this will be implemented in subsequent projects. The concerns presented by affordable housing activists are very legitimate and we give them much credit for keeping the issue of cultural and economic displacement at the forefront of the conversation. However, it is not clear to us what effect this new development will have on the issue of housing cost in the neighborhood. Dotblock may lead to some gentrification, but the additional housing stock to be built here and in many other parts of the City also help alleviate housing shortage and price increases. Suggestions to the owner/developer: Be generous! As someone pointed out toward the end of the community meeting, most of the people who follow the Dotblock story are well aware that the owner of this project is Gerald Chan, a multi-billionaire. A person of such financial means could make a tremendous difference in the community as well as in the perception and acceptance of this project by dedicating a meaningful percentage of the housing units to the people who need them most; Boston residents who earn less than the City's median income of \$35,000/year and whose net worth is close to \$0**. It would barely put a dent in the owner's vast fortune but it would greatly improve Mr. Chan's reputation in the Boston area and set a wonderful example that others could follow. Showing better understanding and generosity toward the surrounding community would also help Mr. Chan a great deal when he attempts to develop the adjacent parcels that he acquired recently. We strongly encourage Mr. Chan and his development team to become part of the solution by engaging further with Dorchester's most economically vulnerable residents and the folks who represent them. * The Dotblock project proposes 66 units out of 488 units officially as "affordable". 41 of those 66 units are at 70% AMI, corresponding to a rent of nearly \$1300/month for a one-bedroom apartment. This is only slightly below market rate for Dorchester and it is still very much out of reach for a majority of local hard-working residents who earn less than \$35,000/year. Only 25 out of 488 units (5%) are genuinely affordable by Dorchester standards, and 13 of those 25 are compact units. ** Highly recommended reading: That was no typo: The median net worth of black Bostonians really is \$8 -Boston Globe December 11, 2017</p>
3/5/2019	Deborah	Porter	Ms	Neutral	<p>Will there be apartment s that would be affordable for someone with a salary of \$65k? What is the definition of "affordable units"?</p>
3/4/2019	Peter	Michaud		Support	<p>I live right up the street and I fully support this project!! It will bring much needed housing and business to the area and transform an area that has been plagued by blight and neglect. I'm so pleased this may finally happen, it's long overdue! Peter</p>

3/4/2019	Russell	Weiss-Irwin	Dorchester Not For Sale	Oppose	<p>This project is bad for this neighborhood. I attended the public meeting on February 11, and I was shocked by the manipulative, disrespectful, and disingenuous way that the developers engaged the community. It's ludicrous that only 66 out of 488 housing units would be affordable to people currently in the area. If it's built as proposed, it will have massive impacts on several neighborhoods in Dorchester, driving up rents, and leaving those of us who currently live here unable to stay in our community. At a minimum, a majority of the units should be affordable to people who currently live here. In addition, the project should offer much better community benefits than it currently does. Gerald Chan is worth \$2 BILLION. If he wants to further enrich himself at the expense of this community, he needs to build actually affordable housing AND offer community benefits that matter to us-- support for the Vietnamese and Cape Verdean communities, community spaces, and other things-- NOT more police cameras.</p>
3/1/2019	Frederick	Oconnor		Support	<p>Dorchester needs a development like this. It will add more desperately needed housing and replace squat industrial buildings with a vibrant community. I'm happy the parking is now underground. I wish the builder would bring back plans for a grocery store. But that shouldn't sink this project. The neighborhood has waited far too long and they have been enough community meetings. Now is the time to approve this project and build. Another plus: this project provides affordable housing and artist spaces. I can't wait to see this go up. Naysayers have to understand that building in Boston is expensive and not every unit can be affordable. This project provides a great amount of affordable units. And Dot apartments and condo rent and sell for less than other parts of the city. I can't wait until Dot Block is finally built.</p>
2/28/2019	Warren	Lizio	Neighbor	Support	<p>Thank you for taking the time to review community feedback. I work as an executive in property management for a large company, I worked on Washington Gateway Main Street for years, I interned at the Boston Redevelopment Authority, and I live in the neighborhood abutting DotBlock. I am in support of the development of the site. However, I am deeply concerned with the following design elements which need to be addressed to successfully integrate DotBlock with the surrounding neighborhood. These suggestions will help to who wants to marry their retail with the community and drive long-term benefits for the owner. 1. The two full city blocks, along Pleasant Street and Hancock Street, are long "dead" walls. No breaks exist in the facade other than at the very corners. A city block with dead space invites crime. Entrances to the buildings should be placed along both buildings to "activate" access to Pleasant and Hancock. Too much focus towards the interior is reminiscent of defensive architecture and exhibits a standoffish attitude towards the neighbors. 2. The Density is fine with me. Along Pleasant, which is lined by triple deckers, DotBlock's facade should "Step-Back" at the same height as the surrounding buildings. This will help maintain an attractive street scape. 3. The BPDA should mandate under contract: a. Trees along the exterior of the property are installed and maintained; b. Locally-owned businesses be given right of first refusal on leasing spaces in the development; 4. Please disallow crossing traffic on Dorchester Ave into the development (ie, Dot Ave going north and crossing on-coming traffic) that will further back up the area. This is a terrible problem with the Phu Cuong Market. Thank you in advance for your consideration. I want this to be a successful project for the community and developer.</p>

2/28/2019	ROBERT	MICKIEWICZ	LIFE LONG RESIDENT	Oppose	The original project was too dense as proposed several years ago for this area. It was opposed by most people living here. The new project (going from 362 units to 488 units) increases the density by at least 25%. The traffic on Hancock St., Pleasant St. and Dorchester Ave. is already terrible. Greenmount St., which also borders the project is basically an one way alley way and used as a cut through to get to Dorchester Ave. This project with the new traffic pattern will make it even worse. The BPDA (formerly BRA) has ignored the neighborhood comments and criticisms for years. The new project claims it will go below ground when we told by the original developers years ago that they could NOT go below ground because of a culvert (drainage ditch) which drains away water, snow, ice, etc. from the above lying streets. At a public meeting a few weeks ago the only people who spoke in favor of this project were the developers and the contractors to build it and all admitted they they do no live here and would not move into this project when built, all other comments were AGAINST this project. When asked about rents, the developers would only talk about amounts of square footage, they would NOT give a monthly rent. The original developers 4 years ago stated the the monthly rent for a studio apartments would be \$2,100/month and their projection was that a couple would have to make over \$100,000/year to live here! This is NOT a high income area, this is Dorchester. Therefore like many residents. I OPPOSE this Project! I elect to update my opposition as the comment period has been extended to March 11, 2019.
2/28/2019	Betsy	Drinan		Oppose	The project is too big. The units are too small. There is not enough parking. It will be a monstrosity at the end of my street. Traffic will be a mess. It is not in keeping with the architecture of the neighborhood. There are not enough affordable units by a long shot. I oppose this project as designed. Betsy Drinan
2/27/2019	Will	Cole-French	Hancock Street Civic Association	Oppose	I believe this developer needs to go back and find the funding to double the number of affordable units for this proposed complex. The CPA funds are readily available and there may be other sources as well. While it is great that they have calculated the income formulas using data specific to the city of Boston, I would still like to see them go beyond the MINIMUM requirement for the total number of affordable units. On the topic of the grocery store: that seems irrelevant to me. There is a GREAT grocery store just across the street from the city (Phu Cuong) and there is a "Trader Joe's" esque grocery store going in at the Savin Hill Station. <a href="https://www.dotnews.com/2018/coming-next-spring-market-savin-hill-ave">https://www.dotnews.com/2018/coming-next-spring-market-savin-hill-ave</a>
2/22/2019	Rose	King		Neutral	The traffic in that area is a nightmare now so I am very concerned about the impact of 488 additional housing units. I hope there is a plan to, somehow, add additional ingress and egress.
2/21/2019	Michelle	Cannon		Support	I live with my family of 5 about half a mile from the proposed Dot Block development. We have lived in Dorchester our whole lives. I strongly support the proposal. The area in question has been a wasteland for as long as anyone can remember, hard to walk through with kids or reach small businesses. It acts as a barrier separating the neighborhood. I feel this development would bring connections, activity, and life to the area. It will also bring much-needed housing. On our street, many of the 2- and 3-family houses are now occupied by young professionals who are rooming together, making it harder for families to find or afford these units. Some of these folks would prefer to live in a modern 1-bedroom or studio but can't find any. I believe developments like Dot Block will provide this alternative and take some of the pressure off our street and others.

Dot Block NPC Public Comments via website form 2019-03-18

2/20/2019	John	LaBella		Oppose	I am opposed to the updated proposal for the Dot Block project, which, per standard BPDA process, is going to create more displacement in Dorchesters. There are only 66 units designated as "Affordable" but for one, they are NOT affordable becaase their rents exceed the ability to pay for those with median wage. Further, the BPDA gave LESS than TWO WEEKS of notice for the meeting, had NO interpretation, had NO childcare, and did NOT have their presentation or any other materials translated in others languages. When is the gentrification you are causing going to stop? When is the trauma you are causing going to stop?
2/20/2019	ELLEN	MASON		Support	Overall I support the development. My issues are around traffic and parking impacts and with the number of "affordable" units vs the total # units. I know you are doing slightly better than the Boston requirement on this and I appreciate this, but am also aware that displacement is a huge concern in this area. I was at the 2/11 meeting and am glad you heard the concerns raised by our linguistically diverse population and chose to do another meeting with translation services and child care available. Thank you Ellen
2/19/2019	Benjamin	Ehler	Dorchester Not 4 Sale	Oppose	The BPDA needs to host another public meeting to get community input on this project. 12 days is not enough time to let people know about a meeting of this magnitude. The project also must include a higher percentage of affordable housing so that it doesn't affect rent prices in the surrounding area.
2/19/2019	Keren	Horn	Neighbor	Support	I strongly support this project. But I really want to encourage the developers to reconsider a grocery store. We desperately need an affordable place to buy groceries (Trade Joe's please!). Also, the pool sounds very nice. Would the developers consider an option for neighborhood residents to buy a summer pass? We have no outdoor pools in the area available to the community.
2/19/2019	Marti	Glynn		Support	I have been following this project since its beginning. While I wish there could be more affordable units, I understand the limitations of the tax credits and subsidies available to developers. I like the fact that the garage is now underground, as I never felt that was a good use of space. I also like the increase in green space. I would like to see a play space of some kind on part of that green space to encourage use by the many families in the area. I would also like to see a plan for public use of the pool planned for the complex. I am concerned about the increase in traffic that this project will inevitably cause. Maybe a Blue Bikes docking station could be located at the Pleasant/Hancock Intersection to encourage bike use. Also signage to the Bay Street entrance of the Savin Hill T stop might encourage more use especially from Hancock Street. At the very least, it will be a more pleasant (and direct) walk to the T than it is now.
2/18/2019	Justin	Broderick	Mr.	Oppose	I have numerous concerns about this project. The concern I would like to address here is parking. As abutters, we advocated for a community benefit of free overnight parking during snow emergencies, since Dorchester Ave, Hancock St, Savin Hill Ave and Pleasant Street are all snow emergency streets. With the proposed changes to this project, the number of non-residential spaces that would be available for overnight parking in a snow emergency has been reduced by over 65%. So there is an increase of units by over 100 units and a major decrease in the benefit to the neighbors. I am also seriously concerned about the impact the entire project will have on what is already a tight neighborhood for on-street parking - residents having to pay premium prices for parking spaces will result in many not purchasing spaces, and placing a further burden on the neighborhood. I also think with the significant increase in units, we should see further support for neighborhood assets, such as the Daniel Marr Boys and Girls Club - for example, improved fencing around its basketball court would be an asset for the Club, its teens, and its abutters. The number of parking spaces available for retail definitely needs to be increased. Thank you, Justin (Bing) Broderick 94 Pleasant Street Dorchester, MA 02125



2/16/2019	Jonathan	Ludwig		Support	I support this project and have no doubt that it will be a great asset to the community, but PLEASE PLEASE PLEASE add more retail space! We currently do not have enough cafes, restaurants, grocery stores, and other shops to be able to support an additional almost 500 housing units in this neighborhood. MORE RETAIL IS NEEDED, PLEASE!
2/16/2019	Ellen	Dickenson		Neutral	There needs to be a grocery store in the development plan.
2/15/2019	Ben	Moll		Support	I support the updated plan as laid forth by Samuels for the DotBlock development and believe the new plan is an improvement on what had been previously approved. As an immediate abutter to the Project, I am excited by the addition of new green space, the care given to the pedestrian experience throughout the project and the potential for neighborhood business incubation space on Hancock Street. I especially appreciate the removal of the above grade parking garage. I am also sensitive to the issues raised by other members of the community about affordability and displacement. Nonetheless, I believe that allowing the 4 acres of land sit vacant instead of building housing would do more to fuel displacement than adding material housing supply to this area. Specifically, I know of many folks moving to this neighborhood in search of more affordable, quality housing from nearby communities. When these people move into the community, other people must move out if no new housing is built. This displacement epidemic will be exacerbated without the addition of new housing. I would like to commend Samuels for their efforts on increasing affordability beyond the IDP requirements and for adopting the IDP neighborhood preference (which could theoretically provide housing for many that may face displacement). The additional density of this projects means that more income-restricted units will be added to this area where very few income-restricted units have been built over the past decade.
2/15/2019	Peter	McCawley	Resident	Support	I am fortunate to have the privilege to not be displaced by the rising rents here in Boston. People's struggles with displacement are real and valid, however they go beyond the scope of this specific project. Boston NEEDS this project to create the necessary housing outlined in its "Boston 2030" plan. Only large projects that capture economies of scale with efficient unit sizes will be able to bridge the 69,000-unit gap. Only through the continued creation of market rate housing can we generate funds for affordable housing and reduce the pressure of competition for Boston's limited housing stock. Dot Block has the highest percentage of income-restricted units that I have seen in any recent large project, and should be commended. It's a drop in the bucket of the affordable housing this city needs, but it's a major step in the right direction. I am in full-support of this project, and wish to see it move forward expediently.
2/14/2019	Ryan	Burns		Oppose	I oppose this project on the grounds that promises were made to the community over there past 4 years that have been broken. Dot block should have a super market. All of Dot Ave has small retail yet you can't find fresh produce anywhere. I support building housing, but what will this project give to the community????
2/14/2019	David	Eaton		Support	Support 100%! I am disappointed that the developers could not secure the remaining buildings on Dorchester Avenue, but otherwise I like the plan very much. I look forward to more shops and restaurants that I can walk to! There will be impact on traffic, no doubt, but it is up to the city to make improvements to the Glover's Corner debacle and the Kosciuszko Circle to help, as well as improvements to the T. It is not the responsibility of the developers of DotBlock!

2/14/2019	Michael	DelleFave		Support	Aisling and BPDA Team. My Family and I have own a single family "fixer-upper" on Jones Hill for the past 2+ years. Over that time we have spend much time and money enhance the home and our lives. Prior to that we spent 5+ years in Savin Hill. Our children attend the Boys and Girls Club of Dorchester, and we have embedded ourselves in this community and it's future. We are very much in favor of the project, and would like to add a few comments about the design, the urban spaces, and program. 1. This is a transformative project for a site in the center of 3-4 neighborhoods. The buildings should express the highest level of design, materiality, depth, and care. It should express a craft-full contemporary architecture. It will set precedent of future building in this area, and should set the highest example. The mayor himself has asked for Boston "world-class architecture." My hope is that the BCDC, will ask for the same standard. This needs to stand the test of time, and should not appear to be executed cheaply. After this is constructed, we (the community) will have to live with it. 2. I disapprove of the street connecting to Hancock mid-block. This basically creates an intersection at the heart/belly of the development. Is this really what we want to do? A single road through the site is acceptable, and the secondary road to Hancock should go back to being open space for markets, art fairs, etc., as the developer suggested. I can understand that vehicular access point will be a benefit to the retailers, so at the very least it should become an elevated street, flush with sidewalk. It should be created with the same material nature as a plaza, not asphalt. 3. We need a market/grocer that we walk too. I would like to see that program put back in the project. It is a use that My family and I will use on a weekly basis, and a need of the community. It was a big selling point for the project this is approved. It is seen as a community benefit, and should be maintained. Thanks very much for the opportunity to comment. Please feel free to reach out with any additional questions. Best, Michael DelleFave, and Family.
2/14/2019	Craig	Burns		Support	Please allow this to move forward. I've read recent reports that since it's inception there have been over 100 meetings to discuss this. Meanwhile, this lot continues to sit vacant with a viable proposal to bring hundreds of additional units to the area. Please allow this project to move forward as proposed.
2/14/2019	Tony	Gale		Support	I like the updated plan. Look forward to seeing it completed
2/14/2019	Seth	Riker		Support	It appears that a lot of effort had been put on to accommodate a mix of needs and this space is in sore need of development. I support the project!
2/14/2019	Adam	Pieniasek		Oppose	My only opposition is removing the supermarket. This location needs a grocery store on premise. For years this project was sold with the promise of a supermarket. Removing one at this stage is just a bait and switch. Leveling this ground is already an improvement but not putting in a supermarket would be a fatal flaw for Dot and Dot Block.
2/12/2019	Ryan	F		Support	This project should include more units any and every way possible. Regardless, I fully support.
2/12/2019	Bill	Hofmockel		Support	I highly support development of this property as described. However, there is nothing at all special about the design, interaction with the Avenue or beauty of architecture. This design looks like the Boston Housing Authority designed it. They make nice buildings however we have the chance to, with the same bricks and mortar, to really create something dynamic for this Dorchester neighborhood. The designs proposed years ago were far more dynamic. Creating an inner courtyard asks for exclusion rather than inclusion. I didn't know about the meeting, wish I had. Dorchester is missing a pivotal opportunity with the design as it currently stands. Thanks.

2/12/2019	Doreen	Miller		Oppose	<p>They don't build houses and neighborhoods anymore. They build clunky, Soviet-style apartment blocks that cast long shadows and create wind tunnels. There is an aching need for truly affordable housing for the underpaid working classes in Dorchester. Too few units will go to serve this purpose resulting in further gentrification and pushing out families who live here and would like to stay in Dorchester. The inner court yard, while an improvement over the parking garage structure does not feel open and welcoming to the community at large. There should be more set back and green space along Pleasant and Hancock streets to keep the residential feel of these streets. They intend to charge people to use the underground garage (on top of the already overly expensive market-rate rents they will pay!) What greed! That will only result in people parking their cars all over the streets of Dorchester and Savin Hill to avoid these fees, creating a parking crunch as they will legitimately have residential stickers. Not acceptable. Such high "market-rate" (can we admit greed, here?) rents will have a ripple effect causing others in that area to raise their rents in kind, further burdening the residents of Dorchester with astronomical and unsustainable rent costs. Maybe there needs to be a discussion to bring back rent control to non-owner occupied developments and apartments. Developers are descending on Dorchester like the greedy vultures they are, destroying the residential character and charm of Dorchester with such overly dense, blocky, industrial-looking developments. They claim it is "so expensive" to build in Boston, but you can bet your bottom dollar that they will make many millions from this development; otherwise, they wouldn't be in the business.</p>
2/12/2019	Robert	Kimball		Support	<p>I'm writing in support of the Dot Block project. Living adjacent to the site, it seems obvious and irrefutable that a major investment is needed to transform a blighted industrial site into a functional piece of the neighborhood... I don't think anyone is arguing that it should be left vacant! That said, of course balancing the needs current residents, future residents, government, and investors always leads to tough compromises. I believe the developers have done a good job threading the needle of those compromises and coming up with a plan that will benefit the entire community in the long run.</p>

2/12/2019	Todd	King		Neutral	<p>I am a resident of Pleasant Street just a few parcels down the street from the proposed project. Initially I was happy to hear that the property was to be redeveloped but now am skeptical due to issues it could cause to nearby residents. The size of this project is too large. My main concern is that they have taken away parking spaces to move the parking structure underground while at the same time increasing the amount of apartments in the project. There are already too many cars in this area and there is already a serious lack of available parking. Once we have another 480+ units at the end of the street with parking available for only 360 of them, where do all these other vehicles park? This also doesn't take into account that many of the residents who will live there will more than likely have more than one vehicle. Traffic is another issue. During many hours of the day Dorchester Avenue backs up through several intersections. I have had days where it takes me 20 minutes or longer to get to the I-93 South ramp on Freeport Street which is just under a mile from my home. Pleasant Street backs up quite frequently as well. What should be a quick trip to the store a mile up the road can take an hour or longer at many times of the day. Adding another 480+ apartments will just make this problem even worse. Our roadways have already exceeded capacity and we should really be taking a step back to come up with plans to improve the infrastructure so that it can handle future development. I do support the revisions to the plans to reduce the retail component of the project. Due to it's location, I think it is better suited for smaller type retail establishments. I know that a lot of people wanted a grocery store there but it's not a good location for it as there is already too much traffic in that area and we already have two Stop &amp; Shop stores and a Star Market nearby. I hope that consideration will be given to the parking and traffic concerns that this project will bring to the neighborhood. I'm happy to see someone step up to replace a blighted property but if not done correctly and with proper consideration for the surrounding area it could create more problems for all area residents for years to come. Thank you for the opportunity to comment. Todd King 106 Pleasant Street Dorchester</p>
2/12/2019	Jessica	Derman		Support	<p>I 100% support this project but do believe more parking spaces are needed. As I assume you intend to charge people to use the underground garage that will result in people parking their cars all over the streets of Dorchester and Savin Hill to avoid paying for parking. There is a development in Ashmont that requires anyone who lives there to sign something that they will not get a resident parking sticker. I believe the address is registered with the city so no one can apply for a resident parking pass. I think that is worth considering. A grocery store is NEEDED in this neighborhood and I am disappointed that the new plans do not call for one. At the very minimum a marketplace, similar to American Provisions, would be nice. We do not need another convenience store. I think a grocery store would have been the best thing for this development (to attract renters) and for the neighborhood. A Trader Joe's or smaller grocery store would have been ideal. Our neighborhood is lacking Restaurants, both casual and fast casual would be nice -we need a new sushi place since Van Shabu closed there is nothing in the area. There should also be a dedicated uber/lyft/taxi pick up area so that it does not block traffic on Dot Ave. A better intersection at Hancock and Pleasant is also needed. Stop signs in all directions or a Light.</p>

2/12/2019	Todd	King		Neutral	<p>I am a resident of Pleasant Street just a few parcels down the street from the proposed project. Initially I was happy to hear that the property was to be redeveloped but now am skeptical due to issues it could cause to nearby residents. The size of this project is too large. My main concern is that they have taken away parking spaces to move the parking structure underground while at the same time increasing the amount of apartments in the project. There are already too many cars in this area and there is already a serious lack of available parking. Once we have another 480+ units at the end of the street with parking available for only 360 of them, where do all these other vehicles park? This also doesn't take into account that many of the residents who will live there will more than likely have more than one vehicle. Traffic is another issue. During many hours of the day Dorchester Avenue backs up through several intersections. I have had days where it takes me 20 minutes or longer to get to the I-93 South ramp on Freeport Street which is just under a mile from my home. Pleasant Street backs up quite frequently as well. What should be a quick trip to the store a mile up the road can take an hour or longer at many times of the day. Adding another 480+ apartments will just make this problem even worse. Our roadways have already exceeded capacity and we should really be taking a step back to come up with plans to improve the infrastructure so that it can handle future development. I do support the revisions to the plans to reduce the retail component of the project. Due to it's location, I think it is better suited for smaller type retail establishments. I know that a lot of people wanted a grocery store there but it's not a good location for it as there is already too much traffic in that area and we already have two Stop &amp; Shop stores and a Star Market nearby. I hope that consideration will be given to the parking and traffic concerns that this project will bring to the neighborhood. I'm happy to see someone step up to replace a blighted property but if not done correctly and with proper consideration for the surrounding area it could create more problems for all area residents for years to come. Thank you for the opportunity to comment. Todd King 106 Pleasant Street Dorchester</p>
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2/12/2019	Heidi	Moesinger		Oppose	<p>It would be nice to see home designs that actually reflect Dorchester's current housing type - triple deckers and real neighborhoods with parks and small shops. The big apartment complex designs are all the rage to make the most of a small parcel of land, but it is not fitting for Dorchester. This area cannot hold 488 units. The infrastructure is not there to support such development. The MBTA, Dorchester Ave., Morrissey Blvd., I93, and the rotary are already a disaster. This project should be put on hold. There is too much community upset, particularly about the "affordability" and the "feeling left out." One commenter had it right last night "It was a nice sales pitch" but it's not right for Dorchester. I think it is a lovely design, but Boston as a whole has a big problem with development right now. There is too much development going on without proper attention to infrastructure and the cost that local communities have to bear. I know that much money goes back into the community for projects like this, but this is shortsighted. In the long run, the high rents in these units will cause rents in the whole area to go up (current residents cannot afford this), and it will also increase property values (current residents will not be able to afford the rise in property taxes, causing rents to increase, and people to be pushed out). Maybe DOT Block should just be a grocery store with lovely landscaping, a parking lot, maybe even a small park. And nothing else. Dorchester doesn't need more unaffordable housing. Has it been considered to make no livable units in this space? I just don't see how this development will benefit the community. Boston needs to do a better job figuring out this overdevelopment of communities. Building in Dorchester should not cost the developer the same price of building in downtown Boston, which what was stated at the meeting. It was disconcerting to see so many of my Dorchester neighbors so upset by this project and how the meeting was run. The city needs to do a better job of supplying interpretation at meetings like this. Or maybe you can hire someone to record the meetings and then post later with translation. Something. The presenters did a decent job and I understand it was a tense group, but I found it disrespectful when the presenters kept saying how great the people in Dorchester are, talking about our diverse community, and it just felt like they were trying too hard and trying too hard to win us over with these key words and phrases. I appreciate that a number of people there presenting and representing the project were from Dorchester. One commenter in the audience did not seem to be aware of this. However, after it was pointed out who was from Dorchester, I couldn't help notice they were all white like me, not like the majority of people in that room last night. In conclusion, build affordable housing or don't build at all. Build something fitting for Dorchester like small shops, grocery stores, triple deckers, family homes that have small yards and driveways. Build something that the community wants, not what you want to build because you want to do something with the land.</p>
2/12/2019	Haliegh	Baker		Oppose	<p>As a resident of this community I strongly oppose this project. This project does not reflect the interests or values of the residents or of Dorchester as a whole. The traffic and congestion this project would cause would negatively impact the quality of life for residents permanently. The number of affordable units is unacceptable. There are no additional paltry concessions that could tip the scales in favor of this project. Please consider this letter of direct opposition to 'Dot Block'.</p>
2/12/2019	Christopher	Lettiere		Support	<p>I fully support this project. I live on the corner of Dorchester Ave and Greenmount Street, which makes me an abutter, and I'm still waiting on directions to be added to the abutters' list; can you please advise? Thank you very much.</p>
2/12/2019	Trinh	Nguyen		Support	<p>I fully support this project and its influence on making Dorchester great again. I live on the corner of Dorchester Ave and Greenmount Street, making me an abutter to the project, and I would appreciate your advice on how to be added to the abutters' list; please advise. Thank you very much.</p>

2/12/2019	Shannon	O'Malley		Oppose	Dear BPDA, I am writing in concern of the Dot Block project planned for Dorchester Avenue. This project will displace current residents, their rents will increase and they will be forced to move out of the city they call home. This is happening all over the city, people are leaving because they have been priced out. Dorchester residents know this project is not for them. They know wealthy white people will be moving in and pushing them out. In a city that is 55% people of color, the South Boston Waterfront is only 20% people of color (home to the Seaport) and the per capita income is \$99,000 in that area. Dorchester is 78% people of color and the per capita income Dorchester is only \$26,000. <a href="http://www.bostonplans.org/getattachment/8349ada7-6cc4-4d0a-a5d8-d2fb966ea4fe">http://www.bostonplans.org/getattachment/8349ada7-6cc4-4d0a-a5d8-d2fb966ea4fe</a> 13.5% affordability is not ok when the need is actually 65%. 13.5% is laughable and more importantly, disrespectful. I am aware that building in the city of Boston is expensive. I am in favor of unions being used to build these projects, my grandfather was a member of Local 7 for over 30 years. I am a union member myself (however, not a labor union). Developers should be paying their employees a living wage. However, no one is talking about the profit being made for developers. Gerald Chan is a billionaire. How many billions do you need? To the developers, Samuels & Associates, how many vacations do you need? How many boats? I realize a profit needs to be made, that is fair and logical, but at what expense? At the expense of displacing long-time residents? Why must there be so much greed? Truthfully, it really messes with your head, having your community called "trash" and "ghetto" for years. Then all of a sudden, it's "nice" but it's not for you, you don't get to stay and enjoy it. My dad was born and raised in South Boston, we have seen what has happened to that community. I was living there for over a year. I was priced out of South Boston; my family had been there since the early 1900s. The same thing is now happening to Dorchester, where my mother was born and raised (St. Mark's). I have resources and will be ok. However, I know a lot of people will not be ok and they are my concern. If Dot Block is to move forward, at least 65% of units must be truly affordable for the households who are currently in the area. If not, their rents will be rising and they will be displaced. Thank you Sincerely, Shannon O'Malley
2/12/2019	Michael	Kilcoyne		Support	I support this development
2/12/2019	James	Clements	Boston medical/blend	Support	As someone who grew up in Savin Hill and still love here I am Totally for it. That area has been an eye sore forever. It would be so refreshing to have something nice for a change.
2/12/2019	Jeremiah	Pollack		Support	This development will provide much needed revitalization to the currently decrepit block. This empty lot is a blight on the neighborhood and must be built on. The developers have gone above & beyond their requirements in serving the community. After years of back & forth it is time to build.
2/11/2019	NK	Acevedo	- None -	Support	Are you really trying to get people in the community to be able to live there? Look like more luxury housing since most people can't afford it. gentrification doesn't belong on my community & it needs to stop. NOW. you hold these mtgs where people voice their opinion & opposition & yet you continue. Why? Makes no sense that our input is a joke to you & not taken seriously. This is not ok. If you work a min wage job there is no way you can afford this. There has got to be a better way than to have developers take over everything & make tons of money while others struggle to make ends meet since rents just keep rising astronomically. You're making our neighborhood unlivable. Stop.
2/11/2019	Michael	Benezra		Oppose	While this project offers to bring significant economic opportunities to the area, I believe the addition of 100 units without an proportional increase in traffic mitigation and public safety resources will overburden the community with more than it can handle.
2/11/2019	Jeremy	Davison		Support	This is a fantastic project but we really need a grocery store to support the increase in units. Trader Joe's would be fantastic! I support local business but we need a grocery store such as Traders. Please make that happen.

Dot Block NPC Public Comments via website form 2019-03-18

2/11/2019	Joel	Barciauskas	Joel Barciauskas	Support	I fully support this project, as it will provide much needed housing as well as more neighborhood amenities and public space. I support specifically the fact that this is a transit oriented development and therefore does not require as much parking. I also appreciate the lengths the developers have gone to to provide additional affordable housing, in excess of that required by statute. We need much more housing in this city and turning a blighted warehouse into a thriving community is a win for everyone.
2/11/2019	Joseph	Lama		Support	I am a home owner in the Savin Hill neighborhood and I fully support this development. It will provide good jobs to Boston residents and improve the appearance of a part of the neighborhood that is currently blighted. This development will enhance our community.
2/11/2019	Michael	Rudolph		Support	Although I'm sad that there will not be a grocery store for this project, I'm in favor of Dot Block. Dorchester and Boston in general is in great need of more green space and this will allow for a community gathering place and the development of some much needed retail in this area.
2/11/2019	Michael	Alberti		Support	I live nearby on Greenwich Street and am 100% in full support of this project, including the thoughtful design changes that your team has made. Looking forward to welcoming the development to the neighborhood!
2/11/2019	Janelle	Nanos		Support	I think the addition of market rate and affordable housing will help transform the neighborhood. I do worry about traffic for both cars and bikes along Dorchester Ave, and hope the plans will factor in ways to make navigating that portion on the neighborhood more accessible for all
2/7/2019	Christian	T		Support	More green space is good, and underground parking is a much better use of space to elevate the development. There is a lack of retail space, I believe we could use probably 4-6 more spots of retail here to balance it out on the ground floor. Retail space brings money to the area as well as added safety which we need if we want to connect Field's corner and Savin Hill.
2/6/2019	Rhea	Nannan		Oppose	This whole plan is a traffic disaster. The rotary between Hancock Street and Pleasant Street is a nightmare in the morning & afternoon during the rush hours. We already have a problem with street parking on a daily basis. Not everyone takes the T and even if they do, some still own vehicles. This Dot Block project is going to be an eye sore! I will not be able to see the tank from my home, but I will be looking directly at this oversized apartment building. No one cares about the owners that's been here for over 30 years. This development is problem in the making, especially for those of us who live directly across from it. Then, there's another development going on across the street (233 Hancock St) from this location next to the car wash. We do not need our neighborhood to look like New York's brick city.
2/6/2019	Robert	Sances		Support	what are the implications of traffic at has the increased number of units and reduced parking spaces up 122 units down 119 parking places from the previously approved project been considered in relation to this Transportation Mitigation The Proponent will design, fund and undertake the reconstruction and signalization of the Hancock Street/Pleasant Street intersection, subject to City of Boston approval of the plans and specifications for such work. These improvements will increase motorist, bicyclist, and pedestrian safety by decreasing the amount of pavement (and pedestrian crossing distances) at this intersection and providing a more standard intersection design. The intersection will include two Hancock Street northbound lanes (a left turn lane and a shared through/right turn lane), two Hancock Street eastbound lanes (a shared left/through lane and a right turn lane), two Pleasant Street southbound lanes (a shared left/through lane and a right turn lane), and one all-purpose westbound lane exiting the Project site. The intersection design concept is under review by applicable City of Boston agencies, and will be subject to the approval of the Public Improvement Commission as well as BTD and the City's Department of Public Works. with increased commerce and neighbors how will the congestion already in the intersection of these roads and your development can the data, decisions and plans be made transparent?



Dot Block NPC Public Comments via website form 2019-03-18

2/5/2019	Jeffery	Newton		Support	I approve of the project and think the new traffic layout will be better for those who live in the area and do not have a car, like myself.
2/5/2019	Robert	Sances		Neutral	We welcome the development in our neighborhood but have two concerns- More units less parking does not sound prudent to someone who finds it hard to find a parking space now What accommodations are being made to create community spaces with in this developing ?
2/5/2019	Robert	Sances		Neutral	We welcome the development in our neighborhood but have two concerns- More units less parking does not sound prudent to someone who finds it hard to find a parking space now What accommodations are being made to create community spaces with in this developing ?
2/3/2019	Andrew	Billeb		Oppose	I am a resident of Dorchester in the vicinity of the Dot Block project and would like to express my concerns about this project: - There is already a big traffic problem in the area of Hancock St, Freeport St, and Dot Ave. Adding so many more housing units will make this worse unless additional changes are made to the streets. - There is already a parking problem in the upper Pleasant Street area, which was helped when we went to residential parking (since there were a lot of people who had been parking here who lived in South Boston). There should be adequate parking for the number of housing units that are being built. - A grocery store to support this area would be helpful, otherwise there will be cars on the road for all the new residents getting to the grocery stores further away. Thanks, Andrew Billeb
1/31/2019	Kelley	Ready	Dorchester People for Peace	Oppose	Is the Feb 6th meeting open to the public? How many affordable units were in the original plan?
1/31/2019	Kelley	Ready	Dorchester People for Peace	Oppose	Is the Feb 6th meeting open to the public? How many affordable units were in the original plan?

**Boston Water and  
Sewer Commission**



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

March 6, 2019

Ms. Aisling Kerr, Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: DOT Block, 1205 Dorchester Avenue  
Notice of Project Change

Dear Ms. Kerr:

According to our records the Boston Water and Sewer Commission (Commission) did not submit comments on the Project Notification Form (PNF). This letter includes the Commission's comments on the PNF and subsequent Notice of Project Change (NPC) for the proposed DOT Block development project located at 1205 Dorchester Avenue, Dorchester.

The project site consists of approximately 3.94 acres. The project Site comprises most of a city block bounded by Greenmount Street to the north, Dorchester Avenue to the east, Hancock Street to the south, and Pleasant Street to the west. The project proponent, Samuels & Associates, proposes to build four 5-6 story, mixed-use buildings with approximately 23,000 square feet of smaller, neighborhood-oriented retail stores and restaurants and a total of 488 upper level residential units. The buildings will be served by an underground garage that contains approximately 345 spaces and 19 surface parking spaces along the interior drives.

The Commission water distribution system has a 12-inch Southern Low DICL pipe installed in 2003 in Dorchester Avenue, 8-inch Southern Low DICL pipe installed in 1972 in Greenmount Street, 12-inch DICL pipe installed in 1994 and 24-inch DICL pipe installed in 2004 in Pleasant Street, and 24-inch Southern Low DICL installed in 2003 in Hancock Street.

For sanitary sewer and storm drain service, there is a 15-inch sanitary sewer and a 42-inch storm drain in Dorchester Avenue, a 12-inch sanitary sewer and 12-inch storm drain in Greenmount Street, a 24-inch sanitary sewer and 54-inch storm drain in Hancock Street, and 12-inch storm drain and 48-inch storm drain in Pleasant Street. There is also a 72-inch storm drain that bisects the site from Pleasant Street to Dorchester Avenue.

The water demand for the proposed development will be 86,471 gallons per day (gpd) and wastewater generation will be 78,610 gpd.

The Commission has the following comments regarding the NPC:

General

1. Prior to the initial phase of the site plan development, Samuels & Associates, should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. 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 complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at Samuels & Associates'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. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. 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.

5. 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/>
6. Samuels & Associates 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, Samuels & Associates will be required to apply for a RGP to cover these discharges.
7. Samuels & Associates is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
8. The Commission will require Samuels & Associates to undertake all necessary precautions to prevent damage or disruption of the existing active water and sewer lines on, or adjacent to, the project site during construction. The proponent previously reported that CCTV inspections of existing sewer lines within the project site had been completed. Copies of the CCTV inspection videos must be provided to the Commission during site plan review. As a condition of the site plan approval, the Commission will require Samuels & Associates to re-inspect the existing sewer lines on site by CCTV after site construction is complete, to confirm that the lines were not damaged from construction activity.
9. It is Samuels & Associates '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, Samuels & Associates 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.
10. Activities within the proposed (Facility) may have Standard Industrial (SIC) Codes that the Environmental Protection Agency (EPA) has designated as requiring a Multi-Sector



General Stormwater Permit for Industrial Facilities (MSGP). The project proponent or owner of the facility is responsible for determining whether a MSGP is required. If a MSGP is required the project proponent or owner is responsible for submitting to EPA a Notice of Intent (NOI) for coverage under the MSGP, and for submitting to the Commission a copy of the NOI and Pollution Prevention Plan prepared pursuant to the NOI. If the MSGP designated SIC Codes apply to the project and the project obtains “No-Exposure” Certification from EPA for the activities, a copy of the No-Exposure Certification must be provided to the Commission.

### Water

1. Samuels & Associates 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. Samuels & Associates should also provide the methodology used to estimate water demand for the proposed project.
2. Samuels & Associates should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Samuels & Associates should consider outdoor landscaping which requires minimal use of water to maintain. If Samuels & Associates 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. Samuels & Associates 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. Samuels & Associates should contact the Commission’s Meter Department for information on and to obtain a Hydrant Permit.
4. 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, Samuels & Associates’s should contact the Commission’s Meter Department.

### Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application Samuels & Associates 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. Samuels & Associates 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 Samuels & Associates 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. Samuels & Associates 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, Samuels & Associates will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
  5. Samuels & Associates 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. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. 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, Samuels & Associates will be required to meet MassDEP Stormwater Management Standards.
7. 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.
8. The Commission requests that Samuels & Associates 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. Samuels & Associates should contact the Commission’s Operations Division for information regarding the purchase of the castings.
9. 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. Samuels & Associates is advised to consult with the Commission’s Operations Department with regards to grease traps.
10. 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.
11. 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,

A handwritten signature in blue ink, appearing to read 'John P. Sullivan', written over a faint, larger version of the same signature.

John P. Sullivan, P.E.  
Chief Engineer

JPS/fd

cc: Samuels & Associates  
Wintergold, LLC  
K. Ronan, MWRA via e-mail  
K. Pedersen, BPDA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail





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## Dot Block

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**bob sances** [REDACTED]  
To: Aisling.Kerr@boston.gov

Wed, Feb 6, 2019 at 1:13 PM

Hi I live on Pleasant street in Dorchester  
Question I hope you can help me with about the impact of dot block on our hood

If the project is adding  
122 more units  
And taking away 119 parking spaces

How will this not affect the traffic at gloves corner?  
Are we anticipating as a lasting impact of this congested intersection

How will the traffic and parking in the neighborhood change ?

The impact of this project has increased  
The traffic patterns have changed

I'm all for reducing cars  
Why reduce parking?  
removing parking availability is not the solution in a busy expanding neighborhood

Attachment g on your shared proposal

Transportation mitigation  
And parking are barely given any recognition of the increase  
And decrease will shared files

Please if you explain parking studies

I found it hard to understand that adding 122 units to this project  
And taking away 119 parking spaces that were part of the original plan are being addressed  
That is a huge difference as a neighbor

The impact on this change in the neighborhood should be addressed  
Traffic -car bike bus pedestrian all will be directly impacted  
It seems like an opportunity to be honest about its long term impact on these major Dorchester streets.

Is it possible to see the unpublished traffic study that was updated in November 18 with how it addresses the impact of these two changes and its effect on our neighborhood

Could you make available the changes in the traffic studies first done  
nov 2014  
The revised nov 2018

Looking for your help here  
not looking for mitigation  
as much as honesty and forthrightness in this process.

Thank you

As part of the development review process, IAG members work closely with BPDA staff to identify the impacts of a project and recommend appropriate community benefits and mitigation to offset those impacts.

IAG meetings prioritize discussion between the project proponent (i.e. the developer) and IAG members.



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## Dot Block Project Change

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**Brendan Goodwin** [REDACTED]  
To: Aisling.Kerr@boston.gov

Wed, Feb 6, 2019 at 9:09 AM

Good Morning,

I wanted to submit a comment related to the Dot Block project change. As a neighbor approximately 3 blocks away from the proposed development, I am very excited about the housing units, activities and amenities that the Dot Block has the potential to bring to the community. I have no problem with the increased housing units. I am concerned, however, about the proposed reduction in retail space. I feel that the reduction will not allow for a grocery store scale retail space as was originally proposed. We desperately need a place in the neighborhood to run to for groceries, especially fresh fruits and vegetables. I was hopeful that this space would have allowed for a city-scale grocery store such as a Trader Joes (which would have greatly benefited our very diverse neighborhood) or even a Foodies or smaller scale grocer.

I encourage BPDA and the developers to allow for a retail space large enough to attract a small grocer. Not only does it benefit the residents of Dot Block and the surrounding neighborhood, but grocery stores are a huge economic driver for communities as well.

Thank you for your consideration.

Brendan Goodwin  
[REDACTED]



Aisling Kerr <aisling.kerr@boston.gov>

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## DotBlock

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**Mark Young** [REDACTED]  
To: Aisling.Kerr@boston.gov

Wed, Feb 6, 2019 at 9:31 AM

Hi. I live on Jones Hill in Dorchester, near Dot Block. I am in favor of the development and think the design appears fine. I am concerned however, that it never gets built. It just feels like developers trying to park their money in the land. I might be wrong, but a series of mandatory milestones, if the BRA has that authority, might help. Thanks. Mark Young.



Aisling Kerr <aisling.kerr@boston.gov>

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## Dot Block Retail

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Michael Z [REDACTED]  
To: aisling.kerr@boston.gov

Tue, Feb 12, 2019 at 8:30 PM

Dear Aisling Kerr,

I was present at the DOTBLOCK meeting on February 11. As you know, there was a lot of passion on both sides and I did enjoy hearing the input of everyone involved. I was someone who asked a question and the answer I received has left me confused and unsatisfied. I was hoping you might be able to clarify.

My question was concerning retail space in the development. It appears that at some point a decision was made to lease to "local businesses" and not any major retailers. Why was this decision made? Specifically, I asked the theoretical question "what if a Chipotle wanted to lease space, would that be allowed?" The answer I got was a vague no which was disappointing and concerning.

I live a few blocks from DOTBLOCK. My neighbors and I have been waiting (and have been promised for about 4 years now) that the development would bring new retail, a market, etc. As you know, businesses in the area are not up to par with businesses in other neighborhoods in the city. There is an overabundance of convenience stores, automotive shops, nail salons, hair salons, liquor stores. There is also an ingrained Vietnamese community with businesses that cater mostly to that particular population.

There is very little reason for many people in our neighborhood to walk anywhere because there are really no shops that invite browsing, shopping or cafes and places to relax or socialize. DOTBLOCK seemed to be the start of change finally coming to the neighborhood. Now I am not so sure if "local businesses" just means more of what we already have.

I fully support the idea that local businesses should be supported encouraged. By why would a business like Chipotle or Cafe Nero or a small market like Foodies not be sought after and encouraged? ( not 7-11 or Dunkin' or Kentucky Fried Chicken please! -I do think a Boomerangs would be perfect in our neighborhood and The Well which is a non profit coffee shop.)

I look forward to hearing from you, Aisling!

Sincerely,

Michael Keamy

Comments submitted by  
Davida Andelman, Greater Bowdoin/Geneva Neighborhood Association  
Janet Jones, Dorchester Roxbury Labor Committee  
Regarding  
DotBlock Project  
3/11/19

DotBlock according to City Councilor Frank Baker, has been in the works since 2012 so there has been more than ample opportunity for the community to weigh in on this significant project which is going to transform the entire Glovers Corner Neighborhood and beyond. Many residents & small business owners in the Glovers Corner vicinity actually believe DotBlock is going to have impact far beyond its immediate location, actually causing fast paced gentrification & displacement of those who have lived in the area & operated neighborhood businesses for decades.

The 1<sup>st</sup> Impact Advisory Group (IAG) was inadequate in representing not only people who were to be most impacted by DotBlock but the entire near-by community. There was minimum to zero outreach to residents & business owners whose primary language was not English. Neither the BPDA nor the developer appeared to comprehend how unacceptable this situation was.

Many of the same issues, present in the earlier days, 2012 – 2016, are still in play now.

- Who is going to most benefit from the DotBlock Project?
- Who is the housing for? Who will be able to afford to live in the units?
- How many “so called” affordable units will be available?
- What protection will there be for the small local businesses in the impact area?
- What are the Community Benefits, who has decided how much, where they will go to be implemented?
- Who will be the contractor? If it is a Union project, what will be done to employ local building trades people of color including trades women with a robust outreach process to those have been excluded from the Unions?
- What guarantee will there be for an Oversight and Compliance Committee which will meet regularly (every week, every other etc) and will include representatives from the Community?
- What guarantees are in place in terms of traffic/transit/parking/pollution/noise & other near-by resident concerns?
- What will the total impact be on the entire Glovers Corne area with the addition of hundreds of new units, vehicles, pollution?

Since the first iteration of the project did not move forward due to a change in ownership and a new developer, all of the above concerns are currently heightened as a result of: 1)the number of housing units being increased from 362 – 488 2)the number of parking spaces being significantly decreased

3)the re-configuration of the commercial space where a grocery store was promised being replaced by a few unknown, probably “boutique-like” businesses.

Given all these DotBlock changes now taking place during the Glovers Corner Planning Project, it is clear that DotBlock will have a huge impact on the entire planning area. Since the initial iteration & the start of the Glovers Corner Planning Process, Dorchester Not 4 Sale has formed to: 1)ensure that both the planning process & any development in this part of Dorchester truly engages community residents & small business owners which will be most impacted by these &/or other future development and 2)ensure that those most at risk for gentrification & displacement will be at the table to play a significant role in such planning. This includes ensuring all forms of communication are in the appropriate languages of the entire impacted community.

- Housing affordability remains a major issue. 13.58% (which is up slightly from the original 13%) is not acceptable as it will result, in effect, in only about 66 or so affordable units out of 488. Many residents in the impacted area do not make \$50,000 a year with many making less than \$25,000/ year. DN4S believes that 65% of all new housing in the Glovers Corner Impact Area must be affordable to current residents residing in the area.
- The BPDA Article 80 Process for DotBlock has been totally inadequate. Meanwhile, DN4S consistently has 60 – 70 community residents attending its monthly meetings with interpreters, childcare and refreshments always provided. This has not been the history of the DotBlock Project.

DotBlock, at this point in time, should not go before the BPDA Board for approval while: 1)the number of affordable housing units must be resolved asap so that people who have lived in the Glovers Corner area are not displaced. 2)current business owners have the opportunity to receive assistance to minimize their risk of displacement. 3)community benefits are spelled out with more transparency as to who is deciding what these benefits are & how they will be distributed. 4)a clear process is developed & put in place spelling out how local building trades workers, trades workers of color (male & female) who are not in the union get to work on the DotBlock Project. There must be a Construction Oversight & BRJP Compliance Committee (with community representatives at the table) in place & meeting before a single shovel hits the ground.

Director Golden:

I am writing to express my full support of the DOT BLOCK project. As a resident of the city of Boston I take pride in the city, and look forward to seeing our neighborhoods thrive. For too many years my family and I have driven by the crime infested area, and welcome redevelopment with new apartments and the new stores. It's time to move forward with the DOT BLOCK project.

Joshua Poe

Print Name

233 Washington Street

Address

Dorchester, MA 02121

City, State, Zip



Signature



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TONY LAI

Print Name

21 hecla st #3

Address

dorchester MA 02122

City, State, Zip

Tony Lai

Signature

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ALAN STRADA

Print Name

ALAN STRADA

Address

39 SHAPTON ST

City, State, Zip

Dorchester

Signature



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Troy L. Veale

Print Name

105 weaver way

Address

Roxbury MA 02118

City, State, Zip

Troy L. Veale

Signature

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Frederick Albout

Print Name

2836 Washington St

Address

Roxbury ma 02119

City, State, Zip



Signature

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John C. Britton III

Print Name

4 Osprey way

Address

Boston MA 02124

City, State, Zip

John C. Britton III

Signature


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DEVONTE CALLISTE  
Print Name

11 Brookledge APT 1  
Address

Dorchester MA 02121  
City, State, Zip

  
Signature

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VICTOR RIVERA

Print Name

37 WARWICK ST

Address

ROXBURY MA

City, State, Zip



Signature

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ALTON BRIGGS

Print Name

68 Seaver St. #3

Address

Boston MA. 02121

City, State, Zip

Alton Briggs

Signature



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MARCIA WILLIAMS-WHITE

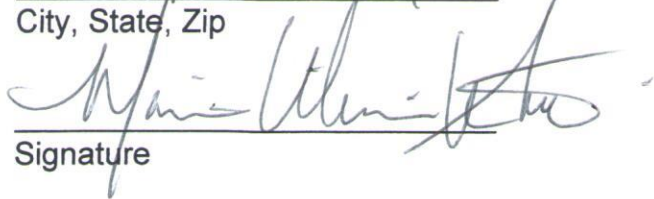
Print Name

120 THORNTON ST.

Address

ROXBURY FORT HILL, MA 02119

City, State, Zip



Signature

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Roger Joseph  
Print Name

14 Egleston St  
Address

Jamaica Plain MASS 02130  
City, State, Zip

Roger Joseph  
Signature

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Asia Tarver  
Print Name

114 Rosseter St  
Address

Boston Ma 02121  
City, State, Zip

Asia Tarver  
Signature

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Dionta Bell  
Print Name

3 Breckinridge St  
Address

Dorchester MA 02121  
City, State, Zip

Dionta Bell  
Signature

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Trevor V. Harrigan

Print Name

128 Blake St #2

Address

Hype Park Ma 02130

City, State, Zip

Trevor V. Harrigan

Signature

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Gregory Price  
Print Name

22 Ennis Rd  
Address

B Roxbury Ma 02119  
City, State, Zip

Guy Lin  
Signature

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Gerald Hullum  
Print Name

34 Messenger St  
Address

Boston MA 02126  
City, State, Zip

Gerald Hullum  
Signature

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Joe Monteiro

Print Name

204 Neponset Ave

Address

Dorchester, MA 02122

City, State, Zip

Joe Monteiro

Signature




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Bandy J. Regis  
Print Name

26 Corbet St  
Address

Dorchester, MA 02124  
City, State, Zip

  
Signature

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Joshua Roe

Print Name

35 Waumbuck St.

Address

Dorchester, MA

City, State, Zip

Joshua Roe

Signature

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Anthony Jones  
Print Name

339 Huntington Ave  
Address

Hyde Park, Ma 02136  
City, State, Zip

Anthony Jones  
Signature

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Hot Rod Jones  
Print Name

3 Tiverton RD  
Address

Methuen Me. 02126  
City, State, Zip

Hot Rod Jones  
Signature

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Sameisha Smith

Print Name

574 MASSAve

Address

Boston MA 02118

City, State, Zip



Signature

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*Al Sanders*

Print Name

*114 Greenbair St*

Address

*Boston MA 02124*

City, State, Zip

*AS*

Signature

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Tahira Gardner

Print Name

48 Bowdoin St

Address

Dorchester MA 02124

City, State, Zip

TG

Signature

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Cedric Mitchell

Print Name

132 Ellington St. apt #1

Address

Dorchester, Ma 02121

City, State, Zip

C. Mitchell

Signature



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David Lockhart

Print Name

1 Hartford Ct.

Address

Dorchester, MA 02125

City, State, Zip



Signature

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Print Name

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Address

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City, State, Zip

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David St. Fort.

Print Name

93 Floyer St.

Address

Dorch MA 02124

City, State, Zip

Signature



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Ben Jackson

Print Name

3 Elliot Tr

Address

Roxbury MA 02119

City, State, Zip



Signature

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Carlos Galvao

Print Name

11 Gayland St

Address

Boston Ma 02125

City, State, Zip

Carlos Galvao

Signature

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Randy Harrison

Print Name

364 Ashmont St

Address

Dor. Ma 02124

City, State, Zip

Randy H

Signature

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Austin Gordon

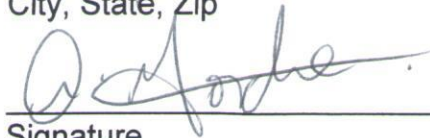
Print Name

21 Evelyn St

Address

Mattapan, MA, 02126

City, State, Zip



Signature

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Ricardo LaMotte

Print Name

61-Wellman

Address

ROS

City, State, Zip

Ricardo LaMotte

Signature



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Travis Cury

Print Name

1474 Dorchester Ave

Address

Boston MA 02120

City, State, Zip



Signature

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AMON NEJES  
Print Name

123 MAXWELL ST  
Address

DOR. MA. 01924.  
City, State, Zip

  
Signature

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Jose Morfeiro  
Print Name

264 Neponset Ave  
Address

Dorchester, MA 02122  
City, State, Zip

Jose C Morfeiro  
Signature


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Paul Ben-Aime Jr  
Print Name

801 PO Box 220023  
Address

Dorchester MA 02122  
City, State, Zip

  
Signature

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Derrick Hobson

Print Name

8 Woodville Park

Address

Boston MA 02119

City, State, Zip



Signature

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LUIS LARA

Print Name

1829 WASHINGTON<sup>ST</sup> BC

Address

BOSTON MA 02118

City, State, Zip

Luis Lara

Signature

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Guillermo A. Vagserano

Print Name

73 Liverpool St #1

Address

EAST Boston MA 02128

City, State, Zip



Signature

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JANICE MURPHY

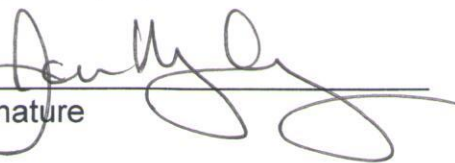
Print Name

8 Crowell St #3

Address

Dorchester MA 02124

City, State, Zip

  
Signature

2/22/19



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TAI TRAN  
Print Name

30 ~~DOLE~~ DOBLE ST  
Address

QUINCY, MA . 02169  
City, State, Zip

  
Signature

Director Golden:

I am writing in full support of the DOT BLOCK project. As a resident of Dorchester just to see the buildings demolished is an improvement. For too many years my family and I have driven by the crime infested area, and cannot wait to welcome new apartments and the new stores. It's about time something happened there besides prostitution and drug use.



Aaron Vernon  
Print Name

29 Adams Street Apt A

Address

Dorchester, MA 02122

City, State, Zip

Signature

Director Golden:

Why does DOT BLOCK have to get approved again? My family and I have been waiting for years to see something happen there, and we thought it was all set. Then at my civic meeting I heard that if I supported the project I was required to send you a letter. Well this is a letter of support for DOT BLOCK. Hurry up! I'd like to see it get built before I die.

Jesse Anderson  
Print Name

18 Tapt Street  
Address

Dorchester, MA 02125  
City, State, Zip

Jesse Anderson  
Signature

Aisling Kerr:

Please accept this letter as an indication of my and my family's support of DOT BLOCK. Finally, investment in our neighborhood instead of more buses. My family, aunts, uncles, and cousins have lived in Dorchester for our entire lives, and can't wait to see it get started.

Rondell Bernard  
Print Name

233 Columbia Rd  
Address

Dorchester, MA 02125  
City, State, Zip

Rondell Bernard  
Signature

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Robert Brienzi  
Print Name

271 Minot Street  
Address

Dorchester, MA 02122  
City, State, Zip

Robert Brienzi  
Signature

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Albn Briggs  
Print Name

68 Seavel St

Address

Dorchester, MA 02121

City, State, Zip

Albn Briggs

Signature

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Christopher Chmielinski  
Print Name

30 Tuttle Street

Address

Dorchester, MA 02125

City, State, Zip



Signature

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Matthew Corcoran  
Print Name

195 Neponset Ave  
Address

Dorchester, MA 02122  
City, State, Zip

Matt Corcoran  
Signature



Director Golden:

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Joseph Cruz  
Print Name

198 Callender Street

Address

Dorchester, MA 02122

City, State, Zip

Joseph  
Signature

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Please accept this letter as an indication of my and my family's support of DOT BLOCK. Finally, investment in our neighborhood instead of more buses. My family, aunts, uncles, and cousins have lived in Dorchester for our entire lives, and can't wait to see it get started.

Kevin Cutillo  
Print Name

20 Southview Street  
Address

Dorchester, MA 02125  
City, State, Zip

Kevin Cutillo  
Signature

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Israel Dantzen

Print Name

27 Powell St Road

Address

Dorchester, MA 02121

City, State, Zip

Israel Dantzen

Signature

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Antonio DaSilva  
Print Name

332 Geneva Ave

Address

Dorchester, MA 02122

City, State, Zip

Antonio DaSilva

Signature

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Korey Dixon  
Print Name

20 Castle Gate Road  
Address

Dorchester, MA 02121  
City, State, Zip

Korey Dixon  
Signature

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Andy Durity  
Print Name

30 King Street  
Address

Dorchester, MA 02124  
City, State, Zip

Andy Durity  
Signature

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Ainsley Evans  
Print Name

43 Gleason St.  
Address

Dorchester, MA 02125  
City, State, Zip

Ainsley Evans  
Signature

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David Evans  
Print Name

43 Gleason Street  
Address

Dorchester, MA 02121  
City, State, Zip

David Evans  
Signature



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Tahiri Gardner  
Print Name

48 Bowdoin Street  
Address

Dorchester, MA 02124  
City, State, Zip

Tahiri Gardner  
Signature

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Mark Greene  
Print Name

61 Saxton Street  
Address

Dorchester, MA 02125  
City, State, Zip

Mark Greene  
Signature

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Bryan Joyce  
Print Name

32 Victory Rd  
Address

Dorchester, MA 02122  
City, State, Zip

City, State, Zip

Bryan Joyce  
Signature

Signature

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Tony Madison  
Print Name

36 Aspinwall Road  
Address

Dorchester, MA 02124  
City, State, Zip

Tony Madison  
Signature

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Brian McNealy  
Print Name

24 Salcombe St

Address  
Dorchester, MA 02125

City, State, Zip

Brian McNealy  
Signature

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Shayne Osborne  
Print Name

365 Onley St.  
Address

Dorchester, MA 02121  
City, State, Zip

Shayne Osborne  
Signature

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Brendan O'Shea  
Print Name

1113 Washington St  
Address

Dorchester, MA 02124  
City, State, Zip

Brendan O'Shea  
Signature

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Desmond Roach  
Print Name

258 Westville St

Address

Dorchester, MA 02122

City, State, Zip

Desmond Roach

Signature



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Wayne Rogers

Print Name

11 Cawfield St

Address

Dorchester, MA 02125

City, State, Zip

Wayne Rogers

Signature

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Kevin Uinitsky  
Print Name

21 Tolman Street  
Address

Dorchester, MA 02122  
City, State, Zip

Kevin Uinitsky  
Signature

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Anthony Walsh  
Print Name

183 Milton Street  
Address

Dorchester, MA 02124  
City, State, Zip

Anthony Walsh  
Signature

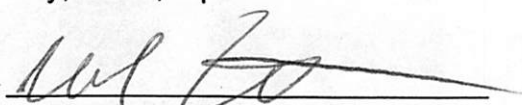
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Mark Corbett  
Print Name

28 Garfield Ave  
Address

Boston MA 02136  
City, State, Zip

  
Signature

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Vy Davis

Print Name

79 CENTROST

Address

DORCHESTER MA

City, State, Zip



Signature

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Rodney Anderson

Print Name

27 Harmon St

Address

Mattapan MA 02136

City, State, Zip



Signature

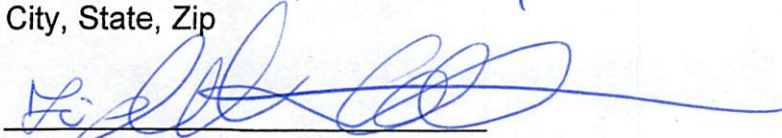
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Fidel Cato  
Print Name

44 Westville ST  
Address

Boston MA 02124  
City, State, Zip

  
Signature

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DESMOND ROACH


Print Name

#258 WESTVILLE ST

Address

BOSTON MA 02122

City, State, Zip



Signature



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Ralph Anderson

Print Name

60 ST MARKS RD

Address

Dorchester MA 02124

City, State, Zip

Ralph Anderson

Signature

To: BPDA's Feb. 11, 2019 community meeting on Dot Block  
From: Becky Pierce, [REDACTED]  
Topic: The City is using the word "affordability" deceptively, and in a way that has no validity for developments in Dorchester's working class neighborhoods of color.

The AMI/Area Median Income (in the city's developer proposals, including Dot Block) is for the whole Boston/Eastern MA urban-suburban area, so it includes wealthy suburbs like Newton and Wellesley. The AMI (until next month, when a new, doubtless higher one for 2019 will be released) is \$107,800 for a family of four, according to the BPDA's website.

Working class people of color, who are the majority in Dorchester, don't make even half of that.

70% of AMI, the rent you are calling "affordable," is \$1885/month. It is not true or honest to call that affordable to people living in Dorchester, where the BPDA is considering approving the huge Dot Block overwhelmingly market rate development proposal.

The city needs to stop calling any rents based on AMI "affordable," and start talking about rents and incomes in real dollars.

An affordable rent is defined as no more than 30% of monthly income, which is 1/40 (one fortieth) of annual income, so not very hard to calculate.

For the area around Dot Block (and Glovers Corner), a little over 30% of households have incomes under \$25,000 a year (according to US census data), so their affordable rent is less than \$625 a month.

The next 20% of households (which gets us up to the median income) have incomes under \$49,000, so the rent they can afford is between \$625 and \$1225.

How about building us a development with rents on at least half the units in the \$625 -1225 range?



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## DotBlock Comment

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Carolyn Chou <[REDACTED]>  
To: aisling.kerr@boston.gov  
Cc: dotnot4sale@gmail.com

Mon, Mar 18, 2019 at 12:53 PM

Hi Aisling,

I apologize for my delay in submitting a comment. I was sick this week and am just getting back to things this weekend. Please see my comment on the DotBlock project below.

Best,  
Carolyn Chou  
[REDACTED]  
[Dorchester, MA 02124](#)

-----  
My name is Carolyn Chou and I have lived in Dorchester for four years and have worked in the neighborhood for ten at various nonprofit organizations.

I am writing to voice my concern and opposition to the project as it currently stands. The project is simply not affordable for the people who live in this neighborhood. The 13.5% of units that are listed "affordable" but and while I appreciate that there are at least a few units that would be affordable to them, there are just not enough, and the micro-units will not be supportive of families in the neighborhood like the ones I have known for my the years in the neighborhood, and who are being displaced rapidly.

We need no displacement of current residents as new development comes in. DotBlock will impact the overall affordability with the Glovers Corner plan area, and needs to be considered within the larger BPDA planning process - not parallel.

I am also sincerely concerned about the BPDA's process. It is unacceptable that there was no interpretation provided at the initial public meeting, and there was NO response when I inquired in advance about interpretation. I am also seriously concerned with the conclusion of the second meeting, when many residents were not able to share their thoughts as the meeting was shut down after community members were yelled at. Residents are concerned with what is happening in our neighborhood and deserve to be fully heard. This project is NOT ready for final approval without more opportunities for fully, inclusively, and respectfully engaging residents who will be affected by it.

Lastly, this project needs to include real community benefits for the folks who live here. DotBlock needs to provide REAL investment in our community and needs to create a transparent process to ensure that resident voices are at the center of decisions about community benefits, especially the voices of residents most likely to be displaced or otherwise adversely impacted by this process. A camera that feeds directly into the Boston Regional Intelligence Agency is NOT a benefit, and will instead cause more deportations and profiling.

Community residents have had minimal to no say in the decisions around community benefits. Benefits that truly are for the community residents might include developing and providing for:

- workforce ESL and job training programs
- funding for youth and senior programs
- multipurpose community spaces & culturally informed community programming
- support for local, immigrant and people of color owned businesses
- funding to keep existing housing affordable, with community control of funds, not BPDA control
- technical assistance for community land trusts
- priority for Dorchester artists within the artists' spaces in development, as well as priority for local and cooperatively owned businesses in the development

--  
Carolyn Chou  
[REDACTED]



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MARK F. MULLALY

Print Name

104 MYRTLEBANK AVE.

Address

DOR. MA 02124

City, State, Zip

Mark F. Mullaly

Signature

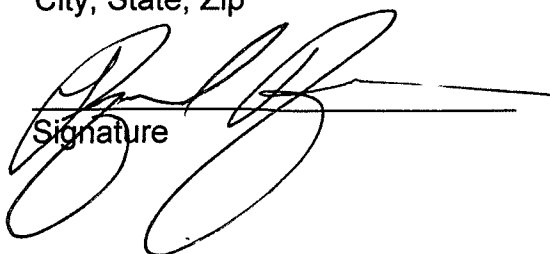
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Raymond Pizarro  
Print Name

99 Fairmount Ave  
Address

Hyde Park MA 02136  
City, State, Zip

  
Signature

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ALAN STREETEN

Print Name

ALAN

Address

39 SHEPTON ST

City, State, Zip

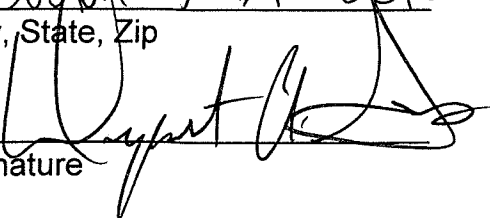
Dorchester 02124

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Delnest Sims  
Print Name  
35 Humphery St.  
Address  
Boston MA 02125  
City, State, Zip  
  
Signature



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Juan Gonzalez  
Print Name

188 WOODMAN AVE #2  
Address

DORCHESTER 02129  
City, State, Zip

Juan Gonzalez  
Signature

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Andre Hill

Print Name

48 ABBOTSON ST

Address

BOSTON MA 02119

City, State, Zip

A Hill

Signature