

**SOUTH BAY TOWN CENTER  
IMPACT ADVISORY GROUP**

April 6, 2016

Raul Duverge  
Boston Redevelopment Authority, Project Manager  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

**RE:   *South Bay Town Center, IAG Comment Letter***

Dear Raul:

Kindly accept this letter as the IAG's comments in response to Edens' Draft Project Impact Report and our request that the Project be further reviewed through a Final Project Impact Report ("FPIR").

**I.     MITIGATION COMMENTS**

The IAG believes Edens is moving in a positive direction with respect to mitigation and finds most of the details in its recent community mitigation package to be reasonable and appropriate. Edens' mitigation package and the IAG's recommended revisions are set forth below and are as follows:

- |                                                                                          |           |
|------------------------------------------------------------------------------------------|-----------|
| 1.   Upfront funding of Clifford Park Playground Renovations<br>(As per Edens' Proposal) | \$25,000  |
| 2.   Upfront funding of Boston Street Security Initiatives<br>(As per Edens' Proposal)   | \$15,000  |
| 3.   Upfront funding of Dorchester Historical Society<br>(As per Edens' Proposal)        | \$100,000 |

*The IAG agrees that the above item/entity designations and contribution amounts assigned thereto are both reasonable and appropriate.*

- |                                                                         |          |
|-------------------------------------------------------------------------|----------|
| 4.   Upfront funding of other contributions<br>(As per Edens' Proposal) | \$72,500 |
|-------------------------------------------------------------------------|----------|

*Instead of Edens designating the entities to receive the \$72,500 contribution as set forth in #4 above, the IAG recommends that the 5 Neighborhood Groups<sup>1</sup> located in the impacted area establish a non-profit 501(C)(3) entity (the "Charitable Community Entity"). The Charitable Community Entity would be comprised of Advisors from the BRA and one representative from each neighborhood group, who would be elected by each neighborhood group and serve for a minimum 2 year term. Edens would donate the \$72,500 to the Charitable Community Entity and organizations from the impacted areas would be permitted to apply for charitable funding through the Charitable Community Entity. All of the money received will be distributed in the first year and it will be fully disclosed that these contributions have been made possible through Edens' contribution to the community.*

*The IAG agrees with Edens' proposal to contribute 50% of all of the above funding upon receipt of its building permits and 50% upon receipt of the certificates of occupancy.*

5. Edens' present proposal allocates a total of \$7,500 per year for 25 years for maintenance and beautification on Boston Street and at Edward Everett Square.

*The IAG believes that while \$7,500 is an appropriate amount, the length of time should be extended to 30 years.*

*In addition, while the work would be fully performed by Edens over the years, the IAG believes that it would be in the best interest of the entire neighborhood that the yearly determination of what needs to be done be collectively determined by representatives from Edens, the Charitable Community Entity, the BRA Civic Design Group, and the Boston Parks and Recreation Department. This could be easily managed through 1-2 meetings per year.*

6. Annual Community Contribution: Edens has proposed a \$20,000 contribution for 30 years.

*The IAG believes that while the length of time is appropriate, the contribution should be \$30,000 for 30 years.<sup>2</sup> Increasing the annual contribution is both in line with the overall contributions previously offered by Edens<sup>3</sup> as well as ensuring that a reasonable and appropriate community benefit is received in light of the Project's impacts.*

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<sup>1</sup> The 5 Neighborhood Groups are: John McComack Civic Association, Andrew Square Civic Association, Newmarket Business Association, Eastman/Elder Streets Neighborhood Association, and Columbia Savin Hill Civic Association.

<sup>2</sup> The \$30,000 will be adjusted by the CPI every 10 years.

<sup>3</sup> Previously, Edens had proposed an allocation of \$10,000 per year for 99 years in addition to \$300,000 in upfront contributions. This represented a total offering of \$1,290,000. An allocation of \$30,000 for 30 years, plus \$7,500 per year in maintenance/beautification and \$212,500 in upfront contributions represents a total request of \$1,300,000. Clearly, this is in line with what has previously been offered.

*The Annual Community Contribution would be contributed to the Charitable Community Entity. Neighborhood groups or local organizations will apply for funding through this entity and it would be fully disclosed that the contributions made by it have been funded by Edens.*

The IAG, as well as Edens and the BRA, has worked long and hard to come up with a Community Benefits Agreement that is both reasonable and appropriate. We, as a group, believe that the incorporation of the above revisions into a FPIR will accomplish this goal. The City will receive funding for some much needed projects and the affected neighborhoods, through the Community Charitable Entity, will have the ability to offset negative impacts of the Project through the direct allocation of funds to local non-profit groups. In addition, Edens will receive recognition for its community contributions in a meaningful way.

## **II. PHYSICAL COMMENTS**

The IAG for the South Bay Project cannot provide support for the Project unless the Boston Street Bypass Road is constructed and there is a commitment to ensure that West Howell Street is made one-way inbound. Further, West Howell Street must be one-way, inbound, at all times, irrespective of when the Boston Bypass Road is constructed. If this does not happen, the IAG is categorically opposed to the Project as it will cause traffic issues that will be seriously detrimental to the wellbeing of the Boston Street neighborhood. We also note that BTB has unequivocally expressed that the construction of the Boston Bypass Road is critical to the Project.

There also remains uncertainty over whether Edens intends to charge for its commercial parking. The IAG believes that if commercial parking is for a fee, it would result in local streets being burdened by patrons of the Project utilizing neighborhood streets. It is our hope that in the FPIR Edens will commit to not charging for its commercial spaces.

Other issues also require clarity and commitment by Edens before moving toward approval of the Project. These issues include, but may not be limited to, any alternate designs for the Boston Street Bypass Road, signage location and size within and surrounding the Project, and appropriate buffers between the new parking lot on West Howell Street and the Boston Street and West Bellflower Street homes abutting the parking lot.

Finally, there are several other intersections (aside from the Boston Street/West Howell Street intersection) that will be impacted by the Project and which are mentioned in the DPIR. Although Edens and the BTB have been working on concepts to maximize the functionality of these intersections in light of the contemplated new construction, to date, a commitment regarding the resolution as to how these intersections will be restructured has not been reached.

All of the above matters can be addressed in the FPIR. Thank you.

Respectfully,

*South Bay Town Center  
Impact Advisory Group*

The South Bay Town Center  
Impact Advisory Group

**SOUTH BAY TOWN CENTER  
IMPACT ADVISORY GROUP**

March 10, 2016

Brian P. Golden  
Boston Redevelopment Authority Director  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

Raul Duverge  
Boston Redevelopment Authority Project Manager  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

**RE: *South Bay Town Center, Mitigation Request***

Dear Sirs,

The members of the South Bay Impact Advisory Group ("IAG") who are signatories hereto submit this letter to address mitigation for the proposed expansion of the South Bay Town Center (the "Project").<sup>1</sup> Allstate Road, LLC is the Project's proponent (the "Proponent" or "Edens").

**PROJECT DESCRIPTION**

The Project would create a mixed-use development on approximately 10.621 acres of land (1,388,049 square feet of gross floor area) situated adjacent to the neighborhood known as the Polish Triangle in Dorchester and the Newmarket business district. Other nearby neighborhoods located within ½ mile of the Project include Eastman/Elder and Andrew Square. The Project is proposed to consist of:

- a. Four mixed-use buildings, consisting of 476 rental units and 113,000 +/- sq. ft. of retail and dining space;
- b. A 130 room six story hotel and a surface parking lot;
- c. A twelve screen cinema; and
- d. An associated parking structure.

In connection with the Project, there would also be the creation and extension of roadways from within the Polish Triangle to the Project site.

**REQUESTED MITIGATION**

The purpose of the IAG is to advise the BRA with respect to impact and determining appropriate mitigation. It is our function is to "make recommendations on mitigation." To this end, on September 21, 2015, after meetings with the Proponent and evaluation of the Project's impact on the affected areas, the IAG submitted a comment letter in response to the Proponent's Project Notification Form. The comment letter requested a Mitigation Package with a monetary component consisting of (1) an upfront lump sum donation to the community of the greater of 1% of the estimated cost of construction or \$850,000 and (2) an annual \$25,000 donation to the community each year thereafter. On January 6, 2016, the Proponent rejected the requested monetary component of the Mitigation Package and countered with a proposal that provided for only a \$10,000 annual donation for a period of 99 years.

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<sup>1</sup> This letter is not intended to address the IAG's comments concerning the Project aside from those which bear on an evaluation of appropriate mitigation.

The IAG requests that the BRA find the Proponent's inability to provide an appropriate monetary mitigation contribution a sufficient basis, standing alone, to reject the Project's approval. We therefore respectfully request your assistance in ensuring that one of the conditions for the Project's approval be (1) an upfront lump sum donation to the community of the greater of 1% of the estimated cost of construction or \$850,000, and (2) an annual \$25,000 donation to the community each year thereafter. The Project's construction costs are presently estimated by the Proponent to be approximately \$200,000,000.

### **THE IAG'S MITIGATION PACKAGE IS APPROPRIATE AND REASONABLE**

A purpose of Article 80 is to promote the public health, safety, convenience, and welfare. To achieve this goal, it establishes a development review process with requirements that include the need to protect and enhance urban design quality and to encourage the most appropriate use of land. Article 80 also requires the identification and mitigation of impacts of large-scale development as part of the public approval process. Mitigation must be comprehensive, relevant and reasonable; it must also be appropriate to the expected impacts. In other words, mitigation measures must be imposed that are commensurate with a development's impact to the community.

Measured by the above articulated standards, it is the IAG's position that its proposed Mitigation Package is appropriate and reasonable. Our position is supported by an evaluation of the desirability of the Project site, the Project's environmental and social impacts, and by comparisons with similarly situated projects.

#### **A. The project site and its environmental and social impacts**

In recent years, the Polish Triangle area of Dorchester, as well as areas adjacent thereto, has experienced a real estate boom. Development and home ownership in these areas has become desirable. Consequently, real estate values have soared. Indeed, the "02125" zip code reportedly broke the area's three family home sales record with a recent closing for \$1,050,000. These facts suggest that the 10.621 acres of land which the Proponent seeks to develop is marketable and lucrative.<sup>2</sup> Other developers may envision a plan that will enhance the fabric of the community with far less negative impact on the affected areas than those that will result from approval of the Project.

As presently designed, the Project will result in significant environmental impacts in the affected areas by causing a substantial increase in density, noise, and traffic. With the increase in density and traffic, public safety issues will also rise. The Project will be built on land adjacent to the Polish Triangle, which is nestled between South Boston's Andrew Square, Massachusetts Avenue and the Newmarket Business District, and the heart of Dorchester. Each of these areas has already seen a marked increase in traffic in recent years and face an inevitable gridlock in their streets with the approval of the Project. Further, a primary means of access from northern points to the Project will be I93 South via Exit 18. Traffic on Exit 18's approximate mile long exit ramp during weekday rush hours is a significant issue, often greatly extending the commute time for local residents. This issue will be exacerbated by the Project. In addition, the Project will exacerbate the significant parking issues that already exist.

Another major environmental concern exists due to the fact that the Proponent will require a use limitation waiver to construct a hotel on the land it has designated on its plans as "Building E." Less

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<sup>2</sup> Most of the land comprising the 10.621 acres is not owned by the Proponent and will therefore be subject to a lease.

than 4 years ago, on April 25, 2012, a Notice of Activity and Use Limitation ("the Use Limitation") was recorded on the property numbered as 30 West Howell Street. The Use Limitation states that a "portion of the property comprises part of a disposal site as the result of a release of oil and/or hazardous material." It also identifies a hotel as a "prohibited use," which is defined as one that "may result in a significant risk of harm to health, safety, public welfare or the environment, or in a substantial hazard". Consequently, the Proponent must obtain relief before the hotel can be constructed. To date, the Proponent has failed to explain why it would not be injurious to the neighborhood or otherwise detrimental to the public welfare to construct a hotel on property which explicitly prohibits the placement of a hotel.

The Project will also have negative social impacts by transforming the character of the affected neighborhoods. These social impacts will arise as a result of, but not limited to, the creation of a 12 screen movie theatre that will operate beyond midnight seven days a week and the creation of access points from neighborhood streets to the Project. Each business and home owner in the affected communities has made a considerable investment into their area's growth and viability. Collectively, they are the largest community investors and protecting their investment and quality of life should be of primary importance. Simply put, these community investors cannot be expected to have the financial and social value of their investments impacted without receiving appropriate mitigation.

For further discussion on the negative Project impacts, please see our September 21, 2015 comment letter.<sup>3</sup>

**B. The IAG's proposed mitigation package evaluated in comparison with similar projects**

Attached as Exhibit A is a chart identifying the mitigation provided in connection with recent projects in similarly situated Boston neighborhoods. We have not included project-related items that are necessary to implement for the developer to construct their projects. Rather, we have only included benefits that were offered in mitigation to the community and which were not required as part of the development's construction.

Exhibit A illustrates that mitigation, while it can take many forms, very often involves a monetary component, the amount of which is measured by the impacts and costs of the project. As stated, the Project in this case will significantly impact the affected areas, will occupy close to 11 acres of desirable land, and is expected to approximate \$200,000,000 in construction costs.

One noteworthy comparable is the 371-401 D Street Development. This development, unlike the Project, did not contain a residential component or the installation of a movie theatre in the heart of a residential neighborhood. It did, however, involve the construction of a hotel and retail spaces. The construction costs for the D Street Development, according to a June 13, 2013 Memorandum to the BRA Director, were \$190,000,000. This is \$10 million less than the Proponent's estimated construction costs. As part of the mitigation provided, the developer contributed \$630,000 to a community benefit fund.

Another comparable is the Tremont Crossing project in Roxbury. This project would be a mixed use development with the construction of residential, retail, office and hotel buildings. The cost of the project is projected to be roughly \$300 million. The proponent of the project has engaged in substantial

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<sup>3</sup> Although the IAG's September 21, 2015 was created before the Proponent's filing of the draft project impact report ("DRIP"), our comments relative to the Project's impacts as contained therein remains relevant. The DRIP has not significantly modified the nature or scale of the Project.

outreach efforts to the community and presently the mitigation package is believed to be valued at approximately 14.3 million in the aggregate. Further, it contemplates specific monetary commitments, such as funding for renovations to a local church and the construction of facilities for a museum. In addition, the proponent has designated funds for job training, future community benefits, and rent contributions for local entrepreneurs.

In short, weighing the benefits and burdens of the Project and considering the precedent set by other similarly situated projects in relationship to the standards articulated in Article 80 supports the conclusions that the Proponent must make a significant monetary contribution to the community and that the IAG's requested Mitigation Package is appropriate and reasonable.

### CONCLUSION

In consideration of the foregoing, we respectfully request your assistance in obtaining mitigation that includes (1) an upfront lump sum donation to the community of the greater of 1% of the estimated cost of construction or \$850,000, and (2) an annual \$25,000 donation to the community each year thereafter.

Respectfully,

*South Bay Town Center IAG Members*

The South Bay Town Center  
Impact Advisory Group Members  
India L. Minchoff  
Desmond Rohan  
Patricia McCormack  
Susan Capachione  
Susan Sullivan  
Earl Taylor  
Joan Tighe  
Linda Zablocki  
Millie Rooney  
Ramon Suero

cc: Keith Hague  
Honorable Martin J. Walsh  
Councilor Frank Baker



# "Exhibit A"

SOUTH BAY TOWN CENTER DEVELOPMENT PROJECT			
Location	Project Cost	Project Type/Details	Mitigation
South Bay Development: Dorchester	\$200 million estimated	<p>Project site consists of approximately 462,683 SF (~10.621 acres) of land area and development would include:</p> <ul style="list-style-type: none"> <li>- 4 mixed-use buildings</li> <li>- 6 story hotel</li> <li>- 12 screen cinema</li> </ul> <p>Overall, the Project is contemplated to include:</p> <ul style="list-style-type: none"> <li>- 115-125,000 SF of gross floor area of retail and restaurant space,</li> <li>- 55-65,000 SF of gross floor area of cinema space, and</li> <li>- 445-465,000 SF of gross floor area of residential space comprised of ~475 units, 80-95,000 SF of gross floor area for hotel uses &amp; parking.</li> </ul>	Proposed \$10k annually for 99 years

## OTHER PROJECTS

Location	Project Cost	Project Type/Details	Mitigation
371-401 D St. Development: So. Boston Waterfront	\$190 million	<p>Hotel &amp; Retail Uses:</p> <ul style="list-style-type: none"> <li>- A 250-key limited service hotel, a 250-key extended stay hotel, and ~26,300 SF of ground-floor retail and parking.</li> </ul>	\$630,000 community benefit contribution
Tremont Crossing: Roxbury	\$300 million	<p>Mixed-use project totaling ~1,928,400 SF, broken down, in part, as follows :</p> <ul style="list-style-type: none"> <li>- Residential (350k gsf)</li> <li>- Hotel (13k gsf)</li> <li>- Retail (385k gsf)</li> <li>- Office (300 gsf)</li> <li>- Museum + Art Studio (31k gsf)</li> <li>- Garage (1500 +/- spaces)</li> </ul>	<p>\$14.3 million aggregate benefits, including:</p> <p>(1) construction of a 31,000 SF multi-use cultural center with new facilities for a Museum, and</p> <p>(2) rehabilitation of a local church.</p> <p>Thereafter, \$210,000 annually, including:</p> <ul style="list-style-type: none"> <li>• \$25,000 for "future community benefits"; and</li> <li>• \$40,000 rent contribution for local entrepreneurs</li> </ul>
Russia Wharf Project: Congress Street	\$550 million (per 2009 NY Times Art.)	<p>Mixed-use development, including:</p> <ul style="list-style-type: none"> <li>- 709,500 SF of office space,</li> <li>- ~92,000 SF of residential space (65 residential rental units),</li> </ul>	\$3 million in mitigation funds to Historic Tours of America for improvements to the Congress Street bridge and tender's house

		<ul style="list-style-type: none"> <li>- ~57,500 to 69,000 SF of retail/restaurant/civic space, and</li> <li>- ~650 below-grade parking spaces.</li> </ul>	
Fenway's Landmark: Park Dr. & Brookline Ave.	\$650 million	<ul style="list-style-type: none"> <li>- Housing (550 units)</li> <li>- Retail (110,000 Sq. Ft.)</li> <li>- Underground parking</li> </ul>	<p>\$8 million in public benefits for:</p> <ul style="list-style-type: none"> <li>- public art</li> <li>- multi-use path</li> <li>- improvements to Audobon Circle</li> <li>- support for Emerald Necklace Conservancy programming</li> <li>- new open space</li> </ul>
274 Southampton: Red Dog site/ Newmarket	\$12 million	~ 82,500 SF of self storage space and some office space	\$100,000 donation to be provided to specified community groups.
South End: 600 Harrison Avenue	\$62 million	<p>Mixed-use housing &amp; retail development, including:</p> <ul style="list-style-type: none"> <li>- 193,264 SF</li> <li>- 160 units of housing</li> <li>- 3,600 SF of ground floor commercial area</li> <li>- 236 space underground parking garage (80 units for renters; 70 for use by the nearby Cathedral of the Holy Cross; remainder for lease to employees of nearby businesses)</li> </ul>	<p>\$100,000 to be distributed to 25 Charlestown Nonprofits. Funds originating from the Charlestown mitigation fund established to address the social impacts of development occurring on Central Artery North Area (CANA) parcels. Parcel developers were required to donate \$925,000 to the mitigation fund.</p>



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

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## Comment Email Regarding Edens' South Bay Proposal

1 message

Neil Janulewicz <njanulewicz@gmail.com>  
To: Raul Duverge <raul.duverge@boston.gov>

Thu, Apr 7, 2016 at 10:49 PM

Raul,

I apologize for the informality of an email for my comment letter.

As you know, I am a resident who lives near the proposed site for the Project. I am also a member of the IAG.

I have three comments concerning the Project as most recently presented by Edens. The first concerns the alternate design of the Boston Bypass Road. The second concerns keeping parking for customers and moviegoers free in the commercial garage. The third concerns Edens' most recent proposal for a mitigation package.

### 1) The Alternate Design for the Boston Bypass Road Should Be Presented to the Community.

It seems nearly unanimous from statements by many officials and individuals at the community meetings that the Project should not go forward without the Boston Bypass Road. This Bypass Road is critical.

It is my understanding that the Bypass Road illustrated in the designs presented to the community cannot be built without agreement from a third party. But, we've been told that the road can be re-designed so that the road could be built without an agreement from this third party.

As of the deadline for the DPIR comment period, the community has not been provided any alternate design for what the Bypass Road would look like if the third party never agrees (which is possible).

The only option Edens has presented to handle the possibility that the third party does not provide the necessary agreement is to make West Howell a two way street, while there would be no Bypass Road. Edens has stated this option would be temporary. Nevertheless, this option does not adequately protect the community from the possibility that the third party never agrees to the Bypass Road.

If the third party does not provide the agreement necessary to construct the Boston Bypass Road as currently illustrated in the very near future, then the community should be presented with an alternate design for the Bypass Road that can be built without the agreement from the third party. The community should also be given the opportunity to comment on this alternate design.

Also, any approval for the Project should require the construction of the Boston Bypass Road as currently designed. The alternate design (to be presented) should only be used if the third party doesn't provide the necessary agreement. There should not be an alternate option that allows no Bypass Road

### 2) Parking Should Remain Free in the Commercial Garage for Patrons

As currently proposed in documents, Edens has stated that parking in the commercial garage for patrons will be free. However, in community meetings, Edens has stated it may change its mind and decide to charge for parking in the commercial garage.

If Edens were allowed to change its mind and charge for parking, it would likely create a significant burden on the neighborhood. It would be very easy for moviegoers and customers to avoid any charge for parking in the garage by parking on the nearby residential streets. Parking is already a major problem on these streets. Adding parking from moviegoers and customers would greatly exacerbate the problem.

Therefore, any approval of the Project, should be conditioned on the commercial parking remaining free, as

currently presented in Edens' proposal.

### **3) Mitigation Package**

In brief summary, the most recent mitigation package that Edens presented to the IAG was a \$400,000 initial payment (some of which would be paid over a 5 year period), and \$600,000 in periodic payments made over 30 years (\$20,000 each year). While these numbers appear to be reasonable and appropriate, the revised numbers presented in the IAG comment letter emailed yesterday appear slightly more reasonable and appropriate, especially because those numbers better preserve the current value of the payments that would be spread over 30 years.

However, any suggestion by Edens that any mitigation package should be conditioned on things other than the receipt of certain approvals from city or state agencies is not reasonable or appropriate.

Thank you for your time and efforts managing this process.  
Neil

INDIA L. MINCHOFF  
131 BOSTON STREET, 1<sup>ST</sup> FLOOR  
BOSTON, MA 02125  
617/740-7340  
[india@russominchofflaw.com](mailto:india@russominchofflaw.com)

April 7, 2016

Raul Duverge  
Boston Redevelopment Authority  
One City Hall Plaza, 9<sup>th</sup> Floor  
Boston, MA 02201

**RE: Comment Letter  
South Bay Shopping Center – Expansion Proposal  
8 Allstate Road, Dorchester, MA**

Dear Mr. Duverge,

Kindly accept the within as my comments to the Draft Project Impact Report (“DPIR”) filed by Edens for the proposed development/expansion of the South Bay Shopping Center in Dorchester. I live at 131 Boston Street and work at 123 Boston Street. I am also a member of the Impact Advisory Group.

First and foremost, given the congestion that presently exists on both Boston Street and West Howell Street (which often requires a police detail on weekends to manage), I am opposed to West Howell Street being extended and utilized for any ingress or egress to the Project. If, however, the Project were to obtain support from the City, it should only be if several revisions to the Proponent’s plans are made, one of which is to ensure that West Howell Street, if utilized, is limited to one-way ingress access only.

Based on the prior comments as well as those that continue to be expressed by many of the residents in the impacted areas, it is clear that opposition to the Project exists due to the congestion that will be exacerbated on Boston Street if West Howell Street is extended and made an artery, providing access to and from the Project. Ostensibly to quell this concern, the Proponent submitted a revised proposal which illustrated West Howell Street being utilized as a one-way, for ingress only. The use of West Howell Street as a one-way ingress access roadway, however, has been conditioned on the construction of what the Proponent has denominated as the “Boston St. Bypass Road”. The construction of this roadway, in turn, is conditioned on the City securing easements from private landowners. To date, all of the necessary easements have not been secured.

At a recent community meeting, I asked the Project’s Proponent whether it would commit to making West Howell Street a one-way, for ingress only, if the Boston St. Bypass Road could not be constructed. The Proponent’s answer was “no”. This answer was provided despite the fact that a Boston Transportation Department official stated that he believed that the construction of the Boston St. Bypass Road was “critical” to the Project. The bottom line is that the Proponent, unequivocally, intends to utilize West Howell Street as a two-way artery, for ingress and egress, for well over 450 new apartment dwellers, patrons of a new 12 screen theater operating past midnight seven days a

week, and for the employees and patrons of numerous new retail outlets and restaurants if the Boston St. Bypass Road cannot be constructed. Moreover, the Proponent cannot guarantee the construction of this roadway. This is the exact scenario that received and continues to receive opposition and which will result in a negative impact to each resident of the Polish Triangle. In addition to affecting our quality of life through extended commute times, there should be little doubt that the increased congestion will adversely impact our property values. The Proponent's suggestion that it would deposit bond funds with the City for the construction of the Boston St. Bypass Road has no bearing on whether the road can be constructed. The bond would merely secure that the funds to construct the road, "if" the easements were granted, would be available. The concern at this time is not whether the Proponent can fund the construction; rather, it is whether the construction of the roadway will be permissible in the first instance.

The Proponent should also be prohibited from seeking to dedicate a portion of West Howell Street as a private lane to accommodate Scrub-a-Dub customers. Scrub-a-Dub is a privately owned business and a public street cannot be dedicated for the use of a private business.

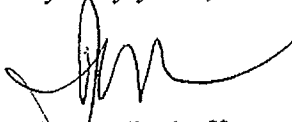
The Project should also not be approved because it does not address the lights, noise, emissions and overall impact that will face the residents of the homes which border the Proponent's proposed parking lot for hotel guests on West Howell Street. Specifically, the Project's plans do not include any buffer between the proposed West Howell Street parking lot and the abutting homes on Boston Street and West Bellflower Street. Without a vegetative buffer of sufficient height and width, and an aesthetic impervious fence barrier, residents in these homes will be forced to see shining headlights and will be exposed to vehicular noise and emissions in their backyards, conditions that do not presently exist. I would consider this an impermissible taking.

In addition, the Proponent has located the exit to the West Howell Street parking lot at the corner connecting with the only home that has a yard accessible from West Howell Street, namely, my residence. The parking lot exit should be relocated to the furthest point away from my residence.

The scale of the Project also continues to be an issue for its proposed location. Growth can be accomplished without ridding the surrounding neighborhoods of their community qualities. To this end, growth must be measured and appropriate to its surroundings. The scope of the Project, which remains unchanged since the Proponent's PNF filing, is simply too large.

Finally, the Proponent, to date, has failed to commit to a reasonable and appropriate mitigation package for the community. Its unwillingness to provide a sufficient mitigation package should not be condoned by our elected officials.

Very truly yours,



India L. Minchoff



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

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## South Bay Project Comment Letter

1 message

susan capachione &lt;sue\_cap@yahoo.com&gt;

Fri, Apr 8, 2016 at 4:44 PM

Reply-To: susan capachione &lt;sue\_cap@yahoo.com&gt;

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

Overall, I am in favor of this development and I certainly do look forward to the new stores and restaurants in our neighborhood, however I do have some concerns that haven't been fully addressed to my satisfaction and it is my hope that the BRA and Eden's will put more thought into these concerns before plans are finalized.

1) Signage - I am 100% not in favor of a giant South Bay sign on the top of any building. It is my understanding that it will be moved but I am still concerned about where that will be, the size and whether or not it will be illuminated. I don't think anyone will have a hard time finding the plaza as it is very well known already due to the big box stores currently there and with the addition of all of the new stores & restaurants I'm sure it will get plenty of press and fanfare. Any extra signage will not be necessary and honestly I think it will make the plaza look more garish which is the opposite of what I feel is intended by Eden's.

2) The Garage - 100% not happy about an above ground garage. There is nothing pleasing nor beautiful about a parking garage. From where I live I will be able to see the garage and I'm on the other side of Mass. Ave. so it's extremely large. I feel that not enough attention has been paid to the public garage as compared to the rest of the new streets and buildings proposed even though it is one of the largest on the property. **To my point, the private parking garage on the property is enclosed within an apartment building so it's not even visible at all.** I would like to see some more aesthetically pleasing enhancements to the exterior. The wood trim they added to the top doesn't even appear to be applied all the way around the building; I do not see the wood trim on the Mass Ave side of the structure. **Any enhancements that are made should be uniform around the building not just on the sides visible to the new tenants or shoppers.** If the wood trim look is what they want to go with then I suggest they add it to all the levels of the garage, on all sides. There are many examples of garage designs on the internet and we even have a very thoughtful and creatively designed garage on A Street in South Boston. This garage will be here presumably forever so I was expecting a design that was much more forward thinking and at the very least a design that blends better with the neighborhood it abuts.

3) Traffic on Mass Ave - much attention has been given to Boston Street even though Eden's slides show that the most traffic is on the Mass Ave side of the project. I drive every day on both Mass Ave and Boston Street and while I understand that Boston Street abuts a residential neighborhood and Mass Ave is more commercial, the amount of traffic and the nature of vehicles entering & exiting onto and off of Mass Ave is much more heavy and dangerous. I truly believe the Allstate Road entrance is much too short to handle the expected flow in without backups. I expect then that the Stop & Shop entrance will be used more which has its own traffic issues currently. My suggestion with that entrance is to remove the cement divider that pushes people to take a right only and to replace it with a stop light so that cars can take a right or a left without playing a game of "Frogger". As it stands many cars exiting make an illegal left turn onto Mass Ave into oncoming traffic and it is very dangerous. And in regards to the Shirley Street intersection, it is my suggestion that the left turn lane going West onto Shirley Street have a staggered light in addition to making both lanes straight through. The majority of problems stem from cars trying to make that left and just can't get through the traffic which results in backups; letting the cars turning left go first for even 10 seconds would make a huge difference in safety and flow. I strongly wish that Edens and the BTD take another look and consider these suggestions one more time.

Thank you,  
Susan Capachione  
IAG Member  
Eastman-Elder Association Member  
Former McCormack Association Member