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THE NORTH END REGIONAL REVIEW

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Mike's Pastry officially opens at Logan Airport's Terminal C.

Mike's Pastry ribbon-cutting and grand opening event

Special to the Regional Review

MarketPlace Logan, which manages the concessions program at Boston Logan International Airport, and the Massachusetts Port Authority (Massport) celebrated the official arrival of Mike's Pastry in Terminal C on Wednesday, September 23.

Rich Davey, Chief Executive Officer, Massport, spoke to passengers about the excite-

(MIKE'S *Pg. 2*)

NEMPAC 10th Soiree a Musical/Arts success

By Phil Orlandella

If you happened to miss this year's North End Music and Performing Arts Center (NEMPAC) 10th Soiree fundraiser, it was an enjoyable evening of magical music and artists.

The event featured a theme décor, live performances by NEMPAC artists, musicians, dancing and a live auction.

A large gathering of supporters turned out for the fundraising event held in the Paul Revere Mall (Prado) and on the Mia roof deck for dancing.

The highly successful community event raised critical funds for the neighborhood music school and the performing arts center, helping to ensure that exceptional programs are accessible and affordable for everyone of all ages.

The popular community event supports life-changing programs and instruction by more than 40 NEMPAC facility members across disciplines from piano and voice to trumpet, ukulele and more.

NEMPAC programs reach over 2,900 artists of all ages and abilities.

Funds raised will also support the center's upcoming 25th anniversary.

NEWRA splits vote on Richmond Street proposal building code

By Phil Orlandella

At the September 10 monthly meeting, the North End/Waterfront Residents' Association (NEWRA) voted to support and oppose plans for 139-145 Richmond Street.

The owner is seeking building code and zoning relief for interior changes to increase the number of residential apartments from 17 to 20 units and add a common roof deck to the six-story building.

While NEWRA supported the additional units by a vote of 16-2 they opposed the common roof deck of the proposal by a vote of 7-10.

Old North Illuminated has received a grant to research when the North End was a Jewish community made up of synagogues, schools, homes, businesses and other things that make up a community, was discussed at the

(NEWRA *Pg. 10*)

Coletta Zapata, officials launch Boston City Youth Corps

Special to the Regional Review

Boston City Councilor Gabriela Coletta Zapata (District 1) and the City of Boston recently announced the launch of the Boston City Youth Corps, a modernized revival of Boston's historic Red Shirts Program designed to meet the needs of Boston today and prepare the workforce of tomorrow. The program will employ 400 young people to help address gaps in City services, beautify neighborhoods, and give youth a voice in identifying and addressing the needs of the communities they know best. Councilor Coletta Zapata's longstanding advocacy for the program, including a budget amendment proposed during the FY27 Budget Review process, was instrumental in securing the investment needed to bring the program back to Boston.

"The Red Shirts program played a vital role in supporting the City of Boston by giving young people the opportunity

(YOUTH CORPS *Pg. 3*)

Celebrating Italian Heritage on Pages 7-10

EDITORIAL

AN EXPENSIVE WINTER AHEAD

The war with Iran already has cost U.S. consumers more than $100 billion in direct costs for our gasoline purchases. That's about $800 per family since the war began in February -- and that figure is increasing every day that the war drags on.

However, what we are paying at the pump because of this so-called war is nothing compared to the coming shock of heating oil prices for the 20% of Mass. residents who use oil to heat their homes.

The average price for a gallon of heating oil already is a jaw-dropping $6.15 per gallon, which represents a staggering 75% increase above the average price of $3.52 per gallon at this time last year.

This means that a fill-up of 200 gallons for a family's oil tank will cost about $1250, a figure that is completely unaffordable for many and that will strain the budgets for most.

Natural gas prices are not predicted to increase as much, but the 50% of Mass. residents who heat their homes with natural gas are expected to see an increase of up to 15% in their heating bills this winter.

Even if the war with Iran were to end tomorrow, the significant disruptions to the world's energy supply chains that already have occurred would not bring significant relief from the current elevated prices for gasoline, diesel, and home heating oil.

In short, there is no relief in sight -- and there is the likely prospect (depending on weather around the country and more supply shocks) of prices going even higher.

The only hope we have for making it through the winter heating season without emptying our wallets is to pray for a warmer-than-normal winter. Even so, we still should plan on lowering our thermostats -- and wearing heavy sweaters -- in our homes.

WAS THIS WEEKEND'S NOR'EASTER A PREVIEW OF THINGS TO COME?

This weekend's long-lasting storm brought torrential rain, high winds, and some coastal flooding for almost four full days. The miserable conditions made life difficult for most of us -- but it was not nearly as severe as it could have been.

Those who live along the coast were fortunate that the predicted high tides (in the range of 10.4 feet) during the 72-hour period were not unusually high. Combined with the storm surge of about 2.5 feet, the highest tide of this past weekend was 12.9 feet -- enough to flood some low-lying areas, but not a devastating surge.

By comparison, the highest tide ever recorded in Boston Harbor was 15.16 feet on January 4, 2018 (which exceeded the 15.10 tide of the Blizzard of '78). That epic high tide, which flooded the Boston Seaport and the Blue Line at Aquarium station, occurred during a "King Tide" of 12.1 feet.

The 14.67 high tide two months later on March 2 was predicted to have been a 10.21 tide -- but there was a storm surge of almost 4.5 feet that bumped it up to the third highest high tide in Boston history.

If you do the arithmetic, you can see where we're going here as we look ahead to the coming winter months.

Meteorologists tell us that while the historic El Nino that is occurring right now prevents the formation of hurricanes, it encourages the type of long-lasting coastal nor'easters that we experienced this weekend.

We were lucky that this storm occurred during a period of low high tides. In addition, the storm occurred in September. The power outages that affected thousands of residents were just an inconvenience, unlike in winter, when below-freezing temperatures can be life-threatening.

However, the high tides in October, November, December, and January will exceed 11 feet, with the highest occurring over the Thanksgiving and Christmas holidays at 11.5.

Let's hope that the El Nino-fueled nor'easters that will be coming our way this winter -- and we know they'll be coming -- do not occur during these periods of extreme high tides. Winter nor'easters typically feature stronger winds, and if the rain we experienced this weekend had been snow, it would have been measured in feet. A storm similar to this weekend during a high-tide cycle in winter will be an epic natural disaster.

More than ever, all of us will be at the mercy of Mother Nature this coming winter -- and we should be prepared to batten down the hatches.

MIKE'S *(from Page 1)*

ment surrounding Mike's Pastry's arrival, alongside Michael DiCosola, President, Market-Place Development; Seth Merin, Vice President of Operations, Air Ventures, Mike's Pastry; Joseph Papa, Owner, Mike's Pastry; and Annette Mercogliano, Owner and Joseph's Mother, Mike's Pastry.

Founded in Boston's historic North End in 1946, family-owned Mike's Pastry has become a beloved Boston institution, renowned for its iconic cannoli, handcrafted pastries and celebrated selection of classic Italian desserts. Now bringing its signature sweets to Boston Logan International Airport, Mike's Pastry gives travelers a chance to enjoy a taste of the North End before they take flight. During the celebration, passengers enjoyed music from the North End favorite a cappella singing group Street Magic and received complimentary cannoli.

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Boston City Councilors Coletta Zapata, Weber and Santana introduce amendments to the surveillance oversight ordinance

Special to the Regional Review

During Wednesday's Boston City Council Meeting, Councilors Benjamin J. Weber (District 6), Gabriela Coletta Zapata (District 1) and Henry Santana (At-Large) will introduce Docket #1796: "Ordinance Amending City of Boston, Chapter XVI, Section 63, Ordinance on Surveillance Oversight and Information Sharing." This docket seeks to update the City's surveillance oversight law, passed by the Council in 2022.

The 2022 ordinance was put in place to ensure accountability and transparency around how the City and its agencies acquire and use surveillance technology. Pursuant to the ordinance, in 2022, the Council was notified of the surveillance technologies in use by the City and voted on their approval. The City was required to obtain Council approval before adopting any new technologies, except in exigent circumstances when it could act immediately to address an imminent threat and then notify.

On August 27, 2025, the City Council voted to deny approval of the use of social media monitoring tools that were used under exigent circumstances during the prior year, as reported in the 2024 City of Boston Annual Surveillance Report. The arguments to deny approval included concerns that the tools risked curtailing speech without a tangible increase in public safety; lack of clarity about whether exigent circumstances actually existed; and the BPD's failure to follow the notice provisions of the Surveillance Ordinance governing the use of a technology due to exigent circumstances.

The 2025 City of Boston Annual Surveillance Report, released on September 14, 2026 reveals, however, that the social media surveillance tools continued to be used despite the City Council's denial, and that the BPD added another social media surveillance technology.

The report also contained a section on the City's use of Automated License Plate Readers (ALPRs). While the Council approved the use of ALPRs in 2022, this was before the national debate around Flock cameras, the growth of AI, and the civil rights abuses of the Trump Administration. The report shows that while the City engaged in a pilot with Flock from April 1, 2025, to September 4, 2025, it started a new program using ALPRs with two other contractors, Motorola Solutions and Axon Enterprise. The report also stated that even though the City's contract with Flock "clearly noted that data sharing was to be disabled . . . [w]ithin three days of initiating the Pilot, BPD became aware that other law enforcement agencies were able to access" the data collected in Boston "using a nationwide lookup feature that was enabled by the vendor in error." Even though the report states that the data-sharing feature was disabled, it demonstrates potential issues arising from the use of ALPRs in Boston.

The amendments introduced today seek to strengthen the Council's oversight of future technologies by clarifying the use of technology under exigent circumstances, requiring notification of new vendor agreements for surveillance technologies with prior Council approval, and strengthening reporting on Automated License Plate Readers (ALPRs).

"The Boston Surveillance Ordinance is an important tool in how we keep our residents safe, not just from dangerous threats, but also from threats to their civil liberties. And as surveillance technology evolves, we need to ensure that the Ordinance is working as intended,

(Oversight *Pg. 14*)

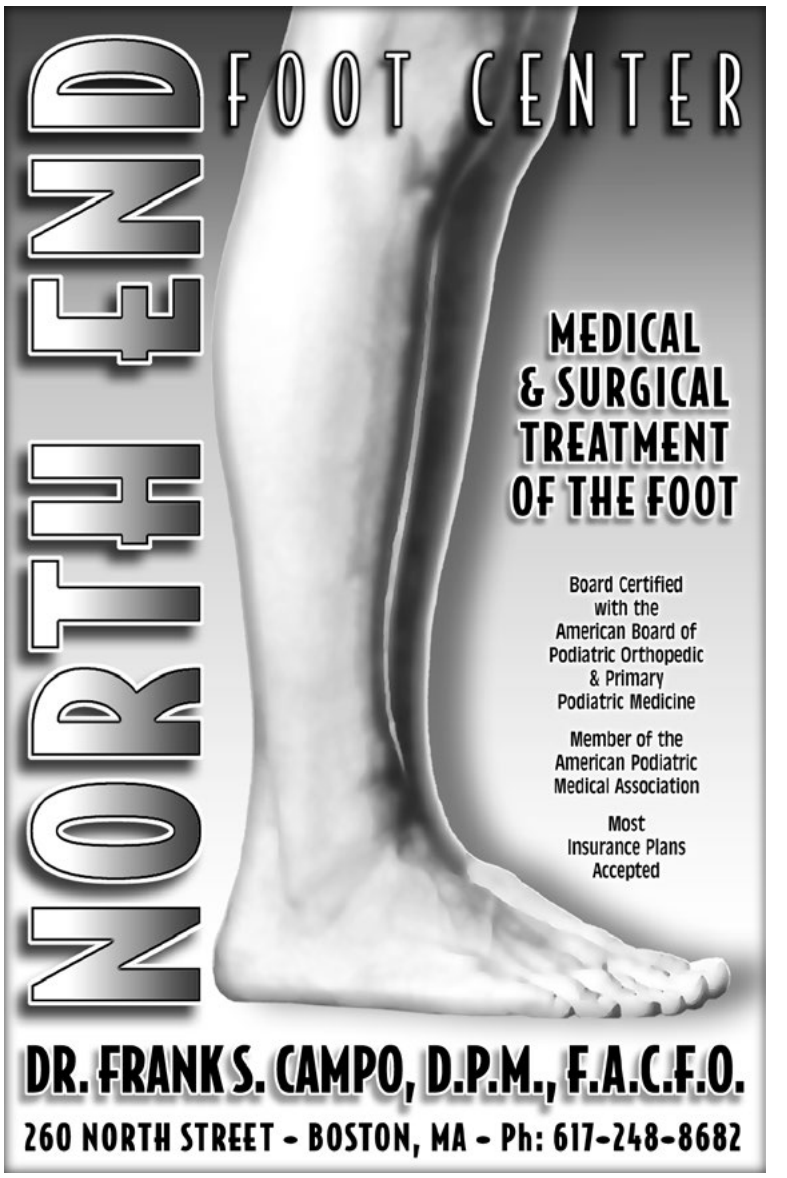
Youth Corps *(from Page 1)*

to work in their neighborhoods, clean streets and parks, beautify public spaces, and build a lasting sense of responsibility and civic pride in the communities they called home. We're bringing a new iteration of the program back through the Boston Youth Corps, where youth will continue to help beautify their communities while also having a voice in identifying the projects that matter most in their neighborhoods," said Councilor Coletta Zapata. "Most importantly, this is about creating meaningful career pathways and economic opportunities that go beyond a first paycheck. Thank you to Mayor Wu, the Office of Youth Engagement and Advancement, and all of our City departments and partners for helping revitalize this important program and invest in Boston's youth."

Under the modern version, the Boston City Youth Corps will provide youth with paid employment during the school year, while helping the City of Boston address real gaps in city services and improve neighborhoods across the city. At the same time, the program will connect young people to meaningful career pathways and opportunities that extend beyond their first job. Opportunities will range from technology support at Boston Public Library branches and environmental work in urban forestry, climate resilience, and park stewardship to healthcare through BCYF and lifeguarding, as well as building trades, facilities management, business, and property management through the Boston Housing Authority.

Councilor Coletta Zapata has long championed the revival of Boston's historic Red Shirts Program as a neighborhood-based quality-of-life task force to strengthen constituent services and address community needs citywide. In the spring, the Councilor hosted a hearing to explore the feasibility of bringing the program back and identify ways to modernize it for the needs of Boston today. Following that hearing, she proposed a budget amendment during the City Council's FY27 budget review process to support the program's revival. The amendment was accepted and included in the final FY27 operating budget, paving the way for the launch of the modernized Boston City Youth Corps.

In the 1980s and '90s, Mayor Thomas M. Menino launched the "1994 Summer of Opportunity" initiative, which hired youth to assist with city cleanups, park renovations, and trade skill development. Known informally as the "Red Shirts," these highly visible crews were deployed in neighborhoods to address quality of life issues. The Red Shirts program supported a range of high-impact municipal tasks, including emptying trash barrels, sweeping sidewalks, shoveling hydrants, reporting abandoned vehicles, and clearing vacant lots.



ARMENIAN INDEPENDENCE DAY CELEBRATED

By Phil Orlandella

Friends of Armenian Heritage Park on the Greenway held a celebration of Armenia's Independence Day with culture, tradition, heritage theme music, dancing, cuisine, storytelling and community in honor of the special day.

The event also featured guest speakers, signature dish tasting, stories, music, tea and sweets, dancing, folktales and much more.

COURTESY PHOTOS

Scenes from the Armenia's Independence Day celebration.

Please Visit www.northendregionalreview.com

Fire Prevention Week, Oct. 4-10, focuses on lithium-ion battery charging safety

Special to the Regional Review

Many of the devices we use in our daily lives—phones, tablets, laptops, tools, toys, e-bikes, and scooters, to name a few—run on rechargeable lithium-ion batteries, which store high amounts of energy in a small space. If the batteries are damaged or charged incorrectly, they can overheat, start a fire, or even explode. With these concerns in mind, the National Fire Protection Association® (NFPA®)—the official sponsor of Fire Prevention Week™ for more than 100 years—has announced "Charge into Fire Safety™: Safe Charging Is a Superpower!" as the theme for this year's campaign, October 4-10.

NFPA does not yet track data on the number of U.S. home fires involving lithium-ion batteries, but an increasing number of lithium-ion battery fires and explosions reported by fire departments, news outlets, and other sources underscores the potential hazards they present. This year's Fire Prevention Week campaign works to better educate the public about how to safely charge lithium-ion powered devices, helping minimize associated risks at home and other locations.

"Because lithium-ion batteries are a newer technology, not everyone is aware of the potential dangers they present, particularly when it comes to charging them safely," said Lorraine Carli, vice president of Outreach and Advocacy at NFPA. "Our goal for this year's Fire Prevention Week campaign is to help people make informed choices and practice simple habits that can help greatly reduce these risks."

The following key messages support this year's Fire Prevention Week theme:

• Use the cord and charger that came with your device or ones approved by the manufacturer. Using the wrong charger can damage the battery and increase the risk of fire.

• Charge devices on a table, desk, or other hard, flat surface. Do not charge them on beds, couches, or under pillows. Devices and chargers produce heat during normal charging. Soft surfaces can trap heat and block airflow, which can cause the battery to overheat.

• Stop using your device if it feels very hot, starts to swell, is smoking, or has a strange smell. These are warning signs that the battery may be damaged or failing.

• Unplug your device when it is fully charged. Do not leave it plugged in longer than needed. Leaving a device plugged in too long can increase heat and stress on the battery.

• Charge larger items like e-bikes, scooters, and power tools outside and away from exits. These batteries are larger and store more energy. If they fail, fires can grow quickly and spread.

• When on a plane, keep your device where you can see it while charging. Do not charge devices in overhead compartments. Do not charge e-cigarettes or vapes on a plane. If a battery overheats or fails, it is important for the flight crew to respond quickly.

Fire Prevention Week is celebrated throughout North America every October and is the oldest U.S. public health observance on record. For more than 100 years, Fire Prevention Week has worked to educate people about the risk of home fires and ways to minimize them. Local fire departments, schools, and community organizations play a key role in bringing Fire Prevention Week to life in their communities each year, spreading basic but critical fire safety messages.

To learn more about Fire Prevention Week and this year's theme, "Charge into Fire Safety: Safe Charging Is a Superpower," visit fpw.org. Additional Fire Prevention Week resources for children, caregivers, and educators can be found at sparky.org and sparkyschoolhouse.org.

For this release and other announcements about NFPA initiatives, research, and resources, please visit the NFPA press room.

About the National Fire Protection Association® (NFPA®)

Founded in 1896, NFPA® is a global self-funded nonprofit organization devoted to eliminating death, injury, property, and economic loss due to fire, electrical, and related hazards. The association delivers information and knowledge through more than 300 consensus codes and standards, research, training, education, outreach, and advocacy; and by partnering with others who share an interest in furthering the NFPA mission. For more information, visit nfpa.org. All NFPA codes and standards can be viewed online for free at nfpa.org/freeaccess.

'The Legend of Sleepy Hollow: A Musical Reading' coming Oct. 9 to Old North Church

Special to the Regional Review

On Oct. 9, Old North Church in the North End is blending history and literature with 'The Legend of Sleepy Hollow: A Musical Reading' - and it carries a distinct connection that should pique the interest of North End residents. While Washington Irving's classic gothic tale is famously set in New York's Hudson Valley, its revival in Boston hits incredibly close to home.

The adaptation features an original musical score by composer Josiah Reibstein and script read by actor Johnny Kinsman and is heavily shaped by the historic and literary traditions that Beacon Hill has championed for centuries. By blending early American history with atmospheric storytelling, the performance mirrors the very ethos of Beacon Hill's own historical preservation efforts and its deep-rooted love for 19th century American literature.

This production serves as a unique cultural bridge between Boston's historic neighborhoods. Just as Beacon Hill residents take pride in preserving the federal-style architecture and stories of Charles Street and Mt. Vernon Street, Old North Church uses this performance to keep early American folklore alive in a vibrant, acoustic setting. It offers Beacon Hill history buffs, families, and literary enthusiasts a perfect autumn evening out, celebrating the shared revolutionary and literary tapestry of Boston. The musical reading promises an intimate, candlelit ambiance that matches the cobblestone charm of Beacon Hill, making it a must-see regional event this Halloween season.

Tickets are available on Eventbrite and at: https://oldnorth.com/event/sleepy-hollow/.

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- Remy Creations
- Rugg Road
- Sara Campbell
- Soodee
- Tess
- The Designers Leather Clothiers
- The Hummus Shop
- Toscano Restaurant
- Upstairs Downstairs Home
- J.P Licks

About Ellie Fund

Since 1995, Ellie Fund has provided non-medical essential services – including grocery gift cards, healthy prepared meals, transportation to appointments, childcare, housekeeping, and integrative therapies – to breast cancer patients, so they can focus on what matters most: spending time with their families and healing. Every breast cancer patient in active treatment in Massachusetts is eligible. www.elliefund.org

News, Notes and Whatever

BY PHIL ORLANDELLA

FOCCP FALL FESTIVAL

Friends of Christopher Columbus Park (FOCCP) will hold a Fall Festival on Saturday, October 17 from 12noon to 3:30pm.

The event will begin with a parade through the park. Children and adults, if they choose, are invited to wear Halloween costumes.

FOCCP has planned a fun filled event all afternoon. The event is free and open to all.

NEWNC SUPPORTS RICHMOND STREET RESTAURANT

There was no opposition by the North End/Waterfront Neighborhood Council (NEWNC) to an application by North End Realty Group, LLC seeking zone rule requirements to convert existing commercial space at 81 Prince Street and to transfer a beer and wine license for a restaurant Kestra that will be located at the site.

"We welcome a new restaurant in that space which has been empty for some time," NEWNC President Kevin Fleming said,

Jessica Dello Russo, historian and researcher informed the community group of a grant given to the Old North Illuminated to document when the North End was a Jewish community for the City of Boston's Historic Markers Program.

HARBOR TOWERS COMPLETES CLIMATE CONTROL PROJECT

Harbor Towers, 85 India Row, which hosts 1,200 residents, has completed a seven-year major $20 million climate resilience project.

Apparently, the 2018 flooding area was a wake-up call, that doing nothing about the situation was not an option. The owners of Harbor Towers, without government assistance took it upon themselves to take the necessary action to protect their homes from rising sea levels and coastal flooding.

The action taken is expected to expand the life of Harbor Towers for another 50 years.

SLEEPY HOLLOW AT OLD NORTH

Ichabod Crane and the Headless Horseman will be at the Old North Church on Friday, October 9 for a musical reading of Washinton Irvine's tireless classic, The Legend of Sleepy Hollow.

There will be two performances 6:30pm and 8pm. Advance ticket sale www.oldnorth.com/event/sleepyhollow.

AI AT LIBRARY

Artificial Intelligence: A Friendly Guide foe lifelong learners took place at the North End Library. Jennie Xie spoke on how AI can help support healthy aging.

FREE FLU/ COVID 19 SHOTS

Boston Health Commission is making flu and COVID 19 shots free at clinics throughout Boston. For a listing of dates, times and locations visit www.boston.gov/vaccine.

FONEL STARTS MEETINGS

After taking the summer off, the Friends of the North End Library (FONEL) have started their Board meetings at the library.

At the September 9 meeting, Roy Harrington, chair of the library's renovation committee advised that at the next meeting an official from the main library will present an update on FONEL's request for funding to make needed improvements to the building.

FONEL Treasurer Gail Kudak announced she will not seek reelection.

Current Liberian Liz Blake will return to her own branch at Fields Corner once construction has been completed and the doors will be open to the public.

FONEL supports the library by helping supplement financial budget needs through volunteer efforts, ongoing book sale and The Wishing Tree.

They also sponsor many events, activities and programs for the community to enjoy.

Health officials announce three additional human cases of West Nile virus

Special to the Regional Review

The Massachusetts Department of Public Health (DPH) announced three additional human cases of West Nile virus (WNV) this year. The cases include a male in his 60s who was exposed in Suffolk County, a male of unknown age likely exposed in Suffolk County, and a male in his 90s exposed in Middlesex County. The risk from WNV will continue until the first hard frost.

Most of the 11 human cases of WNV this year were exposed in areas of Middlesex and Suffolk counties at high risk for WNV. Risk levels for WNV are currently high in Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Newton, Revere, Somerville, Watertown, and Winthrop. Most of the rest of the state is at moderate risk.

DPH announced the state's first WNV-positive mosquitoes this year on June 16. Since then, a total of 338 mosquito samples has tested positive for WNV so far this season from Barnstable, Berkshire, Bristol, Dukes, Essex, Franklin, Hampden, Hampshire, Middlesex, Norfolk, Plymouth, Suffolk, and Worcester counties. No animal cases of WNV have been reported this year.

Eastern equine encephalitis (EEE) continues to be detected in mosquitoes in Massachusetts this year. There have been 26 EEE-positive mosquito samples and no human or animal cases so far this year.

Surveillance information, including case updates, is updated daily and posted online at the Massachusetts Arbovirus Update web page. DPH encourages everyone to use this online resource regularly to stay informed on risk levels in their community and around the state.

People have an important role to play in protecting themselves and their loved ones from illnesses caused by mosquitoes.

Avoid Mosquito Bites

Apply Insect Repellent when Outdoors. Use a repellent with an EPA-registered ingredient, such as DEET (N,N-diethyl-m-toluamide), permethrin, picaridin (KBR 3023), or oil of lemon eucalyptus (p-menthane-3,8-diol (PMD) or IR3535) according to the instructions on the product label. DEET products should not be used on infants under two months of age and should be used in concentrations of 30 percent or less on older children. Oil of lemon eucalyptus should not be used on children under three years of age.

Be Aware of Peak Mosquito Hours. The hours from dusk to dawn are peak biting times for many mosquitoes. Consider rescheduling outdoor activities that occur during evening or early morning in areas of high risk.

Clothing Can Help Reduce Mosquito Bites. Wearing long sleeves, long pants and socks when outdoors will help keep mosquitoes away from your skin.

Mosquito-Proof Your Home

Drain Standing Water. Mosquitoes lay their eggs in standing water. Limit the number of places around your home for mosquitoes to breed by draining or discarding items that hold water. Check rain gutters and drains. Empty unused flowerpots and wading pools and change the water in birdbaths frequently.

Install or Repair Screens. Keep mosquitoes outside by having tightly fitting screens on all windows and doors.

Protect Your Animals

Animal owners should reduce potential mosquito breeding sites on their property by eliminating standing water from containers such as buckets, tires, and wading pools – especially after heavy rains. Water troughs provide excellent mosquito breeding habitats and should be flushed out at least once a week to reduce mosquitoes near paddock areas. Horse owners should keep horses in indoor stalls at night to reduce their risk of exposure to mosquitoes. Owners should also speak with their veterinarian about mosquito repellents approved for use in animals and vaccinations to prevent West Nile virus (WNV) and EEE. If an animal is suspected of having WNV or EEE, owners are required to report to the Department of Agricultural Resources, Division of Animal Health by calling 617-626-1795, and to the Department of Public Health by calling 617-983-6800.

More information, including all WNV and EEE positive results, is available on the Arbovirus Surveillance Information web page, which is updated daily, or by calling the DPH Division of Epidemiology at 617-983-6800.

HAPPY ITALIAN HERITAGE MONTH

Happy Columbus Day

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North End

HAPPY
COLUMBUS DAY

NORTH END
CARES

CELEBRATE YOUR ITALIAN HERITAGE!

The North End Regional Review is privileged to publish this map of Italy which designates the regions of that wonderful land where our Italian-American neighbors can trace their roots

Below is a list of the families who emigrated from Italy to America. You can use this, combined with the map on the reverse side of this page to see where your ancestors once lived in Italy.

ABRUZZI

A
Allecca
Almonte
Amalangelo
Antonioli
B
Bernabeo
Bertorelli
Bonaventura
Borgheitti
Bruno
Bucciarelli
C
Calantropio
Calderaro
Campanili
Carsoccia
Cerolilla
Centofanti
Ciampi
Cieri
Cogliano
Conti
Conticino
Crescenzi
Croce
Crognale
Crugnale
Cucurullo
D
D'Amato
D'Angelo
DeAngelis
DeBenedictus
DeBerardis
DeBernardinis
DeCarolis
Decatahli
DeChallis
DeCicco
DeConza
DeFilippe
DeFilippo
DeGirolamo
DeGregorio
D'Elia
DelMonaco
DelRosni
DelSusca
DelVecchio
Domantino
Dongelis
D'Erasmo
DeSantis
DeTarsanda
DiBonaventura
DiCicco
DiCenzo
DiGhiei
DiFederico
DiGregoire
DiFelio
DiLurento
DiMatteo
DiNazzi
DiNozzi
D'Orio
DiPaolo
DiPietro
DiPompo
DiSipio
DiTommasa
DiTullio
DiUllo
Domicello
F
Evangelista
E
Falzarano
Fasciano
Federico
Ferrari
Finscone
Fontana
Fusi
G
Gelsomini
Gervasi
Giannettia
Giovachini
Guarnaccia
Guglielmi
L
Laurino
Lazzaro
Leombruno
Liberi
Lisanto
Lucibella
M
Malorsano
Mancini
Margini
Marsilio
Martelli
Mastropassqua
Mastroglacomo
Mastrorilli
Mastrotodaro
Mastrotuteo
Masrola
Mezza
Mezzina
Molinari
Monopoli
Morra
Napoletano
Natola
Nicolazzo
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Nuccitelli
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Palmerini
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Pamarchi
Pasqualino
Perni
Petitto
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Piovenzano
Purracchio
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Valli
Renieri
Ricchiuto
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Rocchio
Rossetti
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Rotondi
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Santone
Saraceni
Scarpa
Smorelli
Stanziani
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Tarullo
Tasciotti
Tassi
Tauro
Travaglia
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Torra
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Tucci
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Valentini
Veneziosa
Ventullo
Volpe

ABRUZZI E MOLISE

A
Antonelli
B
Bertorelli
Biasarila
Borghetti
Bucci
C
Caniglia
Capone
Carnevale
Castello
Castracane
Catalano
Ciancio
Cipollone
Clemente
Cogliano
Conti
Costantino
Colomaggio
Crescente
Cutone
D
Dabenigno
DeCandia
DeFilippo
DeFranco
DeGirolamo
DeGregorio
Delmoncelice
Delfonso
Delia
DelGreco
D'Elia
DeLollis
DelRossi
DelVecchio
DeMarco
DePretis
D'Eramo
DeSiderio
DeTiranto
DiBonaventura
DiCicco
DiCenza
DiFederico
DiGregorio
DiLurento
DiMatteo
DiNazzi
DiNozzi
D'Orio
DiPaolo
DiPietro
DiPompo
DiSipio
DiTommasa
DiTullio
Domicello
F
Ferrari
Finamore
Fontana
Fortunato
Fusa
Fusi
G
Gervasi
Giacchini
Giorgio
L
Leombruno
Liberi
Lisanto
Lucibella
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Malocchiomagno
Malocco
Malorana
Melogrido
Monaco
Mancini
Marantino
Marcella
Marchitelli
Morrone
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Nardizzi
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Palli
Panarchi
Pellegrini
Pellilla
Pietrangelo
Pignatelli
Pinto
Provenzani
Purracchio
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Rossetti
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Travaglia
Tubia
Tondonati
Torra
Toscano
Tucci
Tutino
V
Valentini
Veneziosa
Ventullo
Volpe

APULIA (BARI PROVINCE)

Alberizio
Antonino
Azzellino
Barbaverna
Barbuba
Belsito
Bombino
Caffaro
Capelletti
Caprioli
Caprera
Carelli
Catona
Chiumiento
Ciccarone
Cirello
Comeglia
Corato
Cormacchiolia
Cosmai
Cuoco
D'Alessandro
D'Alto
Dannuno
D'Agostino
DeCandia
DeCeglie
DeFranchis
Delfato
Del Orto
Del Olio
Della Rosa
DelVento
DelRosso
DeMango
DeMichele
Denbeo
Depalma
DeTuma
DeVento
D'Aferio
DiBesi
DiBisceglie
DiCeglie
DiClemente
DiDomizio
DiLudo
DiModugno
DiMonno
DiPasquale
DiPalma
DiSavino
DiTerlizzi
DiTommase
Evangelista
Fasano
Gallo
Garofoli
Germanio
Genatiempo
Gentile

APULIA (Foggia Province)

Armenti
Basilli
Calacuna
Capobianco
Cocco
Colantuo
D'Ambrosio
D'Amico
DiPanni
Flammiato
Gentile
Gentili
Lacerenza
Lecilla
Lagarelli
Lopriore
Lurito
Manna
Mastropolito
Mazzeo
Margo
Murgo
Pascone
Piccirilli
Pinto
Principe
Quitadamo
Rauseo
Savio
Scillitano
Solitro
Tortolano
Zagarello

APULIA

Ascolli-Gil
Augusta
Albercanza
Alessio
Bartolomeo
Bartolomucclo
Bavaro
Belisario
Belmonte
Benedetti
Benedetto
Bevilacqua
Bonamico
Buonono
Bonvino
Boltari
Brescia
Brigante
Bruno
Buffardi
Cannone
Cannone
Cardone
Carella
Carlone
Casselli
Cavaliere
Chiaminisalia
Cascarino
Catalogna
Catacchio
Cirilli
Cilarelli
Constantino
Conversano
Corato
Corsiete
Corsese
Cristiano
Curzoli
Dalari
DaConte
DeBari
DeBartolomeo
DeBellis
DeBenedetti
DeBenedetto
DeBenedettis
DeCesare
DeCosmis
DeGuidire
Del Ponti
Del Re
DeLuca
Demmamaro
DeNigro
DePasquale
De Rina
Defilippo
DiMolfetta
DiPirro
Fanelli
Fasano
Ferrasse
Fiorentino
Fiorentino
Garibba
Gelonato
LaCrollalanza
Laterza
Lattanzio
Lavarese
Leone
Liberti
LoConte
Logoluso
Lorchenzi
Lorenzini
Lotusso
Maleagi
Massimino
Migliarini
Molino
Morea
Mormile
Napoletana
Nenella
Palombella
Palumbo
Panunzio
Peppola
Peracatore
Pesanti
Pinto
Porcaro
Prete
Ramieri
Recchia
Reccardi
Rizzo
Rizzotti
Rosi Antonio
Savino
Sbano
Schiralico
Sciscuiella
Sgrano
Siciliani
Tarantino
Trigiano
Tristone
Troisi
Ulzo
Zingaro

BASILICATA

Ambrosini
Caruggio
DiMase
Ebanista
Frabasilis
Jerardi
Laquinta
Marrone
Mettilo
Pascarelli
Petrucelli
Provenzano
Sollmando

CALABRIA

Altomare
Barbuto
Bellino
Belsito
Bonaglio
Bria
Brindisi
Ceccarelli
Ceccavarza
Cefalone
Cajola
Capalbo
Cassazza
Cipolone
Cipozzo
Cipullo
Carvelli
Cervello
Catanzaro
Ceiulano
Censone
Chiodo
Chicarro
Chilla
Comito
Corasino
DiGiorno
DiGori
Duma
Fulco
Ferraro
Federico
Fulginiti
Gangemi
Gimpante
Grasia
Jasone
Jamelli
Jamello
Jannherelli
Leo
Morello
Luce
Padovano
Paldino
Palladino
Panduri
Panella
Pellegrini
Peluso
Pingatore
Pingitore
Pinnitro
Pirrtano
Pollio
Porcaro
Potenta
Pracchello
Raimondi
Rocco
Rossi
Russo
Scagliono
Scalea
Scarcella
Sebastello
Secella
Sciechitano
Sgherelli
Squillaciati
Trigilia
Trivilino
Vetrinezza
Vitaliano
Zuaro

CAMPANIA

A
Alunni
Amato
Angelo
Arciano
B
Bagiullo
Bachato
Barone
Bello
Belfatto
Bella Isacono
Beninceasa
Breglio
Buono
C
Caggiano
Caramanica
Carapenazo
Carullo
Caprinito
Carpenetti
Casapenzato
Castaldi
Cavezzoli
Ciccarelli
Ciappenelli
Cicalese
Ciecoini
Cirio
Cimaglia
Cimino
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Cincotta
Cipro
Cirullo
Ciulla
Ciullo
Colle
Colangeli
Colantuoni
Colella
Collaro
Colutto
Corbinelli
Coscia
Curato
D
Damora
D'Amora
Donna
Donzella
DeBenedictis
DeBeta
DeCandia
DeCristofaro
DeFilippo
DeFrancesco
DeFrancisco
Del Bufaro
Del Gaizo
Del Papa
Della Sala
Dell Isola
Dello Iacono
Dell Orfano
Dello Russo
Del Sesto
DePetri
DeRiso
DeSimone
DeVincenza
DiBella
DiDonata
DiNapoli
DiPaci
Donna Summa
E
Esposito
F
Ferra
Ferri
Fiala
Fina
Fiola
Fiorillo
Fuschelli
Gagliardi
Galano
Galasso
Giacchetti
Giordano
Gizzi
Grilla
Grillo
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Marsella
Martinelli
Martone
Mazzilli
Melillo
Meola
Mignone
Monfreda
Mottola
Mutarelli
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Nazzaro
Notarangeli
Nozzolillo
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Palermo
Palermo
Palmiotto
Pascucci
Pascucci
Pasquarella
Pezzella
Picarelli
Picariello
Pittore
Pugliangelo
R
Raimondi
Regione
Renzullo
Repucci
Ricardi
Ricci
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Salemmo
Santucci
Solimene
Solmone
Spagnola
Spina
Storgiallulo
Staccia
Suano
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Travaglione
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Urciuoli
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Vertilli
Vitone
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Zullo

CAMPANIA (AVELLINO PROVINCE)

Amone
Arzulone
Asminio
Barone
Bevilacqua
Brogna
Cangiano
Capone
Cardellichio
Carfora
Carpinella
Cardinito
Catalino
Chiucciarello
Ciampa
Ciona
Contrado
Coviello
D'Agostino
D'Aiello
DeCarlo
DeCristofero
DeDominicis
DeGuglielmo
DeCrosso
Della Torre
Dello Russo
Donnarumma
Donnelly
Donnino
Fabrizio
Fasano
Fiorentino
Fiorillo
Fiorillo
Fiorillo

NEWRA *(from Page 1)*

meeting by Jessica Dello Russo, historian and researcher.

The grant will be used to document and identify historic marker sites for the City of Boston's Historic Markers Program.

Jessica noted the project is seeking photos and community participation.

Interested email dellorusso@gmail.com or tours@oldnorth.com

Derek Anderson, ARUA and engineer for the North End Waterfront Climate Control Alliance reviewed the US Army Corp report and response by NEWRA and NEWCCA.

Letters are listed below

September 17, 2026
Mr. Todd Randall
U.S. Army Corps of Engineers, New England District
ATTN: COB CSRM Project Team
696 Virginia Road Concord, MA 01742-2751
via email: boston-csfrm@usace.army.mil

Subject: Public Comments on the USACE Boston CSRM Study Draft Integrated Feasibility Report and Programmatic Environmental Assessment (IFR/EA)

The North End Waterfront Climate Alliance (NEWCA) is a climate-focused task force consisting of a collaboration of North End residents, business owners, environmental experts, engineering firm Arup, and City of Boston planners who have been working together to represent and advocate on behalf of the North End Waterfront community for flood resilience solutions that are strongly supported by our community. In 2024 we began working directly with all waterfront property owners and many inland property owners, residents, and businesses in our neighborhood to create the NEWCA Flood Resilience Plan, available at https://www.newra.org/newca. The NEWCA Flood Resilience Plan directly advanced the strategies laid out in the City's Climate Ready Boston Program, and is unanimously supported by all waterfront property owners along the North End Waterfront, from Battery Wharf to Commercial Wharf, where the Boston CSRM project currently proposes a new flood protection system to be constructed along the waterfront.

We thank you for this opportunity to submit comments on the USACE Boston Coastal Storm Risk Management Study (CSRM) Draft Integrated Feasibility Report and Programmatic Environmental Assessment (IFR/EA). We have been grateful for the collaborative process between U.S. Army Corps of Engineers (USACE), City of Boston, NEWCA, and our community to date, and truly appreciate the work that has gone into the CSRM draft report. We commend the USACE for integrating the planning and design already undertaken by City's Climate Ready Boston Program along with elements of the NEWCA Flood Resilience Plan and the Wharf District Council's Flood Resilience Plan. We are also pleased to see that the USACE's project team has concluded that construction of flood protection projects along Boston's waterfront would have a high Benefit Cost Ratio exceeding 4:1, confirming the validity of this approach and underscoring the urgency of implementation.

We are supportive of the CSRM project and strongly urge the CSRM project team to recommend Action Plan 2 in the next iteration of its report, with Action Plan 3 as an early actionable element of the overall plan. As Action Plan 2 is the only approach that provides city-wide flood protection, with Action Plan 3 specifically protecting against flood pathways at Moakley Park, it is crucial that the final CSRM report lays out clear priorities and a commitment to implement Action Plan 2 and Action Plan 3 over the next two decades.

The CSRM final report should also provide more clarity and transparency on the USACE methodology for choosing flood barrier locations and project types. When they diverge from Climate Ready Boston proposals and the follow-on resilience plans prepared by NEWCA and the Wharf District Council, we would like to see more details about how and why those decisions were made given the years of community engagement and technical planning work the City, NEWCA, and the Wharf District Council have completed to develop those proposals. Together, the flood resilience plans prepared by NEWCA and Wharf District Council have gained the unanimous support of all waterfront property owners from Battery Wharf to the Fort Point Channel. Understanding the USACE rationale for deviations from these plans will be critical for maintaining this strong community support as the USACE takes the next step in advancing flood resilience design for our community.

While we are generally very supportive of the overall CSRM plan, several refinements are necessary before NEWCA can fully endorse the CSRM plan, as detailed in our comments below.

• Recommend Alternative DT-3 Proceed to Further Design Development

• Our strong preference is for Alternative DT-3 over DT-3A. We urge USACE to select DT-3 as the recommended plan, inclusive of refinements indicated in the comments in this letter. Our concerns regarding Alternative DT-3A include:

• DT-3A leaves all properties in the North End north of Fleet Street exposed to flooding. This plan does not address the significant risks of potential damage to homes and businesses for these properties which may result in significant and lasting impacts on property values, insurance costs, historic buildings, critical transportation infrastructure, and revenue from tourism, which would ultimately impact all of our community members, as well as the region well beyond Boston's municipal boundaries. The true benefits of DT-3 compared to DT-3A are also significantly understated, as CSRM only quantifies costs and benefits based on National Economic Development (NED) benefits and does not account for the full range of business disruptions that would be affected by coastal storms, impacts to tourism, environmental quality, life-loss, or any potential growth in the coming decades.

• DT-3A requires long-duration closures of Atlantic Avenue. As noted in Section 2.7.1 of the IFR/EA, Nor'easters can last for multiple days. The deployable barrier across Atlantic Avenue proposed by DT-3A would therefore likely need to be closed for several days during these storm events. We also understand this deployable barrier would need to be closed every year or two by 2050, and more frequently by 2070. As Atlantic Avenue is an established local evacuation route and an important route for emergency responders, local commuters, businesses, and residents, DT-3A would have a significant negative impact on response times for first responders, community evacuation activities, traffic, disruption to businesses, and property values.

• DT-3A does not provide a viable approach to protecting Battery and Burroughs Wharves. USACE's study found that pile-supported structures such as Battery and Burroughs Wharves cannot be protected by non-structural measures alone and would also require structural interventions in water (IFR/EA Section 7.3.2). It therefore appears USACE has determined that non-structural measures for Battery and Burroughs Wharves are not feasible. As no feasible strategy has been identified by USACE to protect these properties other than DT-3, we strongly recommend USACE select DT-3 as the recommended plan.

• The CSRM project's approach to infilling beneath the Battery and Burroughs Wharf decks unnecessarily inflates the costs of DT-3 compared to DT-3A. We believe this infill approach may be excessively conservative. We request subsequent design efforts consider not infilling beneath these wharves but instead leaving the space beneath the wharf decks open for use as stormwater storage. Associated cost savings should be considered when comparing the costs and benefits of DT-3 to DT-3A.

• DT-3A does not assess potential damages associated with leaving the harbor tunnels and underground structures unprotected. The avoided losses included in the assessment of DT-3, and the potential losses included in the assessment of Action Plan 1 - 'No Action Alternative' and DT-3A should include an assessment of the impact of the increased weight of water associated with a 2070 100-year flood event on existing underground structures (e.g. the Sumner and Callahan Tunnels, underground garages at Battery and Burroughs Wharves, etc.), and the potential need for reinforcing any of these structures to accommodate the additional water load. This assessment should include the cost of potential damage to the tunnels and surface structures above the tunnels, economic impacts associated with loss of use of the tunnels, and potential loss of life. Alternative DT-3 protects these underground structures by preventing deep storm surge waters from adding load to the land areas above them. Refer to Appendix A of this comment letter for additional information regarding potential risk of damage to underground structures caused by additional weight of water during a storm surge.

• DT-3A should include non-structural measures for properties north of Fleet Street. If the DT-3A cutoff alignment is advanced in the final design, non-structural measures should be provided for all unprotected properties exposed to flood hazards in the North End. As many buildings in the North End are left unprotected by DT-3A, we request USACE's final report identify the specific non-structural options that may be covered by the USACE program for properties that are not protected by DT-3A.

• Increase Level of Protection:

• Enable Improved Future Adaptability: The Massachusetts Coast Flood Risk Model

(Report *Pg. 11*)

REPORT *(from Page 10)*

(MC-FRM) is used by the City of Boston and State of Massachusetts to assess future anticipated storm surge elevations for planning, design, and permitting of flood protection systems. Importantly, the MC-FRM is broadly used and supported as the de facto model our communities have agreed upon for defining our risk tolerance to flood hazards. The MC-FRM anticipates higher future storm surge elevations compared to the USACE's analysis.

To avoid precluding the City of Boston from eventually providing the level of protection necessary to address the flood risks identified by the MC-FRM model, we request the CSRM flood barrier structure foundations and concrete reinforcement be designed to allow future height increases to the 2070 1% AEP significant wave height based on MC-FRM at a minimum.

• Provide Protection Against Wave Overtopping: Appendix B, Section 8 of the IFR/EA report notes that in general, the target crest elevation for city-wide flood protection systems was selected by USACE to protect against the USACE High SLC 2090 1% storm surge water levels, inclusive of a provision for wave overtopping. However, in the North End/Downtown neighborhood, a lower level of protection is being provided, between the USACE Intermediate and High SLC scenarios for stillwater, with no provisions for preventing wave overtopping from causing inland flooding in this neighborhood. This results in a top of barrier elevation of 14.0' NAVD88 for the North End/Downtown neighborhood. The CSRM study notes this lower level of protection being provided to the North End/Downtown neighborhood based on USACE's assumption that a higher level of protection would result in a stark contrast to existing conditions and would therefore not be acceptable to the community.

We request each neighborhood be provided an equivalent level of protection. This should be accomplished using different approaches sensitive to site-specific considerations for each neighborhood. For the North End, we request no change to the 14.0' top of barrier elevation but do request USACE include the floating breakwater docks proposed by the NEWCA Flood Resilience Plan plans (or other wave dissipators) to reduce the risks of wave overtopping, and thus increase the level of protection provided to these neighborhoods to a similar level being provided to Charlestown and Dorchester.

• Include Hybrid Solutions of Flood Barriers + Wave Dissipators + Nature-Based Strategies: The report notes breakwaters and similar approaches such as wave dissipators, and nature-based strategies were screened out as "they alone are not adequate as storm surge reducing measures." Rather than screening out solutions that may not work as stand-alone solutions, we request the USACE supplement the currently proposed flood barriers (e.g. seawalls, floodwalls, levees) with additional wave dissipators and nature-based strategies (e.g. floating breakwater docks, living shorelines, living seawalls, floating wetlands) to create a hybrid solution that increases the level of storm surge protection beyond what the currently proposed flood barriers can provide on their own, and to provide co-benefits such as preserving or enhancing access to and views of the Harbor, water transportation and recreation dock slips, and environmental resources. In particular, the floating breakwater docks, living shorelines, and floating wetlands indicated on the NEWCA Flood Resilience Plan and the Wharf District Council's Flood Resilience Plan (available at www.wharfdistrictcouncil.org/climateresilience) should be added to the CSRM project.

• Protect the Union Wharf Townhouses. The townhouse buildings on Union Wharf are not protected by the CSRM project. While enclosing these townhouses with a flood barrier to elevation 14.0 is not desired due to the significant negative impacts such a wall would have on these buildings, we request the CSRM project include an outboard/water-based flood barrier to protect these townhouses against more frequent, less severe storm events, as indicated on the NEWCA Flood Resilience Plan. We request the flood barrier around the townhouses have a top of wall elevation of 11.0'+/- NAVD88 and be designed to be elevated to elevation 14.0' in the future.

• Reconstruct the Harborwalk. As the CSRM project will be impacting all existing Harborwalks throughout the neighborhood, the project should include reconstruction of all elements of these Harborwalks at an elevation that provides views and access to the Harbor, consistent with Chapter 91 requirements and as indicated in the WDC and NEWCA Flood Resilience Plans.

• Provide Redundancy Against Single Points of Failure

• The current plan appears to rely on a single line of protection. We are concerned that any single point of failure could result in significant widespread flooding throughout the City. We request USACE consider including the Secondary Flood Protection Systems proposed by the NEWCA and Wharf District Council Flood Resilience Plans in the CSRM project.

• We request a sensitivity analysis be performed for potential blocked deployable gates, including considering potential reduction of residual risks associated with including the Secondary Flood Protection Systems proposed by the NEWCA and Wharf District Council Flood Resilience Plans.

• Avoid Precluding Future Urban Realm Improvements

• Design flood walls for future loading associated with planned land modifications. Design all flood protection wall foundations and concrete reinforcement to support additional loading associated with backfill and surface features associated with urban realm improvements (elevated land, public open space areas, Harborwalk areas, waterfront access routes, etc.) indicated on the WDC and NEWCA Flood Resilience Plans.

• Collaborate with the City and its partners to consider future public realm projects in the design of the CSRM project. Moving forward, we urge USACE to collaborate with the City to ensure the CSRM project is designed in consideration of supplemental projects to amend and connect the public realm to the CSRM project's coastal flood protection work, to avoid precluding public realm improvements such as for the Harborwalk, parks, nature-based strategies, and fill for placemaking.

• Protect the Boston Sail Loft restaurant and avoid precluding future expansion of the Harborwalk deck around the restaurant. The Boston Sail Loft restaurant on Commercial Wharf is partially cantilevered over the water. The CSRM flood barrier design does not appear to reflect this existing condition. Design the CSRM flood barriers to avoid impacting the existing building, and to avoid precluding the future Harborwalk deck expansion at this restaurant proposed on the NEWCA Flood Resilience Plan.

• Accommodate Future Stormwater System Improvements

• Accommodate future planned improvements to the City's stormwater management system to protect against combined rainfall and high storm surge events. Boston Water and Sewer Commission's (BWSC) Coastal Stormwater Discharge Analysis report concludes that shoreline flood protection projects that do not improve the City's current stormwater infrastructure will leave the neighborhood exposed to extensive flooding during combined rainfall and storm surge events. We request USACE consider the potential interior flooding associated with a 100-year rainfall combined with a storm surge of 13.8' NAVD88 as indicated in the BWSC Coastal Stormwater Discharge Analysis study, and ensure the CSRM flood barriers do not preclude or make it more difficult or expensive for the City to construct the stormwater storage and pump systems necessary to protect against such a storm. This includes the following stormwater system improvements identified by BWSC, WDC, and NEWCA:

• BWSC-proposed pump system at Christopher Columbus Park.

• NEWCA-proposed stormwater storage below the decks of Battery Wharf, Burroughs Wharf, Boston Yacht Haven and the Urban Spaces building on Commercial Wharf.

• WDC-proposed stormwater storage at Central Wharf, Harbor Towers, and Rowes Wharf (note this requires a revision to the USACE flood barrier alignment at Harbor Towers to match the alignment indicated by the Wharf District Council's Flood Resilience Plan) and associated outfall pipe from Rowes Wharf to the Fort Point Channel (refer to WDC's Inland Stormwater Drainage & Flooding Study available at https://www.wharfdistrictcouncil.org/climateresilience)

• Use the area beneath the decks at Battery, Burroughs, and Commercial Wharves for stormwater storage, rather than infill.

• Infilling beneath these decks precludes the ability of the City to use these below-deck areas as rainfall storage to mitigate the risk of increased inland flooding associated with rainfall during a storm surge event, as indicated in the NEWCA Flood Resilience Plan. This is particularly relevant as the CSRM project does not account for wave overtopping for this neighborhood, and the flood maps in Appendix J of the IFR/EA report indicate over 2 feet of flooding will remain at Burroughs Wharf due to rainfall during a 100-year rainfall event. We note these property owners have expressed support for using the areas beneath their decks for stormwater storage as indicated on the NEWCA Flood Resilience Plan and as further described in Appendix B of this comment letter.

• Mitigate Increased Storm-

(REPORT *Pg. 15*

FOCCP FUN DAY A TERRIFIC FAMILY EVENT

By Phil Orlandella

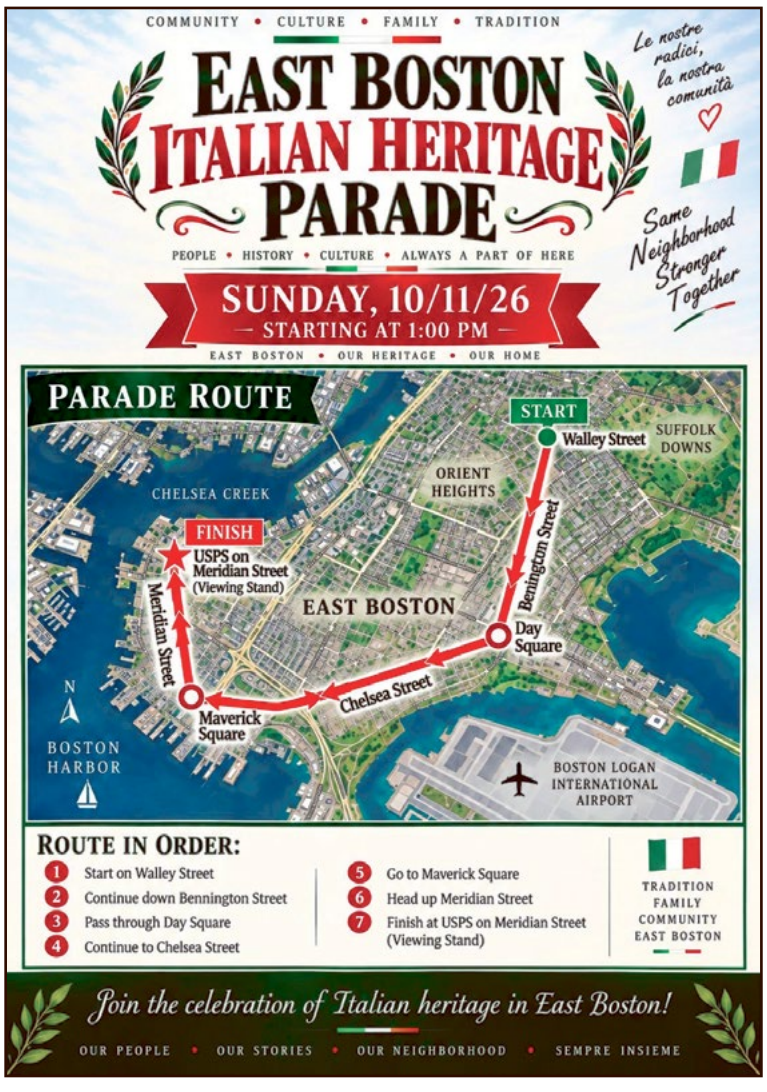
The Friends of Christopher Columbus Park second Fun Day was held at Atlantic Street park on the West Lawn, in the North End attracted many families and was filled with lawn games from noon to 3pm.

Families enjoyed Giant Jenga, Kidfit Elliptical, Badminton and mazers. Fun Day was made possible by sponsors and FOCCP members.

The event was a perfect way to get into fall.

COURTESY PHOTOS

Shown are scenes form the Friends of Christopher Columbus Park Fun Day.



FOCCP FUN DAY A TERRIFIC FAMILY EVENT

COURTESY PHOTOS

Shown are scenes form the Friends of Christopher Columbus Park Fun Day.

Elevate Cities launch in Boston, inviting residents to gather, discover and create

Special to the Regional Review

What if getting involved in your city started with something joyful? National non-profit Elevate Cities is bringing that idea to Boston, launching its second city with a growing series of experiences designed to bring people together, strengthen belonging and inspire more people to take part in civic life.

Following its 2025 debut in Miami, Elevate Cities will work alongside Boston residents, local organizations and civic partners to build on what is already strong in the city, creating new opportunities to gather, discover the people and stories that make Boston extraordinary, and contribute to the life of their communities.

Elevate Cities' Boston launch begins this fall with a commitment of $25,000 to support 50 resident-led block parties and community gatherings. Additional programs and community partnerships will be announced in the coming months.

"Belonging is built through simple, everyday acts, whether it is sharing a meal, pulling up a chair or meeting the person down the block," said Kim Coupounas, CEO of Elevate Cities. "Boston already has extraordinary neighborhood energy. We want to support that energy and help more people find their way into it."

The expansion also brings Elevate Cities founder and Boston native Joseph Deitch's work back to his hometown. Deitch grew up in Dorchester and Mattapan and graduated from Boston Latin School. He later founded Commonwealth Financial Network in Massachusetts and established the Deitch Leadership Institute at Boston Latin School.

"Boston shaped who I am and how I think about community," said Deitch. "Bringing Elevate Cities to my hometown is deeply personal. I hope this work creates more opportunities for Bostonians to know their neighbors and experience everything that makes this city special."

In its first nine months in Miami, Elevate Cities partnered with more than 40 local organizations and engaged tens of thousands of people through programs centered on food, music, poetry, storytelling, recognition and community connection. In addition, the non-profit contributed over $150,000 to area nonprofits through unrestricted grants, fellowships, and sponsorships.

"Miami showed us that people are hungry for joyful ways to connect with their cities and one another," said Coupounas. "We are not coming to Boston to replicate Miami's programs. We are here to learn from Boston, support what is already working and help more people participate in what makes the city extraordinary."

(Elevate Cities *Pg. 14*)

Healey-Driscoll Administration announces Violence Against Women Act grants

Special to the Regional Review

The Healey Driscoll Administration invites qualifying nonprofits and public agencies to apply for $3.4 million in federal grant funding to support victim services and efforts to prevent and respond to domestic violence, sexual assault and stalking.

The funding is available through the FFY26 Violence Against Women Act (VAWA) Grant Program, administered through the Massachusetts by the Office of Grants and Research (OGR). The competitive grant process is held once every four years, and organizations selected through this round may be eligible to receive funding for up to four years, through the next competitive process in 2030.

"Massachusetts stands with victims and survivors of domestic violence, sexual assault and stalking," said Governor Maura Healey. "We are committed to making sure victims and survivors across Massachusetts can get the support they need when they need it. These grants will strengthen the organizations doing this critical work every day and help keep people and communities safe."

"Victims and survivors deserve access to strong, trusted support in their communities," said Lieutenant Governor Kim Driscoll. "This funding will help organizations across Massachusetts strengthen services, support survivors and improve how we prevent and respond to domestic violence, sexual assault and stalking."

"This funding strengthens the partnerships that are essential to supporting victims and preventing violence," said Public Safety and Security Secretary Gina Kwon. "By investing in law enforcement, prosecutors, victim service providers and community organizations, these grants help ensure that every part of the system has the resources to work together, respond effectively and better support survivors."

"This grant program allows police, prosecutors, service providers and other critical partners the opportunity to secure sustained resources needed to build their capacity to address domestic violence, sexual assault and stalking and to better serve victims of these crimes," said OGR Executive Director Kevin Stanton. "We're committed to ensuring these organizations have access to funding and grant support over the full lifetime of their grant."

The Healey-Driscoll Administration has continued to strengthen support for victims and survivors across the public safety system, with a focus on improving access to services, coordination and trauma-informed responses. Recent efforts include investments in services for victims and survivors of human trafficking, expanded victim-centered training for law enforcement, and resources that help victims stay informed and supported as they navigate the criminal justice system.

The last competitive application process for VAWA funding was held in 2022. That process resulted in 42 organizations receiving a combined total of nearly $12.8 million in VAWA grant funding between 2022 and 2025.

Interested agencies can learn more and apply on the VAWA program page of OGR's website. Applications are due no later than 4 p.m. on October 23.

Elevate Cities *(from Page 13)*

For more information about Elevate Cities and its Boston programs, visit elevatecities.org.

Elevate Cities is a nonprofit organization that inspires joy, belonging and civic pride by creating unique ways for people to connect with one another and participate in their communities. Working alongside local governments, nonprofits, cultural organizations, businesses, schools and neighborhood groups, Elevate Cities develops shared experiences that celebrate local people, places and stories. Founded by philanthropist Joseph Deitch, Elevate Cities launched in Miami in 2025 and is expanding to Boston as its second city, with plans to bring its approach to additional cities across North America. Learn more at elevatecities.org.

Oversight *(from Page 3)*

which means clearer rules for how these tools are acquired, used, and overseen," said Councilor Weber, member of the Surveillance Oversight Advisory Board.

"As surveillance technology evolves, our safeguards and oversight must evolve with it. These tools can play an important role in public safety, but residents deserve transparency about what technology is being used, who has access to their data, and how that information is protected. The recent use of new vendors and technologies without clear Council notification has exposed gaps in the existing ordinance that we have an obligation to address," said Councilor Coletta Zapata. "I'm proud to join Councilor Weber as the second co-sponsor of this amendment to strengthen accountability, close those gaps, and ensure that public safety and civil liberties remain at the center of how Boston uses surveillance technology."

"The current loophole violates the original purpose of the 2022 ordinance, and its use has led to rising public concern about the Boston Police Department's usage of both automated license plate readers (ALPRs) and social media monitoring tools," said Councilor Santana, Chair of the Committee on Public Safety & Criminal Justice. "In closing this loophole and requiring stricter reporting requirements, we are meeting the Council's original intent and ensuring that the public remains accurately informed about these tools and technologies used by the Boston Police Department. At a time when people are very rightfully concerned about data collection, surveillance, and the possible misuse of government tools, it is vitally important that we maintain and grow public trust. This ordinance does just that."

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REPORT *(from Page 11)*

water Hazards Induced by the CSRM Project

• Include Non-Structural Measures to protect Burroughs Wharf garage against rainfall-based flooding induced by the CSRM project. Figure 29 of the IFR/EA Appendix J indicates the CSRM flood barriers will increase rainfall-induced flooding at Battery Street in the North End. This coincides with the entrance to an existing underground garage at Burroughs Wharf, which may cause significant damage to the garage and below ground facilities. We request non-structural measures be provided in the CSRM project to mitigate this induced flooding and protect the existing garage.

• Elevate the Sargents Wharf parking lot to protect against rainfall-based flooding induced by the CSRM project. Figure 29 of the IFR/EA Appendix J indicates the CSRM flood barriers will increase rainfall-induced flooding at the Pilgrim Parking lot at Sargents Wharf in the North End. The project also does not address the over 3 feet of flooding anticipated at the parking lot, as indicated in Figure DB-5 in the Appendix J Attachments. This is an important parking lot for residents to park vehicles off-street during climate emergencies. We request the CSRM project address this induced risk by raising the grade of Sargents Wharf as indicated on the NEWCA Flood Resilience Plan. At a minimum, the CSRM flood barriers at Sargents Wharf should be designed to allow the parking lot to be raised to Elevation 12.0 NAVD88 in the future.

The North End Waterfront Climate Alliance appreciates this opportunity to comment on the USACE Draft Boston CSRM report, and we look forward to future refinements of this critical plan to protect our communities from flooding.

Sincerely,

Cheryl Delgreco, president

On behalf of the North End Waterfront Climate Alliance

September 17, 2026

Mr. Todd Randall

U.S. Army Corps of Engineers, New England District ATTN: COB CSRM Project Team

696 Virginia Road Concord, MA 01742-2751 Via email: boston-csfrm@usace.army.mil

Subject: USACE Boston CSRM Study Draft Integrated Feasibility Report and Programmatic Environmental Assessment

The North End/Waterfront Residents' Association (NEWRA) appreciates this opportunity to comment on the U.S. Army Corps of Engineers (USACE) Boston Coastal Storm Risk Management Study (CSRM) Draft Integrated Feasibility Report and Programmatic Environmental Assessment (IFR/EA). For 30 years, NEWRA, a 501c3 membership organizaion, has provided the North End/Waterfront residential community a process by which it can provide informed input to decision-making by city, state and federal agencies.

NEWRA has followed and been presented the work of the U.S. Army Corps of Engineers' CSRM, the City of Boston's Climate Ready Boston, and the North End Waterfront Climate Alliance (NEWCA) toward recommending short-term and long-term measures and projects that can reduce risks to the Downtown and North End neighborhoods from climate change, sea level rise, storm flooding, and storm surge.

NEWRA appreciates the enormous amount of work and associated public engagement in those efforts. NEWRA supports NEWCA's Flood Resilience Plan haps://www.newra.org/newca, the culmination of a collaborative effort by our neighbors across the entire North End waterfront from Commercial Wharf to Battery Wharf. While we generally support USACE's CSRM plan, several refinements are necessary, as described below.

• Increase Level of Protection.

• Design CSRM flood barrier structure foundations and concrete reinforcement to allow future height increases based on MC-FRM projections. The Massachusetts Coast Flood Risk Model (MC-FRM) is used by the City of Boston and State of Massachusetts to assess future anticipated storm surge elevations. The MC-FRM anticipates higher future storm surge elevations compared to the USACE's analysis.

• Include the floating breakwater docks proposed by the NEWCA Flood Resilience Plan to reduce the risks of wave overtopping. Each neighborhood should be provided an equivalent level of protection using different approaches sensitive to the site-specific considerations for each neighborhood. The CSRM plan provides the North End neighborhood a lower level of protection - at top of barrier elevation 14.0' NAVD88 - than other neighborhoods.

• Supplement the currently proposed flood barriers with additional wave dissipators and nature-based strategies (e.g. floating breakwater docks, living shorelines, living seawalls, floating wetlands). These additional measures would increase the level of storm surge protection beyond what the currently proposed flood barriers can and help protect and/or enhance waterfront access and enjoyment and environmental resources, all of which are important contributors to Boston's quality of life and economy. These measures are indicated on the NEWCA Flood Resilience Plan and the Wharf District Council Flood Resilience Plan (www.wharfdistrictcouncil.org/climateresilience) and should be added to the CSRM project.

• Protect the Union Wharf Townhouses. The CSRM project should include a new seawall that cuts off below-ground flow paths into the townhouses and that can support eventual installation of a 4-Y glass wall above.

• Protect the Boston Sail Lo9 restaurant.

• Alternative DT-3, not DT-3A, should Proceed to Further Design Development.

We urge USACE to select DT-3, along with the refinements outlined in this letter, as the recommended plan. Our concerns regarding alternative DT-3A include:

DT-3A leaves all properties in the North End north of Fleet Street exposed to flooding.

• DT-3A's proposes a deployable barrier across Atlantic Avenue that would necessitate long-duration closures of this primary roadway and local evacuation route to protect from Nor'easters that can last for multiple days.

• DT-3A does not provide a viable approach to protecting Battery and Burroughs Wharves.

• The cost of DT-3 compared to DT-3A is inflated with the CSRM project's approach to infill beneath the Battery and Burroughs Wharf decks. Serious consideration should be given instead to leaving the spaces beneath the wharf decks open for use as stormwater storage.

• DT-3A does not assess potential damages associated with leaving the harbor tunnels and underground structures unprotected. alternative DT-3 protects these underground structures by preventing deep storm surge waters from adding load to the land areas above them.

• Advance AcBon Plan 2, with AcBon Plan 3 as an early element. USACE is currently considering advancing only Acton Plan 3, which protects against flood pathways at Moakley Park in South Boston. We urge USACE to advocate for advancing both Acton Plan 2 and Acton Plan 3 to provide assurance of federally-funded city-wide flood protection, including protection to North End properties and pathways that already experience coastal flooding.

• Reconstruct the Harborwalk. As the CSRM project will be impacuag all existing Harborwalks throughout the neighborhood, the project should include reconstruction of all elements of these Harborwalks at an elevation that provides views and access to the Harbor.

• Provide Redundancy Against Single Points of Failure. We request USACE conduct an analysis of potential risk reduction associated with including the Secondary Flood protection Systems proposed by the NEWCA and Wharf District Council plans.

• Avoid Precluding Future Urban Realm Improvements. Design all flood protection wall foundations and concrete reinforcement to support additional loading associated with urban realm improvements (elevated land, public open space areas, Harborwalk areas, waterfront access routes, etc.), such as those indicated on the WDC and NEWCA Flood Resilience Plans.

• Accommodate Future Stormwater System Improvements. Accommodate planned/avoid precluding proposed improvements to the City's stormwater management system to protect against combined rainfall and high storm surge events. These include and may not be limited to a BWSC proposed pump system at Christopher Columbus Park; NEWCA's proposed stormwater storage below the decks of Battery Wharf, Burroughs Wharf, Boston Yacht Haven and the Urban Spaces building on Commercial Wharf; and WDC's proposed stormwater storage at Central Wharf, Harbor Towers, and Rowes Wharf.

• Mitigate Increased Stormwater Hazards Induced by the CSRM Project

• Include Non-Structural Measures to protect Burroughs Wharf garage against rainfall-based flooding induced by the CSRM project.

• Elevate the Sargents Wharf parking lot to protect against rainfall-based flooding induced by the CSRM project.

NEWRA appreciates this opportunity to comment and looks forward to future refinements of this critical plan to protect our community from flooding.

On behalf of the North End Waterfront Residents association,

Cheryl Delgreco, president

Jenn Crampton, vice president

Kirsten Hoffman, secretary

Mary Ann D'Amato, treasurer

cc: Michelle Wu, Mayor, City of Boston Senator Lydia Edwards, RepresentaUve Aaron Michlewitz, City Councilor Gabriela Coleaa Zapata, At-Large City Councilors Ruthzee Louijeune, Julia Mejia, Erin Murphy, and Henry Santana Brian Swea, Chief Climate Officer, City of Boston, Kate Roosa, P.E., Office of Climate Resilience, City of Boston

NEAA KICKS OFF SOCCER PROGRAM

The North End Athletic Association (NEAA) soccer program is in full swing at Puopolo Park. On opening day Boston Police District provided a free ice cream truck.

Wu appoints Emily Knight as Economic Development Chief

Special to the Patriot-Bridge

Mayor Michelle announced the appointment of Emily Knight as the City of Boston's new Economic Development Chief. Knight will begin serving in the role on October 19, 2026.

A longtime Boston resident, Knight has spent her career at the intersection of entrepreneurship, innovation, and economic development. Most recently, she has served as President and CEO of The Engine, where she shaped the organization's strategic direction and built partnerships with industry leaders, educational institutions, and public sector partners to help tech companies grow and bring breakthrough technologies to market.

Emily Knight

Under Emily's leadership, The Engine strengthened its position as a hub for 'Tough Tech'—science and engineering focused on solving the world's most difficult and urgent challenges. The organization now supports more than 150 companies and was recently recognized by TIME as one of the country's top incubators and accelerators.

"We are deeply grateful to Interim Chief Donald Wright for guiding this team and delivering such impact through the opportunities of last summer and beyond, while laying the groundwork for even more ahead," said Mayor Michelle Wu. "Emily Knight has spent her career bringing people and institutions together to turn ambitious ideas into companies, jobs, and lasting economic growth. Emily understands what entrepreneurs and businesses need to succeed—and how to ensure that success reaches every neighborhood in our City. I'm thrilled to welcome her to our team and look forward to her leadership to grow our economy, strengthen our communities, and make Boston the best place to build a life and build a business."

Knight's appointment underscores the Wu administration's focus on strengthening Boston's economic competitiveness while expanding access to the jobs, investment, and opportunities created by Boston's thriving innovation economy.

"Boston has extraordinary talent, institutions, and ideas, and this role is an incredible opportunity to connect those strengths into economic growth that lasts," said Emily Knight, Incoming Economic Development Chief for the City of Boston. "I want to help companies start here and grow here, while making sure the jobs and industries they create are felt in every neighborhood across the City. I'm incredibly proud of what we built at The Engine, and I'm ready to bring those nine years of learning to the City I love and call home."

Knight joined The Engine in 2017 and served in several leadership roles before becoming President and CEO. Prior to that, she managed general operations, strategy, and product development at Workbar coworking spaces. Knight holds a Bachelor of Science from Cornell University's School of Hotel Administration, and is a resident of Roslindale.