

James Gribaudo
Boston Redevelopment Authority
One City Hall Plaza, 9th Floor
Boston, MA 02201

Dear Mr. Gribaudo,

We are writing to express my serious concerns about the Development Plan for Pier 5 in the Charlestown Navy Yard, as follows;

(1) The proposal requests a single EIR, without any reason as to why the normal review and approval process should not be followed.

(2) The request appears to rely on the 1991 Master Harbor Plan. We understand that this Master Harbor Plan has to be renewed every 5 years. There does not appear to be any documentation that the renewal has taken place, therefore how can an exception be made based on a document that doesn't exist?

After reviewing the document we also have a number of questions and concerns about the specifics of the proposal that we hope will be addressed:

Improved public access

The plan document consistently talks about the enhanced usage by the public. Until recently when a fence was installed, this Pier was used daily by sightseers, joggers and dog walkers. On special occasions such as the Tall Ships and Harbor Fireworks the Pier was filled with residents and visitors who enjoyed a spectacular view

Clearly, a five story building with private residences and hotel will not be conducive to public access on pier 5 and it represents one of the few open spaces left on the waterfront for this purpose

In addition this project will eliminate 2/3 of the harbor view from the Public Viewing Space of Flagship Wharf. No mention of this is made in the proposal. We would suggest that the net effect is a substantial reduction in public access.

Since the residents of Flagship Wharf were required to provide this public space and must maintain it, it would seem reasonable that the developer be required to increase the public space by an amount that has been lost from the Flagship Public Viewing Space. Consideration should also be given to requiring the developer to maintain the Flagship Wharf Viewing space since the developer is dramatically changing the usage

Traffic

The developer has made a series of assumptions about the traffic for residents of the project, the retail space and the marina. The report's conclusion is that there will be minimal impact.

Unfortunately, there is no documentation for these assumptions. There has been no traffic study, nor has there been an analysis of the impact on an already stained traffic situation. The assumptions in the proposal for the traffic impact of the new project are flawed and simplistic on their face. Additionally, there are 3 other yet to be completed projects that have traffic impact on this location.

We believe that normal review and approval procedure would require a much more thorough analysis

Parking

The proposal has 2 options for parking. Either at Flagship Wharf or in an underground garage to be constructed directly in front of The main entrance to Flagship Wharf.. It would seem to be very important to know which option is to be selected before the approval process is completed

The details of the underground parking including access and environmental issues need to be addressed

Wetlands

The document reviews the wetland requirements and issues and the proposal concludes that they are exempt

Inasmuch as the proposed project is over the ocean, it would seem reasonable that the BRA and EPA should be required to confirm that the conclusion is correct.

Harborwalk

The proposed project's provision for Harborwalk has 2 issues, as follows;

The plan provides a road, which would intersect the Harborwalk, which I believe would be an exception to the current Harborwalk procedures

The plan appears to construct the Harborwalk beyond the current footprint of the Pier.

Why is this permitted?

Wind and Shadows

The wind analysis was based on data and assumptions at Logan Airport, which is not comparable to Charlestown Navy Yard. We believe that a wind study should be done at Pier 5 and Flagship Wharf

The U Shaped structure of Flagship creates an acceleration effect for any wind from the east, southeast, south, southwest and west. This has a substantial impact on the front and both sides of the building.

It seems possible that the proposed parallel construction will further accelerate the wind. If this occurs it will have significant negative impact to the Public Access Area as well as the residents of Flagship Wharf.

It is also possible that this enhanced wind will cause structural damage to the Flagship Wharf building.

We believe that a detailed study should be required to determine that likelihood of problems and to make recommendations about solutions.

Marina

It appears from the proposal that a Marina is a requirement for residential development of this Pier. There is no explanation about why the proposed 21 slips meets this requirement.

There is no discussion of the impact on this Marina to the Courageous Sailing Center. It is conceivable that this Marina will have a significant negative impact on the Sailing Center, which has been serving the Boston Youth for years.

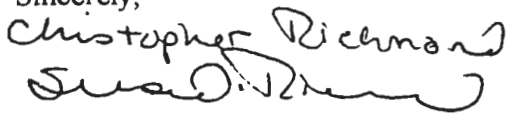
A professional analysis of the space issue should be conducted to be sure that we do not lose the services of the Sailing Center for Boston's children.

For all of the above reasons we believe that a comprehensive review process should be conducted according the requirements of Chapter 91.

Please let me know if you have any questions.

Thank you for your consideration.

Sincerely,

Handwritten signatures of Christopher and Susan Richmond. Christopher's signature is in cursive and Susan's is in a more stylized, flowing cursive.

Christopher and Susan Richmond
Flagship Wharf, #802, #801
Charlestown Ma. 02129