



**776 Summer Street
L Street Station
Community Informational Deconstruction Meeting
October 19, 2021
Q&A's**

Thanks to all who attended our virtual Community Informational Deconstruction Meeting on October 19, 2021. All questions, whether or not there was time to answer them during the webinar, are recorded and answered in this Q&A document for enhanced public transparency. Please find them below.

GENERAL

Q. Can you share how many people have attended this meeting today?

Q. Attendance is down because meeting was scheduled during the Mayoral debate and the Red Sox game!

A. In order to provide adequate public notice and opportunity to attend, two informational public meetings on deconstruction were scheduled for September and October several weeks ago. There were 201 attendees for the 10/19 public meeting and 74 attendees for the 9/21 meeting. For anyone who was unable to attend either meeting, the presentations are posted at www.suffolk-lstreetstationboston.com, along with recordings of both meetings and the Q&A document from each meeting.

DECONSTRUCTION PHASE & PROCESS

Community Independent Environmental Reviewer

Q. Did you engage the South Boston Elected Officials in conversation in vetting GZA vs other companies?

A. South Boston elected officials asked the development team to appoint an independent Licensed Site Professional (LSP) to review the scientific data collected on the project and serve as a technical resource to the community. HRP and Redgate voluntarily expanded this commitment made in the PDA Master Plan to include experts with both deconstruction expertise and soil and groundwater remediation expertise. HRP and Redgate developed the criteria for selection of the community independent environmental reviewer – including, but not limited to, credentialed firms with appropriate technical expertise and prior experience representing municipal and community interests. Those criteria have been explained to the elected officials and the community in public meetings. The elected officials did not participate in the selection of the Community Independent Environmental Reviewer.

Worker Parking During Deconstruction

Q. You were going to have your workers park down Black Falcon and make the long walk to the site. Where are the private lots you're speaking of?

Q. Once you determine which public parking lot(s) your workers will be using would you identify them during your next meeting as well as list them In a Weekly Update? And, if there is a change to the list would you provide an update in another Weekly Update?

A. In response to comments received from public officials and others at the September community meeting, the project team is sourcing construction worker parking closer to the site. Onsite parking options are limited, so offsite parking options are being pursued. In order to minimize impacts to the South Boston neighborhood, the project team is sourcing private parking options proximate to the site where workers will be encouraged to park. Workers will also be encouraged to take public transportation. Once confirmed, these parking areas will be made available on the deconstruction website and updated should they change.

Traffic Control and Pedestrian/Bike/Bus Safety

Q. For instance, how will traffic be managed on East 1st St and L Street?

Q. How will the bus stop use be impacted at the corner of E 1st St & L Street?

Q. Is the L St and 1st T Stop moving?

Q. How are you committing to police details when there is a major shortage in that profession? Sites can't fill details now.

A. As shown in the plans reviewed at the 9/21 and 10/19 meetings (available at www.suffolk-streetstationboston.com), existing traffic lanes will remain open during deconstruction.

Summer Street and East 1st Street will not be impacted simultaneously. During deconstruction on each respective street, the sidewalk and parking lane will be taken for the work zone, routing pedestrians to the sidewalk on the opposite side of the street. The existing bike lane north of the Dedicated Freight Corridor will not be modified. The current bus stop, waiting area and accessible sidewalk on Summer Street at the southern end of the site will remain throughout deconstruction. The project will use police details for traffic and pedestrian safety throughout the deconstruction process through communication with the local authorities, including alternate options for detail shortages. To minimize traffic impacts to the neighborhood, trucks will enter and exit the site via gates along Summer Street and will not use East 1st Street except for emergency egress. A limited number of staff vehicles are expected to use the East 1st Street gate.

Truck Routes

Q. How are the 20-25 trucks per day entering and exiting the site? Is Massport allowing use of the Haul Road?

A. In order to minimize traffic impacts to the neighborhood, trucks will enter and exit the site via gates along Summer Street and will not use East 1st Street except for emergency egress. The project team is currently coordinating with MassPort and the Boston Transportation Department and we anticipate that the Dedicated Freight Corridor may be used for emergency access only.

Safety During Deconstruction

Q. Please explain the stack coming down with scaffolding and netting...only? We need exact details on this.

Q. Problem understanding how your explanation fits in with Chicago and NJ communities. We cannot have an ACCIDENT in the community.

Q. New Jersey also!

A. HRP's top priority is always to protect human health and safety and the environment, and each phase of every project is designed with those issues in mind based on the site's unique characteristics. The deconstruction, dismantling, and abatement of the existing structures at 776 Summer Street will receive that same care, and HRP will keep local residents informed about upcoming work at the site, just as we do on every project.

As discussed in our 9/21 and 10/19 public meetings, given the size of 776 Summer Street's site, proximity to the neighborhood and other characteristics, HRP does not intend to utilize the implosion method to demolish any of the existing structures on site. Just as we have always done, we will make every effort to keep our neighbors in South Boston informed of the work on site, including with regard to the dismantling of the site's existing structures.

The brick stack will be fully scaffolded and screened to allow for hand dismantlement methods to be utilized behind the enclosure. This will provide a working platform and a protective barrier for the adjacent neighborhood during the stack removal. Masonry pieces that can be controlled by the crew will be chipped and the materials will flow through the existing stack to ensure all stack debris is controlled within the existing structure. The interior of the stack and work area will have dust mitigation measures employed during the removal efforts. The screened scaffolding will be removed section by section as the stack elevation is lowered ensuring the stack will be enclosed until removal is complete.

The twin steel stacks that sit atop the New Boston Building will be dismantled in manageable sections. The site crane will hoist each segment of the stacks as they are prepared and lower them to the ground. This process will be repeated until the stacks are fully dismantled.

Vibration Monitoring and Abutter Surveys

Q. How will the residential buildings across the street (East 1st St) be affected by the demolition? What is the process used for vibration [and dust] monitoring? Will equipment be required to be in or on abutting properties?

Q. Can you clarify definition of immediate abutters is the E 1st only? is E 2nd included?

Q. Interior Surveys for direct abutters? Please define the area you consider direct abutters.

Q. Can you confirm specific criteria that makes one an "abutter" to this site? You mentioned an upcoming or ongoing survey to abutters -- what is the distance range you need to be in to be considered an "abutter"? Thank you.

Q. So there are no direct abutters? East 1st and Summer along your perimeter? Please re-address.

A. Immediate abutters include those properties immediately adjacent to and directly across the street from the 776 Summer project site along East 1st Street and Summer Street.

Vibration monitoring will be performed both on-site and in select locations around the immediate perimeter of the project site. Exterior preconstruction surveys of adjacent

properties have been performed and information about optional interior preconstruction surveys was mailed to neighbors in September, and again in October. Flyers were also distributed to relevant abutting properties in October. The deadline for requesting an interior survey is November 12th.

Rodent Control

Q. What is the remediation plan for rodents that will inevitably be disturbed during deconstruction?

Q. Would like know your plan on rodent control.

Q. Rodent Control - Councilor Flynn asked for everyday or every second day. Once per week is no way near enough on a project of this size.

Q. Melissa, when our Councilor asks for more pest control, just do it! It shouldn't be an issue. A project of this size, you need to go above and beyond what the City requires! We have to live here. Also may want to look at bating more than just the perimeter. Mickey doesn't know boundaries.

A. 776 Summer Street has been continuously monitored for rodents since it was acquired by HRP and Redgate in 2016. The project team will continue aggressive rodent control during the deconstruction project. A site survey has been conducted by a licensed exterminator to evaluate potential areas of concern so appropriate measures can be installed in compliance with City of Boston regulations.

The deconstruction rodent control plan as presented at the 9/21 community meeting called for perimeter rodenticide stations and on-site inspections by a licensed exterminator every two weeks, consistent with the City of Boston requirements. However, in response to comments received during the meeting and in consultation with the project's licensed exterminator, the project team has committed to doubling the frequency of on-site inspections of the perimeter rodenticide stations by a licensed exterminator to every week. The exterminator has recommended AGAINST more frequent rodenticide station inspections as the scent of humans will actually deter rodents from approaching the stations. However, project staff will monitor these stations daily so any pest sightings may be addressed in a targeted and methodical manner by the professional exterminator.

To further address community concerns, comprehensive rodent trapping services have been added at the building perimeters and building interiors to compliment the robust site perimeter rodenticide (50+) stations. These measures include single-use rodent traps which will be checked daily by project staff and weekly by a licensed exterminator and replaced immediately. Site conditions will be constantly re-assessed as the project progresses and traps will be added in any new areas found to be conducive to pest activity throughout the duration of the deconstruction project.

Work Hours and Noise Control

Q. What levels are noise are anticipated (will noisy tools like jackhammers be used)?

Q. What are the hours of operation on weekdays and weekends?

Q. What are the limited hours for work by permit on Saturdays?

Q. What are the allowable noise limits?

Q. No weekend work permits. People need a break from construction. Sleep is essential.

Q. For Mr. Hersey - Does he anticipate Sat permit applications or is it only in the event of emergencies. Not appreciated by neighbors.

Q. Define this interior shift? Work hours are 7am - 5pm. Explain the 2nd shift and define quiet. Packaging, preping and shipping? Can't imagine too quiet.

A. We will be taking a number of measures to ensure that noise levels will comply with the City of Boston limits set for construction activity. The majority of work on site will occur during the City of Boston's regular construction hours from 7 am to 5 pm, Monday through Friday. Occasional work may occur by permit on Saturdays. Only quiet work, such as cleaning, safety, protection and packaging materials, within buildings will occur on 2nd shift (4PM-11PM) so as not to disrupt neighbors. Please note that given the mechanical nature of the deconstruction means and methods, high impact or vibratory activities are not anticipated. Additionally, noise monitors will be set up to detect any possible exceedances of allowable limits so that corrective action may be taken immediately.

Regulated Materials Abatement and Dust Mitigation

Q. What is the plan for containing any potential hazardous dust, debris, etc. from impacting the neighboring residents?

Q. Will our children and community members be safe while using Medal of Honor Park and the Christopher Lee Playground? If the answer is yes, please explain and make the community feel assured.

Q. Has it been determined where all the debris, i.e. bricks, and all the deconstruction materials be trucked to? Will it be staying in-state or trucked out-of-state?

Q. Where are these receiving sites in MA?

A. An initial site survey was performed earlier this year to identify regulated materials present on the site and determine their quantities and locations. Regulated materials present include asbestos containing materials (ACM), oil-filled equipment (such as transformers and capacitors), mercury containing switch gear and pressure monitors, leadbased paint, and guano (bird waste). Each type of regulated material will be scheduled and sequenced to ensure the removal of the material is safe for the workforce performing the work and does not lead to contamination of the local environment. Each of these waste types will be segregated for disposal at the appropriate permitted facilities.

Buildings will be abated before being carefully dismantled. For asbestos removal, the buildings themselves will be used as part of the barrier system between the abatement work and the surrounding environment. Existing openings will be sealed to create a continuous envelope. Inside the buildings, the abatement work will proceed in phases and will be performed in "containment" areas that are negatively pressurized, meaning that the air pressure inside the containment areas is lower than the air pressure outside the containment area. This ensures that airflow moves into the containment area rather than out to the surrounding environment. This means that particles, such as asbestos, from inside the

containment area will not flow to the outside. The containment areas themselves are equipped with high-efficiency particulate air (HEPA) filtration to capture particles so that they are not released to the environment, inhaled by the abatement workers (who also wear highly specialized personal protective equipment), or otherwise associated with an uncontrolled exposure.

Dust mitigation measures will be employed by NorthStar, the abatement and demolition subcontractor, as they perform their work on-site. These measures include using atomized mist and water hoses during active deconstruction and debris handling operations, keeping unpaved areas in a moist condition, regular cleaning of paved areas, using wheel washes at all site exits, and ensuring that departing loads are fully covered prior to exiting the site. Daily inspections will be performed by the general contractor, Suffolk Construction, and NorthStar.

Perimeter Dust Monitoring

Q. How will the residential buildings across the street (East 1st St) be affected by the demolition? What is the process used for [vibration and] dust monitoring? Will equipment be required to be in or on abutting properties?

Q. Julianna - How is dust monitoring happening in real time? If there is a heightened level, how do you immediately communicate that information to the community as well as instruction on what to do in case of an environmental emergency?

A. In addition to the precautions taken during abatement activities and the dust mitigation techniques described above, the 776 Summer Street team has committed to a voluntary perimeter dust monitoring program as one of the ways to confirm mitigation measures are effective. The 776 Summer team has defined the parameters of this monitoring program, which includes continuous monitoring at six locations around the perimeter of the site and taking baseline readings prior to the start of deconstruction (in October 2021).

Dust concentrations will be compared to dust action levels which will be described in a Perimeter Dust Monitoring Plan and will be based on State and Federal air quality standards and site-specific concentrations of potential concern. The project team will be alerted in real time if dust levels begin to increase and approach an action level. These real time notifications will allow the project team to evaluate the cause of increased dust concentrations and adjust the mitigation strategies accordingly to address the issue and keep perimeter dust concentrations below action levels. If the team is not satisfied with the mitigation, we will stop work until the dust levels can be successfully mitigated. The Perimeter Dust Monitoring Plan and monthly dust data reports will be shared with GZA and posted to www.suffolk-1streetstationboston.com.

Members of the community will not need to take any actions to respond to dust concentrations. The real time monitoring will provide the project team the information it needs to ensure that dust mitigation measures are working as planned.

FUTURE DEVELOPMENT

Job Creation

Q. I want to see South Boston students and residents receive first preference since this project is in our back yard and we will be the most impacted. I would like to see SB residents who apply for jobs quantified and see the number of applicants vs the number of hires. The elected officials should be looped in on this.

Q. So you will have numbers on SB Applicants vs SB hires and feed this data to our elected officials?

A. Over the course of the deconstruction and vertical construction phases, the project is estimated to create approximately 2,500 construction jobs. Once complete, it is anticipated that approximately 1,500 permanent jobs will be created as a result of the project. A virtual job fair is scheduled for November 1 from 5-6:30 PM and interested parties may register at may register at <https://events.blackbirdsvp.com/776-summer-street-job-fair>.

The job fair outreach is specifically targeted toward residents of South Boston, and we are working with Building Pathways, Excel High School, local veterans' groups and others to promote construction trade careers and connect local residents with job opportunities onsite. The team is conducting targeted outreach with the support of the Mayor's Office of Neighborhood Services and local media outlets such as South Boston Today, South Boston Online and Caught in Southie. This job fair information is also available on our website at www.suffolk-1streetstationboston.com and additional events will be posted as they are scheduled. We will continue working with these and other local partners to ensure that South Boston residents are aware of the employment opportunities available throughout the project.

Working with partners such as Building Pathways, we are able to track applications for pre-apprenticeship programs stemming from our programs and outreach. Additionally, the onsite walk-up application provides a QR code for direct access to a job application, and Suffolk will pre-screen applicants and establish next steps based on experience. Suffolk's robust tracking system allows us to track the daily workforce on site by the following demographics: race, gender, zip code, and apprenticeship levels. This data can be agglomerated over time and regular updates can be provided to local elected officials.

MassPort Residential Deed Restriction

Q. Has Massport agreed to lift the deed restriction?

A. The Massachusetts Port Authority (MassPort) holds a residential deed restriction on the property negotiated with the previous owner of 776 Summer Street. The Master Plan approved unanimously by the BPDA Board in January 2021 includes residential uses on the site. The project team has worked hard to ensure that residential uses on the site will not have a negative impact on the operations of the adjacent Conley Terminal which is an important economic driver for the City of Boston and the Commonwealth. Any residential uses would be built with the same level of sound attenuation criteria that MassPort requires on residential buildings built on its own land throughout South Boston. Appropriate

provisions acknowledging the proximity of Conley Terminal and its operations will also be made in residential leases and sales documents. The project team is currently working with MassPort on the appropriate terms for lifting the deed restriction to allow the much needed housing units, including 16% affordable units, to be built on site.

Traffic/Pedestrian Mitigation

Q. You need to make sure that this project does not impede the flow of traffic during construction and when it's up and running. The residents of SB have suffered greatly from the Convention Center traffic, add the Edison Plant and what is to happen with UMass along the BLVD and the McCormack Housing we will not be able to get out of SB. It's frustrating to have no control over these developments.

Q. Are there any improvements envisioned or committed for sidewalks etc. on the "west side" of East First Street (between Pappas and Summer Street) - where you suggest there will be construction workers parking, traveling and shuttling on a daily basis?

A. Numerous roadway and sidewalk improvements have been committed to as part of the future development of 776 Summer Street, including the installation of smart signals and fiber optic connectivity along Summer Street between Drydock Avenue and E. Broadway, and the widening of sidewalks on the north side of East 1st Street along the project site and the south side of East 1st Street from Summer Street to Acadia Street. Additionally, the project will provide the MBTA with an operating subsidy valued at \$11,200,000 aimed toward enhancing transit operations for the City Point neighborhood abutting the project site. These combined strategies will provide significant benefits for the community in the form of traffic improvements and an improved public realm experience. These improvements will be delivered with future phases of the project as documented in the approved Master Plan.