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CHARLESTOWN, MA 02139 USA

June 17, 2004

Mr. James Gribaudo
Senior Project Manager
Boston Redevelopment Agency
One City Hall Plaza, 9th Floor
Boston, MA 02201

Dear Mr. Gribaudo:

We are writing you to express our grave concerns about the proposed waterfront development plan for the Charlestown Navy Yard. Not only is the proposal deceptive in scale, but it also raises substantive questions about quality of life, environmental degradation, noise pollution and traffic congestion.

Do the developers really think that those of us who live in the area do not see the chicanery of an architectural drawing that shows a 55-foot building looking as if it were 20 feet high? Our concern is about the ill-conceived premise taken by developers that those of us who live nearby are either blind or stupid.

How can anyone even entertain the idea of a complex as large as the one proposed that depends on a congested dead-end street for access? Watch a fire truck try to get down 8th Street on a weekday afternoon. It is a safety concern already. Cars are parked on both sides of the street, and parents frequently double-park while they pick up their children from nursery school. Residents of Flagship Wharf have underground parking, but there is constant hubbub from contractors and service people who administer to the complex and surrounding residences.

Beyond the daily congestion in the area, it is horrific to think of a new construction project: of heavy trucks negotiating 8th Street; of the dust and mud created; of rotting piers being pulled out of settled mud; and the thud

of pile drivers. I truly cannot imagine BRA allowing this to happen in such a tightly wound area.

It seems absurd, in fact, that we find ourselves battling a development beyond the confines of land - a crumbling pier jutting out into a body of water. Enlightened communities in this day and age are fighting for setback requirements between land and water. The point could be made that other waterfront areas in Charlestown are built on fill. But buildings went up decades ago, well before modern society began to see the folly of refashioning waterways.

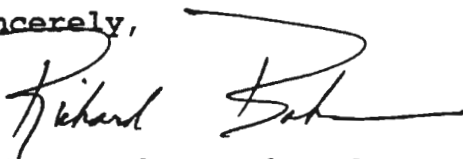
On a personal note, we have found that the commercial end of our neighborhood has been less than gracious. And that is a worry too. In 2002, we asked the proprietors of Inn on the Waterfront - which is owned by the proposed developer - to lower the amplifiers on live music they brought in each Wednesday night. Flagship Wharf is a u-shaped building that acts like its own amplifier to intensify the sound.

Toward the end of that summer, it seemed like they complied to a degree. But then last summer, the music was back two nights a week instead of one. The manager told us we were lucky he didn't have a band playing every night, and that they limited it for us. We knew better of course - that it was a business decision based on crowds.

But I ask you: should a residential area such as ours have to close our windows in the summer to shut out the noise of one bar? We are not on Newbury Street or Tremont Street. We chose to live in the Navy yard because it was tranquil and lovely. How can the developer possibly justify a restaurant with outdoor seating directly in front of our building?

Frankly, we don't see how this plan is justifiable at all. Perhaps BRA could direct its resources toward finding a more suitable alternative. How about looking into The Nature Conservancy for buying them out?

Sincerely,



Richard Baker and Barbara Lloyd Baker

Cc:

Honorable Thomas M. Menino

Michael Flaherty, President, Boston City Council

Paul Scapicchio, City Councilor

Maura Hennigan, City Councilor

Stephan Murphy, City Councilor

Felix Arroyo, City Councilor

Tom Skinner, Office of Coastal Zone Management

Paul J. Sneeringer, U.S. Army Corps of Engineers

Ben Lynch, Executive Office of Transportation and
Construction

Timothy Famulare, Boston Conservation Commission

Joseph Fleming, Boston Fire Department

Kathleen M. O'Toole, Boston Police Department

Richard McGuinness, Waterfront Planner

Bryan Glascock, Boston Air Pollution Control Commission

Paul Diodati, Division of Marine Fisheries

Michael Kineavy, Mayor's Office of Neighborhood Services

Richard Mertens, Boston Redevelopment Authority

David Carlson, Boston Civic Design Commission

Andrea D'Amato, Boston Transportation Department

Ellen Roy Herzfelder, Executive Office of Environmental
Affairs

Cara H. Metz, Massachusetts Historical Commission