

**From:** Keri Santos [<mailto:keriajones@hotmail.com>]  
**Sent:** Wednesday, May 25, 2011 10:42 PM  
**To:** Updates, DCR (DCR)  
**Cc:** [john.hart@masenate.gov](mailto:john.hart@masenate.gov); [nick.collins@mahouse.gov](mailto:nick.collins@mahouse.gov); [bill.linehan@cityofboston.gov](mailto:bill.linehan@cityofboston.gov)  
**Subject:** South Boston Parking

Dear DCR, Senator Hart, Representative Collins, and Councilor Linehan,

I recently attended the Community meeting at the Curley Center in South Boston about the proposed DCR parking changes in South Boston. After the meeting I have strong reservations about the proposal and strongly feel that it should not be implemented in its current form.

Several times during the meeting the DCR staff in attendance, as well as some of you, cited the following reasons why residents should support this proposal:

- 1) Prevention of parking along Day Blvd by individuals traveling to/from airport and train stations and by daily commuters
- 2) A dramatic increase in resident parking
- 3) Reduced night crime in the castle island area

However the reality is, that as proposed, the DCR plan does even come close to achieving what you all purport it to. All that the plan will do is make it very difficult for legitimate overnight visitors of residents, local business employees and yacht club members to park in South Boston.

As proposed, the plan may help to eliminate parking along Day Blvd by some individuals traveling to/from airport and train stations, but it will also seriously negatively impact the ability of our legitimate relatives and guests to visit us. Unlike other areas in metropolitan Boston--in South Boston we currently have no visitor overnight parking lots/areas except for Day Blvd--which would be almost entirely eliminated under the proposed plan (with the exception of a very small area near the yacht clubs). This would mean that our guests would never be able to visit us overnight or for a few days during the week—which is very unfair to residents. Also, the current proposed plan allows for parking from 7am-10pm. This would do absolutely nothing to prevent daily commuters from parking in South Boston. There would also be no way to eliminate parking by individuals traveling to/from airport and train stations in the small unrestricted area remaining near the yacht clubs.

The only viable option that would successfully address most of the DCR goals outlined above would be to institute a visitor permit parking system for legitimate visitors of residents. Under such a system, visitors of residents could be allowed to park along Day Boulevard for a few days at a time with a visitor parking permit requested by a resident. A certain number of permits could also be issued to local businesses for employees as well as to yacht clubs. Such a scenario would completely eliminate long term parking along Day Boulevard by individuals traveling to/from airport and train stations. It could also work very effectively in conjunction with a change in the hours that non-permitted cars (cars without either resident or approved visitor

permits) can park, without completely hampering the ability of our legitimate guests to park and visit us. Without a visitor parking system in place any proposed hourly restrictions to dissuade commuters from parking along Day Boulevard would also negatively impact legitimate overnight visits from our relatives and guests.

As for the dramatic decrease in night crime by Castle Island that the new parking system (which actually includes the loss of some spaces near Castle Island) would supposedly help to achieve—this logic is completely flawed. One resident of South Boston summed up what many of us were thinking at the meeting when he said, “Why are we letting criminals and teenagers dictate parking changes and the elimination of some parking for residents.” Instead we consider other options to deter crime such as increased police presence at night near Castle Island, opening a police sub-station in that area, instituting community patrolling programs, and creating brighter area lighting. By doing these things, we can make this area safer and actually consider eliminating the 11pm parking restriction over by Castle Island—which would legitimately open up many more spaces for residents and their guests—thereby easing some of the current parking congestion.

One other contributing factor to the parking congestion issue in South Boston that needs to be addressed is the current state of construction permitting in South Boston. It seems like no proposals are ever rejected here. I cited one example at the meeting and will cite it again—the huge building across from Sidewalk Café. Even if that project includes some parking spaces, unless it is 2-3 spaces per unit, that project alone has probably added a large number of potential new resident cars to our streets. Another example is the vacant lot near E 6<sup>th</sup>/N Streets (by the Island Store). For years this lot housed about 10-15 cars. Now, a three unit condo is being built there—not only displacing the 10-15 cars that had previously been parking there but also adding 6-9 new cars depending upon the number of residents per unit. So this project alone will add up to 24 new cars to our streets and there are examples like this all over South Boston. As long as reckless construction permitting continues, our parking situation will continue to worsen and current residents will continue to flee the South Boston area.

In sum, I don't think there is any possibility of tweaking the current DCR proposal to make it work. While I do appreciate DCR and local politicians thinking about how to address some of our parking issues, the proposed changes are inherently flawed and would be like trying to use a “band aid” on a broken leg. I think the local politicians and leaders of local agencies such as DCR, the Boston Police Department, the Boston Parking Office, and the Construction Permitting Office need to take a step back and spend some time developing a truly comprehensive approach to the current parking situation. I strongly believe the only acceptable approach will include taking the time to fully consider and institute a visitor parking system.

Regards,

Keri Santos

**From:** Linda Lynch [<mailto:llynch@pasek.com>]

**Sent:** Friday, May 20, 2011 4:23 PM

**To:** Updates, DCR (DCR)

**Subject:** South Boston Parking

I attended Thursday night's meeting at the Curley Center. I know there is no solution and thank you that you are all trying to do something.

Would like to just make a comment.

Hours of 7:00AM – 10:00PM – Samantha stated that the 7:00AM time is to accommodate people who want to come in and run, etc.

My opinion is that at this point, though it is a beautiful spot to run, early meetings at the beach, the people of South Boston can no longer worry about other people who want to come in and run 1<sup>st</sup> thing in the morning. Let these people find a nice place to run in their own neighborhood. We have been swamped with people in the neighborhood and I find that it is no longer enjoyable to drive in South Boston or walk out to Castle Island.

Furthermore, I totally agree with Mike Flaherty that we need visitor placards. I know when the residential parking meetings first started, this question arose, but was shot down for many reasons, but we are at a point that we can't have visitors anymore. I have a niece and a nephew who can't afford to buy in South Boston, so they had to move out. It is hard for them to visit during the week. When they were here taking care of their sick father, they constantly got parking tickets. Friends who visit have to make sure they are out by 8:00PM in my neighborhood, at O & 4<sup>th</sup> St.

If we have visitor placards, maybe, it would make things a little easier for us.

Thanks for your time and all that you are doing to help us.

**Linda Lynch**

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