

**Dr. Kenneth Marshall  
125 Coolidge Avenue  
Watertown, MA 02472**

October 8, 2019

Timothy J. Burke, Chairman  
Boston Planning & Development Agency  
Boston City Hall, Room 900  
Boston, MA 02122

Dear Mr. Burke,

On behalf of the Cocoanut Grove Memorial Committee, a registered 501c3 non-profit organization, I/we wholeheartedly endorse Mr. John Hynes and his development team on their proposal to build a mixed use project at the Motor Mart Garage site on Stuart Street. Mr. Hynes and his development partners have generously included the Cocoanut Grove Memorial, which is earmarked to be built at Statler Park on Stuart Street as part of their Community Benefits package. The Motor Mart Garage is a block away from the Piedmont Street site of the Cocoanut Grove nightclub, where on November 28, 1942 a fire erupted that caused the death of 490 people, culminating into Boston's deadliest catastrophe.

During the past six years, our Committee has successfully petitioned the City of Boston to rename a street on the site of the nightclub to Cocoanut Grove Lane. Two years ago, with the support of the Revere Hotel, our Committee hosted a 75<sup>th</sup> Anniversary Memorial attended by over 500 people to pay tribute to the victims, survivors, first responders, medical professionals, families and friends associated with the Cocoanut Grove Fire.

Along with a financial commitment to the Cocoanut Grove Memorial, the development team of the project has also pledged to maintain the upkeep of Statler Park going forward. This is a wonderful example of preserving Boston's rich history and being a good neighbor. We welcome the support of Mr. Hynes and his development team and respectfully ask the BP&DA Board to approve the proposed development and community benefits associated with the Motor Mart Garage residential mixed use project. Thank you.

Sincerely yours,

Kenneth Marshall, MD, FACS



Cc. Carol Downs, BPDA Board Member  
Michael P. Monahan, BPDA Board Member  
Dr. Theodore C. Landsmark, BPDA Board Member  
Priscilla Rojas, BPDA Board Member  
Brian P. Golden, Director, BPDA  
John Hynes, CEO, Boston Global Investors



October 11, 2019

**VIA EMAIL AND HAND DELIVERY**

Michael Sinatra, Project Manager  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

**Re: Notice of Opposition to the Proposed Motor Mart Garage project  
201 Stuart Street (the "Proposed Project")**

Dear Mr. Sinatra:

We represent Twenty Park Plaza, LLC ("Twenty Park Plaza"), the owner of the Park Plaza Office Building that is located at 20 Park Plaza and 21 Columbus Ave. in Boston ("20 Park Plaza"). Twenty Park Plaza is located directly across Columbus Avenue from the Proposed Project and therefore is an abutter. Originally part of the Statler Hotel Boston built in 1927 by hotelier E.M. Statler, the Park Plaza Office Building is a historic Boston landmark that is managed by The D.L. Saunders Real Estate Corp., a Boston-based real estate investment company founded in 1898. Twenty Park Plaza, Donald L. Saunders and the Saunders family companies ("Saunders") have made significant contributions to City of Boston and the Park Plaza neighborhood for generations, including, since 1976, by partnering with the City of Boston for the maintenance and care of Statler Park located directly adjacent to the Proposed Project across Church Street. Given its significant investment, historic role and unique stake in the neighborhood, Twenty Park Plaza appreciates the opportunity to offer comments on the Proposed Project.

Twenty Park Plaza and its consultants have carefully reviewed the Project Notification Form and supplemental submissions by 201 Stuart Street Owner, LLC (the "Proponent"), attended the IAG Presentation last June, and recently met with members of the Proponent's development team to discuss its concerns. While Twenty Park Plaza would welcome further investment and thoughtful development to the neighborhood, Twenty Park Plaza has a number of concerns about the significant adverse impacts the Proposed Project will have on Park Plaza, the neighborhood, and the City. Equally important, Twenty Park Plaza and its consultants also believe the Proponent's submissions and presentations lack sufficient information for the Boston Redevelopment Authority, d/b/a The Boston Planning and Development Agency ("BPDA") and other stakeholders to adequately assess the Proposed Project's impacts on the surrounding community and the City as required under Article 80 of the Boston Zoning Code. This dearth of information from Proponent remains even after the customary comment and response process

and the BPDA's Request for Supplemental Information. At this point, Twenty Park Plaza and Saunders assume the Proponent will not be providing further responses and information. As a result and on account of its significant unaddressed concerns, Twenty Park Plaza and Saunders oppose the Proposed Project.

Based on the information provided by the Proponent to date, Twenty Park Plaza and Saunders have the following concerns which are not all inclusive.

### **Zoning Compliance – Excessive Density and Unlikely Relief**

The Project Site is located within the Midtown Cultural District which is governed by Article 38 of the Boston Zoning Code (the "Code"). The Project Site is also located within the Groundwater Conservation Overlay District governed by Article 32 of the Code and the Restricted Parking Overlay District governed by Article 3 of the Code.

For Projects subject to Large Project Review, Article 38 of the Code sets a maximum building height of 155 feet and a maximum floor area ratio of 10.0. Section 38-19 of the Code also establishes specific design requirements relating to street wall continuity, street wall height, sky plane setbacks, display windows, and maximum floor plates above a building height of 125 feet. The following table identifies elements of the Proposed Project which either fail to comply with the Code's requirements or for which the Proponent has yet to provide sufficient information to determine compliance.

<b>Project Element</b>	<b>Code Requirement</b>	<b>Proposed Dimension</b>
Zoning Height	§ 38-7 - 155 feet	310 feet
Floor Area Ratio	§ 38-7 - 10.0	13.1
Street Wall Continuity	See § 38-19(1)	?
Street Wall Height	See §38-19(2)	?
Display Window Area Regulations	See §38-19(3)	?
Sky Plane Setbacks	See §38-19(4)(a)	?
Max Floor Plates	See §38-19(b)	?

### **Dimensional Variances**

The Proposed Project will require zoning relief from the Board of Zoning Appeals. The Proposed Project will require ***dimensional variances*** for both ***height*** and ***floor area ratio*** that far exceed maximum limits established through recent planning efforts. The Proponent has indicated that other variances from the Specific Design Requirements of the Midtown Cultural District also may be required. However, the Proponent has failed to specify whether such variances are required or the scope and extent of those variances, or if any other variance or relief is needed, or

to provide an application schedule, all as specifically required by the BPDA's Supplemental Information Request to the Proponent dated December 5, 2018. This missing information is critical information for abutters and other stakeholders to fully understand the impact of the Project, and equally important, essential to a proper review and adequacy determination by the BDPA.

The Board of Appeal may grant a variance *only* if it finds *all* of (i) special circumstances or conditions applying to the land or structure (such as, but not limited to, the exceptional narrowness, shallowness, or shape of the lot, or exceptional topographical conditions thereof), peculiar to the land or structure but not the neighborhood, such that the failure to grant the variance would deprive the applicant of reasonable use of the land or structure; (ii) that, for reasons of practical difficulty and demonstrable and substantial hardship, the granting of the variance is necessary for the reasonable use of the land or structure and that the variance as granted by the Board is the minimum variance that will accomplish this purpose; and (iii) that the granting of the variance will be in harmony with the general purpose and intent of this code, and will not be injurious to the neighborhood or otherwise detrimental to the public welfare. It is highly unlikely the Proponent will obtain the variances needed to proceed with the Proposed Project as planned. See Code, Section 7-3.

Neither the Proposed Project and nor the project site can meet this standard and the Proponent will be unable to sustain variances on appeal in the unlikely event variances are granted. The Project site has no peculiarity that requires a 310' tower for its reasonable use. Moreover, the proposed variances are not minor, but rather gross exceedances (100% or double in the case of height and 30% in the case of floor area ratio) of density limits established through thoughtful community planning efforts. Therefore, even if the ZBA found a compelling peculiarity in the Project site, as well as the required practical difficulty and demonstrable hardship, there are certainly not the minimum variances necessary for the reasonable use of the Project site<sup>1/</sup>.

Finally, the granting of these variances would be uniquely injurious to Twenty Park Plaza in many ways and directly contrary to the general purposes and intent of the Code and the zoning for the Midtown Cultural District, specifically. The basis of the Midtown Cultural District zoning (Article 38) is the Midtown Cultural District Plan, which was completed in 2014 as part of the City's effort to establish comprehensive planning policies, development controls and design guidelines for Special Study Areas (the Midtown Cultural Area being Special Study Area No. 2). Park Square is itself a distinct area with the Midtown Cultural District. The Midtown Cultural District contains both Planned Development Areas and certain Housing Priority Areas<sup>2/</sup> that would allow for height and density in excess of the established limits. The Project site is not within these areas.

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<sup>1/</sup> 212-222 Stuart Street was recently approved at 19 stories and 200', 110 feet less than the Proposed Project.

<sup>2/</sup> The permitted building height and FAR in the Housing Priority Areas is 250' and 12, respectively.



The Midtown Cultural District also contains certain Protection Areas established to protect public open spaces, abutting residential areas and historic buildings. The Project site abuts and is in close proximity to both the Boston Common and Public Garden Protection Area and the Bay Village Protection Area which have maximum height and density limits critical to protecting the identified public resource.<sup>3/</sup> The Project site also abuts directly on the Bay Village Neighborhood District, and specifically Multi-Family Residential and Row House Residential Subdistricts, which have height and FAR limits of 35' and 2.0, and the Neighborhood Shopping Subdistrict, which has a maximum height and FAR limit of 65' and 6.0. Allowing gross exceedances of established height and FAR limits on land abutting the Protection Areas, and Residential and Neighborhood Subdistricts would be discordant and contrary to the purposes of the Midtown Cultural District.

### **Conditional Use Permits**

The proposed first floor retail and restaurant first floor uses and any proposed parking usage would be conditional uses – either under the applicable Midtown Cultural District zoning or under the RPOD requirements – requiring conditional use permits. The Proponent has also indicated the Proposed Project will likely require a conditional use permit for groundwater infiltration pursuant to Groundwater Conservation Overlay District requirements.

### **Construction Impacts**

Twenty Park Plaza and Saunders have specific concerns about construction impacts to 20 Park Plaza because of the building's unique substructure. 20 Park Plaza is supported by a two-story underground steel-frame foundation that extends to the outer limit of the sidewalk on all sides of the building. Twenty Park Plaza recently made significant capital repairs and improvements to this substructure, including waterproofing to protect against water infiltration given the obvious adverse impact water would have on steel. The Proponent has yet to identify its means and methods of construction, including the proposed foundation methods and, as such, it is impossible to assess the possible impacts to 20 Park Plaza's substructure. Twenty Park Plaza and Saunders respectfully request the BPDA to require the Proponent to identify its means and methods of construction and to perform a study to evaluate potential impacts to 20 Park Plaza and neighboring structures, and identify prudent mitigation measures.

In addition to the specific concern related to 20 Park Plaza's substructure, Twenty Park Plaza and Saunders have general concerns about construction impacts given the Proposed Project's immediate proximity to 20 Park Plaza. To prevent and mitigate any adverse construction impacts upon 20 Park Plaza, the Proposed Project's Monitoring Program and Pre-Construction Survey should include the 20 Park Plaza perimeter wall in addition to a topical exterior survey. A

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<sup>3/</sup> The Boston Common and Public Garden Protection Area establishes maximum heights ranging from 85' to 155' and maximum FAR of 8.0 and up to 10 for Large Projects. The Bay Village Protection Area establishes a maximum height of 65' and a maximum FAR of 4.0.

complete copy of the Pre-Construction Survey should be provided to 20 Park Plaza in electronic format for review and further comment. The Monitoring Program should also include noise and vibration monitoring, including reasonable sensors at 20 Park Plaza, and Twenty Park Plaza should retain rights to review the Monitoring Plan.

The Proponent's Construction Management Plan should specifically address impacts to traffic and identify how the Proponent's specific plans to mitigate the adverse impact of truck traffic, deliveries, and crane operations. The Construction Management Plan should also account for the construction schedule for the 212-222 Stuart Street tower, located directly across Stuart Street, which is likely to break ground in the near future.

### **Impact to Access, Parking, Traffic Circulation; Insufficient Study**

Park Plaza and the Project site are located in a dense, uniquely configured and heavily trafficked neighborhood of Boston. 20 Park Plaza and its tenants currently rely on the public parking provided at the Project Site and along Columbus Avenue and Church Street, and its loading facilities are located on Columbus Avenue. Based on our review of the materials submitted by the Proponent to date, Twenty Park Plaza and its consultants have identified specific areas that require additional review and analysis by the Proponent in order to determine the potential impact of the Project both during construction and after the Project is complete. These areas include: trip-generation; traffic operations; parking; loading and deliveries; and construction management.

Twenty Park Plaza's traffic consultant believes the Proponent's trip-generation calculations understate the increase in traffic from the Proposed Project and its traffic analysis does not account for trips that will be removed (or redirected) as a result of the reduction in public parking at the site. This will impact access to 20 Park Plaza and circulation in the area, as well as the availability of parking for tenants and guests of 20 Park Plaza. The Project Notification Form does not account for the redistribution of traffic that will result from the reconfiguration of Church Street as a pedestrian way open to vehicular traffic and the location of the loading facilities on Columbus Avenue. Nor does the Project Notification Form account for or analyze the impact of locating the Proposed Project's loading facilities on Columbus in an already congested area, which will likely conflict with 20 Park Plaza's loading operations and result in more congestion and redistribution of traffic to adjacent streets and ways. The impact of a grocery use should receive particular attention, as this will likely result in more frequent deliveries and loading activities and the need to accommodate large delivery trucks (i.e., tractor semi-trailer combinations) within the loading dock area. The proposed elimination of metered parking along Church Street will also further decrease the available public parking in the area which serves tenants and guests of 20 Park Plaza, and should be addressed.

### **Impact to Public Parks**

Statler Park and Lincoln Square Park are vital public resources serving the neighborhood that abut the Project Site and the Proponent has not studied and identified impacts to these parks. The Proposed Project appears to jeopardize these important public resources in a number of ways. The increased loading facilities would direct increased truck traffic directly into the confluence of the Lincoln Square Park, Elliot Street, and Columbus Avenue. The Proposed Project would also direct garage entering and exiting traffic into that confluence and to the detriment of the neighborhood users of the Lincoln Square Park. The loading facilities or garage traffic must be relocated away from Project Site's frontage on Columbus Avenue.

The plan to raise and reconfigure Church Street as a pedestrianway (open to vehicular travel) is also a public detriment. First, encouraging use of the street by both pedestrians and vehicles will create an unsafe environment that is inconsistent with basic public safety. From a traffic perspective, Church Street currently functions to mitigate traffic flow away from the Lincoln Square Park. The raised table concept is intended to enhance the Project Site's main entrance by presenting a visible barrier to vehicular traffic, and by so doing, traffic will be redirected away from Church Street and into the overburdened Lincoln Square Park area through the alternate routes of Park Place to Elliot Street to Columbus Avenue, or Charles Street to Park Plaza to Columbus Avenue. Equally important, that plan will effectively amount to de facto discontinuance of Church Street and annexation of Church Street and Statler Park to the Project Site, making it the front yard of the Proposed Project. The Saunders family have been stewards of Statler Park for years and object strenuously to this plan to privatize an important public resource that it has supported for so long. The BPDA should carefully consider the practical implications of this change on these important public neighborhood resources, and also the legal implications, particularly if the City is not receiving full and fair consideration for these resources. At a minimum, the Proponent should disclose its plans for signage or other markers or elements to distinguish this public park resource from the Project site and to ensure the safe use of Church Street as a public street for use by both pedestrians and vehicles.

### **Impacts to Water-Sewer Infrastructure**

20 Park Plaza and its neighbors have experienced frequent sewer back-ups for many years, requiring emergency fixes with street openings and temporary pipes that interfere with pedestrian and vehicle traffic. Therefore, Twenty Park Plaza knows the existing water and sewer infrastructure is old, in poor condition, and overburdened. To Twenty Park Plaza's and Saunders' knowledge, the specific source of the problem has not yet been identified. It would be imprudent to add any additional use, never mind the significant increase in flowage proposed by the Proponent, without first identifying the source of existing problems. The Proponent should be required to determine the current condition of the water and sewer infrastructure and its capacity to handle the new demand created by the Project, and to make any upgrades and replacements needed to accommodate its increased demand.

### **Insufficient Study of Shadow Impacts**

The Project Notification Form's shadow analysis is incomplete to evaluate the full scope of the Proposed Project's impact. The shadow impact analysis presents a very limited snapshot: it looks only at shadows created on 4 days in a given year and does not include an analysis of shadow impact on neighboring buildings. The shadow analysis focuses on nearby open spaces, sidewalks and bus stops. It does not, for example, look at the shadow impact on Park Plaza, One Charles, or The Four Seasons Residences, though all are likely to be impacted. This requires further investigation and study by the Proponent. Twenty Park Plaza and Saunders respectfully request that the BPDA require the proponent to perform a total shadow path analysis on neighboring buildings, including 20 Park Plaza, so that it can more fully evaluate the shadow impact associated with the Proposed Project.

### **Insufficient Study of Wind Impacts**

The Project Notification Form identifies a degradation of wind speed conditions (from "walking" to "uncomfortable") at the corner of Park Plaza and Hadassah Way. The Proponent should be required to consider alternatives to address this additional wind impact. In addition to that, more study of wind impacts is required. The Proponent should be required to model wind impacts above the current 8-story garage height to properly assess the wind impacts of the Proposed Project.

### **Insufficient Study of Solar Glare**

The Project Notification Form concludes that no solar impact is anticipated but it does so without having identified the Proposed Project's window glass and other building facade materials, which will dictate the nature of the solar and thermal impacts. Once the Proposed Project selects these materials, the BPDA should require a Solar Glare Study to fully evaluate reflection and resulting visual glare impacts on adjacent residential buildings (including 20 Park Plaza), pedestrians, drivers and open spaces (including Statler Park, Lincoln Square and the Public Garden). The BPDA should also require an analysis of any associated thermal impact, including solar heat build-up.

### **Historic and Architectural Character**

Article 80 requires new projects to observe the historical and architectural character of the neighborhood. The Proposed Project would include a 310-foot tower that is grossly disproportionate to existing structures. The Proponent claims the Proposed Project should be judged against hotels and office towers creating the City's "high spine." But the identified buildings are in different neighborhoods not near the Project site. The proposed 28-story tower at 310 feet would dwarf the adjacent residential and historic buildings, including 20 Park Plaza (15 stories ~ 154') and even exceed the recently approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200').

**Public Benefits**

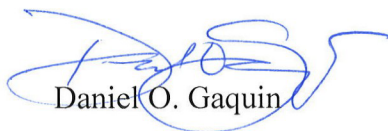
The Project Notification Form does not describe in detail any neighborhood specific investments in infrastructure, improvements or programs. Twenty Park Plaza looks forward to hearing more about any public benefits or cooperation agreements reached with the proponent to invest in the immediate area.

**In Sum**

Twenty Park Plaza and Saunders oppose the Proposed Project as currently designed and proposed. The Proposed Project height and density are grossly disproportionate to the scale of the immediate neighborhood and the Proposed Project fails to comply with zoning limits only recently established through a comprehensive and careful planning process. The Proposed Project could have a substantially adverse impact to 20 Park Plaza and the Park Plaza neighborhood. We urge the BPDA to carefully consider the Project's impacts of 20 Park Plaza, especially in terms of density and scale, traffic patterns and parking resources, and construction impacts, and to reject the Proposed Project as currently designed and proposed.

Thank you for your time and please do not hesitate to contact me with any questions or comments.

Very truly yours,

  
Daniel O. Gaquin

Direct Dial:

Email Address:

cc: Brian Golden, BPDA Director  
Jonathan Greeley, BPDA Director of Development Review  
Michael Morizio, Esq.

The Druker Company, Ltd., Suite 1000, 50 Federal Street, Boston, Massachusetts 02110-2585

June 25, 2019

VIA EMAIL: Michael.sinatra@boston.gov

Mr. Michael Sinatra  
Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

Re: 201 Stuart Street-Motor Mart Garage  
Supplemental Information

Dear Mr. Sinatra:

Arlington Boylston Realty Trust, an affiliate of The Druker Company, Ltd., owns the property at 350 Boylston Street and offers this letter as a record of our comments. We have reviewed the Motor Mart Supplemental Information submission filed on March 25, 2019 and attended the Impact Advisory Group (IAG) meeting on June 18, 2019, along with two public meetings, one on May 28, 2019 and another on April 10, 2019.

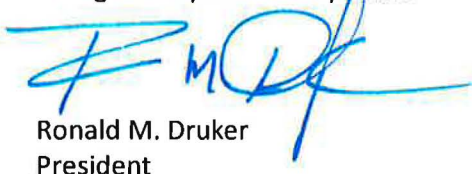
Our most critical concern is the shadow impacts derived from the proposed Motor Mart project. The Supplemental Information included more shadow analyses than the Project Notification (PNF) Filing dated September 11, 2018. The additional analyses illustrate the impact on our property from early morning to 10:15 a.m., with approximately 1 ½ to 2 hours duration in the late fall and winter months.

We support the economic vitality generated by this development, but have reservations about the access to daylight and the negative impacts of shadows during the late fall and winter months to our property.

We look forward to the response to our comments.

Sincerely,

Arlington Boylston Realty Trust



Ronald M. Druker  
President

cc: Brian Golden, Director, BPDA  
Jonathan Greeley, Director of Development Review, BPDA  
Barbara Boylan, Vice President, TDC

# BOSTON PRESERVATION ALLIANCE

April 25, 2019

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## Executive Director

Gregory J. Galer, Ph.D.

Michael Sinatra  
Boston Planning and Development Agency  
Boston City Hall  
Boston, MA 02201  
Re: Motor Mart Garage

Dear Mr. Sinatra,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 125 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance appreciates the opportunity to provide further comment on the Motor Mart Garage proposal. We have met with the proponent and feel that our concerns have been addressed through the alterations made to the project. The tower now includes more contextual material and less glass, creating a smoother transition from the historic parking garage to the new addition. The number of lobbies has been reduced from two to one, allowing for more public space and vibrancy at the ground level. We are comfortable with the project team's ability to successfully remove, store, and replace the existing panels on the garage to restore the facades after construction.

Though we hesitate to embrace tower additions to historic buildings, like the Motor Mart Garage, we do feel that in this specific situation the proposal is acceptable. The existing façade of the garage is a replica, so we are less concerned about its temporary removal than we would be if it were original fabric. This proposal does not violate shadow laws for the Boston Common and Public Garden as other proposals have. However we echo the concerns of the Friends of the Public Garden and others that any additional shadow on these two historic and treasured parks, especially in the winter, is detrimental and should be avoided if at all possible. Please pursue any additional design modifications that would reduce or eliminate shadows on the parks.

It should be understood that this project should not set precedent for other towers on historic buildings; each site must be evaluated for its unique location and qualities.

Thank you,



Greg Galer  
Executive Director

CC:

Rosanne Foley, Boston Landmarks Commission  
Elizabeth Stifel, Boston Civic Design Commission  
Liz Vizza, Friends of the Public Garden  
Tony Fusco, Art Deco Society



**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

October 4, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Re: Motor Mart Garage, Midtown  
Project Notification Form

Dear Mr. Rooney:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed Motor Mart Garage project located at 201 Stuart Street in the Midtown Cultural District of Boston.

The proposed project is located on an approximately 1.2 acre site. The site currently contains the approximately 421,000 sf, eight-story Motor Mart Garage containing 1,037 parking spaces. The proponent, 201 Stuart Street Owner, LLC, proposes to redevelop the garage into a mixed-use building by adding basement level retail, reducing parking, and constructing new residential apartments within the western portion of the existing building, and constructing new residential apartments and condominiums within a new 20-story residential tower rising out of the existing garage. The project will contain 306 apartment/condominium units, retain approximately 46,000 sf of retail and restaurant space, and retain 672 parking spaces. The site is bounded by Stuart Street to the south, Park Place to the east, Columbus Avenue to the northwest, Eliot Street to the northeast and Church Street to the west.

According to the PNF, the proposed water demand is approximately 79,463 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High DICI water main and a 16-inch HPFS line both installed in 2003 in Park Place, a 12-inch Southern High CI water main installed in 1925 in Eliot Street, a 12-inch Southern Low DICI water main installed in 1998, a 16-inch Southern High PCI water main installed in 1874 and lined in 1983 and a 48-inch Southern High PCI water main installed in 1927 in Columbus Avenue, and a 16-inch Southern Low PCI water main installed in 1911 and lined in 2008 in Church Street.

According to the PNF, the proposed sewage generation is 72,239 gpd, an increase of 45,212 gpd. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer



and a 24-inch by 27-inch storm drain in Park Place, a 12-inch sanitary sewer and a 30-inch storm drain in Eliot Street, a 60-inch by 60-inch combined sewer in Columbus Avenue and a 54-inch by 48-inch combined sewer in Church Street and a 12-inch combined sewer in Stuart Street.

The Commission has the following comments regarding the PNF:

#### General

1. Prior to the initial phase of the site plan development, 201 Stuart Street Owner, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at 201 Stuart Street Owner, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days



prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. For any proposed masonry repair and cleaning 201 Stuart Street Owner, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit 201 Stuart Street Owner, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. 201 Stuart Street Owner, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
6. 201 Stuart Street Owner, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 201 Stuart Street Owner, LLC will be required to apply for a RGP to cover these discharges.
7. The project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
8. 201 Stuart Street Owner, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the



Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

9. It is 201 Stuart Street Owner, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 201 Stuart Street Owner, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. 201 Stuart Street Owner, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 201 Stuart Street Owner, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. 201 Stuart Street Owner, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 201 Stuart Street Owner, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 201 Stuart Street Owner, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. 201 Stuart Street Owner, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 201 Stuart Street Owner, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 201 Stuart Street Owner, LLC should contact the Commission's Meter Department.



## Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 201 Stuart Street Owner, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 201 Stuart Street Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the 201 Stuart Street Owner, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. 201 Stuart Street Owner, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan



prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages 201 Stuart Street Owner, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 201 Stuart Street Owner, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 201 Stuart Street Owner, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. 201 Stuart Street Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 201 Stuart Street Owner, LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that 201 Stuart Street Owner, LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. 201 Stuart Street Owner, LLC should





contact the Commission's Operations Division for information regarding the purchase of the castings.

9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 201 Stuart Street Owner, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

cc: Kate Perez, 201 Stuart Street Owner, LLC  
K. Ronan, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail

October 16, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square, 9th Floor  
Boston, MA 02201

Re: Motor Mart project comments

Dear Michael,

The three block stretch of Stuart St between Charles and Clarendon has three towers approved or proposed, all of which could conceivably be under construction at the same time; construction management plans for all three projects must take into account the traffic impact of all three projects on the surrounding area.

380 Stuart – approved

212 Stuart – approved

201 Stuart - proposed

The long-term impact of three new towers on traffic, particularly on Stuart St. and Columbus Ave. will be significant. I encourage the BTDA to look at the current traffic, parking and delivery/pick-up usage on Columbus and Stuart Streets to address current problem areas that will get worse with increased traffic volume.

The Park Plaza delivery, tour bus, valet and frequent double parking situation on Columbus Ave needs some attention to keep travel lanes available.

Stuart Street, directly across from the Motor Mart, is currently the pick-up point for commuter buses during the afternoon rush hour (10 minute limit not enforced); the BTDA should consider a new location for this bus stop, both during construction, and beyond, as the new 212 Stuart loading dock will be active in that block.

Additional traffic delays on Stuart St will increase cut through traffic on Isabella St. for cars heading to I-90 and I-93; measures to discourage this cut through on a narrow residential street should be considered.

The Motor Mart developers have proposed that all Uber, Lyft, taxi, and resident vehicle passenger drop-offs and pick-ups will be directed to the 2nd floor of the garage. This arrangement should be written in to the plan, and enforced by building employees, as those activities could cause significant traffic tie-ups on Church, Columbus and Stuart Streets.

The Motor Mart developers have proposed changes to Church Street in front of Statler Park that would reduce the number of metered parking spaces on that block. Both the 212 project, and the Motor Mart project will create additional retail/restaurant demand for short-term parking in that block. There are currently 6 hard metered spaces on the east side of the street, two of which are valet in the evening. There are 5-6 pay-station-metered spots on the west side of the street. There are no metered spaces east of Church St on Stuart which is good for traffic flow; losing these 11-12 metered spaces will make it more difficult for patrons to access the retail and restaurants in the area. The Motor Mart should consider options to make inexpensive short-term parking available in the garage to discourage cars from pulling up and blocking travel lanes on Stuart and Church when visiting tower residents or accessing the 201 Stuart shops and restaurants.




I applaud the developers' commitment to take over the upkeep of Statler Park, and to landscape the surrounding sidewalks with plants/trees.

A grocery market at the Motor Mart site would be a welcome benefit to the surrounding neighborhoods. The developers' commitment to make a serious effort, including to offer competitive lease rates, to bring a grocery market in to their building has been an important factor in encouraging neighbor support; this commitment should be written in to the plan.

As a resident of the Bay Village neighborhood, I am concerned about crime increasing, particularly while our neighborhood abuts two construction sites which are generally dark, unattended spots overnight. I encourage the developer of the Motor Mart to include in any mitigation package an investment in security cameras in coordination with, and connected to the Boston Police Department.

Thank you,

A handwritten signature in dark ink, appearing to read "Jamie Brewer". The signature is fluid and cursive, with the first name "Jamie" and last name "Brewer" clearly distinguishable.

Jamie Brewer  
17 Piedmont Street



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October 18, 2018

Mr. Michael Rooney  
Project Manager  
Boston Planning and Development Agency  
One City Hall Plaza – 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Motor Mart Garage

Dear Mr. Rooney,

Since 1970, the Friends of the Public Garden has been committed to renew, care, and advocate for the Boston Common, Public Garden, and Commonwealth Avenue Mall. We are enthusiastic about Boston's growth and vibrancy but, consistent with our mission, we must ensure that the parks are protected from adverse impacts from development projects. Accordingly, we are writing to you to express our views regarding the proposed Motor Mart PNF currently under BPDA review through the Article 80 process.

As partners with the Boston Parks Department, the Friends contributes both time and resources to maintain and enhance the Boston Common and the Public Garden. One of our chief concerns is protecting the Common and Garden from additional shadows, which have negative impacts on the parks' horticulture as well as the enjoyment of the greenspaces by their many users, particularly during the cold winter months. We are pleased that the proposed project's design complies with the State shadow laws by not casting any new shadows between 8:00 am and 2:30 pm from March 21 to October 21.

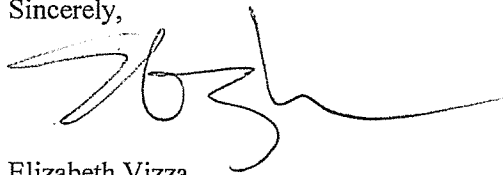
Nonetheless, we also wish to reiterate our concern about the importance of ensuring that these parks can be enjoyed year-round by users and that they do not become increasingly shadowed during the cold and windy winter months. The PNF shadow analysis does indicate that new shadows are cast on December 21 at 9:00 am in the Public Garden and at 3:00 pm in the Boston Common, but does not indicate the duration or the acreage covered. We request that the proponent provide time lapse analysis with area data for December 21 so that the public can evaluate the extent of shadow impact on that date.

As we have stated in comment letters on previous development projects, we recommend that the BPDA change its scoping requirements for shadow analysis to be more consistent with the State shadow laws. We applaud the proponent for providing time lapse shadow analysis for equinox and solstice dates from 8:00 am to 2:30 pm in the PNF Appendix and would like encourage the BPDA to make this time lapse analysis a requirement of all environmental submittals along with areal extent data when new shadows are cast.

We would like to point out that in the PNF the proponents have referred to the Public Garden as the “oldest link in the co-called Emerald Necklace” (Ch. 6-4) The Boston Common is in fact the oldest park link.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth Vizza', with a long horizontal flourish extending to the right.

Elizabeth Vizza  
Executive Director

cc: Brian Golden, Director, Boston Planning and Development Agency  
Christopher Cook, Chief of Environment, Energy, and Open Space  
Andrea Campbell, City Council President  
Michael Flaherty, City Councilor At-Large  
Ed Flynn, City Councilor  
Annissa Essaibi George City Councilor At-Large  
Ayanna Pressley, City Councilor At-Large  
Michelle Wu, City Councilor At-Large  
Josh Zakim, City Councilor  
Jay Livingstone, State Representative  
Aaron Michlewicz, State Representative  
Byron Rushing, State Representative  
Joe Boncore, State Senator  
Will Brownsberger, State Senator  
Greg Galer, Executive Director, Boston Preservation Alliance

October 18, 2018

Michael Rooney, Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

**RE: Motor Mart Garage Project, 201 Stuart Street, Boston, MA 02116**

Dear Mr. Rooney:

On October 10, 2018, Dave Wamester representing Boston Global Investors and the project team provided an update to the Midtown Park Plaza Neighborhood Association (MPPNA) of the Motor Mart Garage development project. This project entails redeveloping the eight-story Motor Mart garage into a mixed-use building to include basement-level retail space, new construction of 306 units within a 20-story residential tower above the existing garage with 672 parking spaces.

The members had concerns regarding the net new shadow cast on the Public Garden and Boston Common in addition to the reduction of approximately 365 parking spaces. The developer has committed to providing more in depth shadow studies.

In terms of mitigation for the Midtown Cultural District, any improvements to the public realm and pedestrian experience such as enhanced lighting, security, and reconstruction of sidewalk/streets would be welcome, as these overall improvements will help transform and beautify this part of the city.

The association, comprised of local business owners, residents, institutions and neighborhood organizations, meets monthly with Area A-1 Captain Kenneth Fong and Sergeant Stephen Moy to discuss issues affecting the quality of life for all those who work, visit or reside in the area surrounding the Theatre District located within the Midtown Cultural District.

Sincerely,

Members of the Midtown Park Plaza Neighborhood Association



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Motor Mart proposal

1 message

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**judithkomarow**

Sun, Oct 14, 2018 at 1:23 PM

To: Michael.Rooney@boston.gov

Dear Mr. Rooney,

I am a 14 year resident of Bay Village. I have attended multiple meetings concerning the proposed development above the motor mart garage. As it currently stands, I am against the project.

Why am I against it? It is far, far too tall. It will over shadow Bay Village and the surrounding area. Furthermore, the design is lopsided, it covers just a portion of the current structure. The developer in my opinion is not being forth coming as to why. It is my belief that the current lease(s) prevents the developers from using the whole area at this time. And I believe that when the lease(s) expire, that the remaining area will be developed. This will result in a massive structure unsuitable for the vicinity.

In my experience, developers of large projects always ask for far more than is required to turn a profit. And honestly, I do not care about the developer's profit margin. I care about the city and my neighborhood. If the developer claims that a structure say 1/2 the size of the current plan is not feasible, then so be it. The area will be fine if the motor mart remains as it is.

As a representative of the city, residents and constituents, I sincerely hope that you will support our collective needs verses that of a profit seeking developer.

Yours truly,

Judith Komarow  
Melrose Street



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

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Carrie Marsh &lt;carrie.marsh@boston.gov&gt;

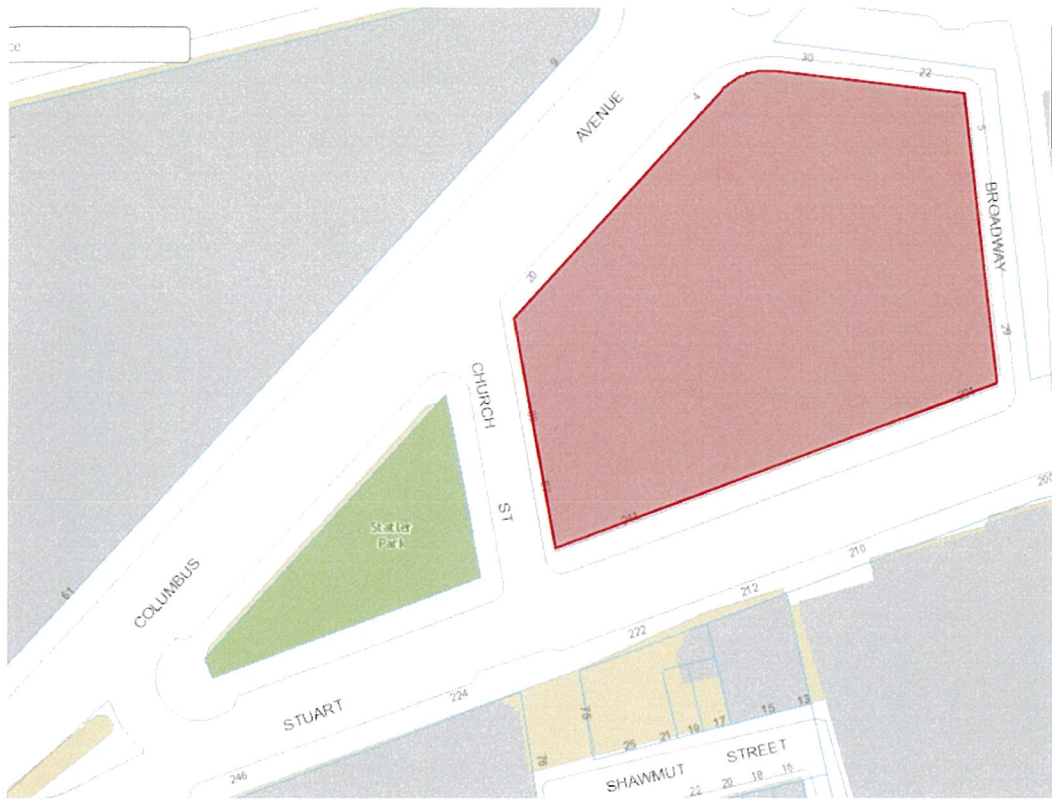
Wed, Oct 3, 2018 at 11:35 AM

To: Michael Rooney &lt;michael.rooney@boston.gov&gt;

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;, "Liza Meyer, ASLA" &lt;liza.meyer@boston.gov&gt;

Hello Michael - below is an informal summary of BPRD's comments made at the Scoping Session for your reference:

- Park Plaza Urban Renewal Area: The proponent and BPDA said that the site was within the Park Plaza Urban Renewal Area. BPRD seeks confirmation of whether the project is subject to the stipulation that 1% of total development costs must be contributed to the Boston Common and Public Garden.
- Shadow Impacts: The PNF and presentation only showed net new shadows related to the Boston Common and Public Garden shadow restrictions (nominal impact). BPRD requested additional studies that show the shadow impacts year round, from sunrise to sunset, on the entire neighborhood - including all public open spaces such as Statler Park.
- Statler Park Amenity: The proponent would like to visually, physically and functionally connect Statler to its project as an amenity to the development. It would like to make Church Street flush to the sidewalk with no curbs so that it reads as a continual space from the project to the park. The pedestrian use of that raised roadway was emphasized, though cars were shown.
- Impacts of Use: The proponent said that Trader Joe's or a similar use is expected for the first floor facing the park. BPRD notes that 300 households and a grocery store immediately on the park would dramatically increase the usage impacts. BPRD would request consideration of a major contribution to the existing maintenance endowment for Statler Park to offset these impacts.
- Public Realm Design: The proponent is proposing to create a visual and physical connection to Statler as an amenity to its project. BPRD will need to see the public realm plans more closely. Public spaces may not be privatized so the proposed connection will need to be evaluated. Further, BPRD will need to assess the current design and features in the park to determine the impact that such use would have. BPRD would likely look to the proponent for a major contribution to improvements to the park to accommodate the increased usage.
- Construction Management: BPRD would like to work with BTM and the proponent on the development of a Construction Management Plan.



**CARRIE MARSH**  
Executive Secretary  
Boston Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 (direct) 617-635-4505 (main)

----- Forwarded message -----

From: **Michael Rooney** <[michael.rooney@boston.gov](mailto:michael.rooney@boston.gov)>

Date: Mon, Sep 17, 2018 at 2:39 PM

Subject: Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

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[Quoted text hidden]





# CITY of BOSTON

Martin J. Walsh, Mayor

To: Michael Rooney, BPDA  
From: Zach Wassmouth, PWD  
Date: October 12, 2018  
Subject: Motor Mart Garage PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the Motor Mart Garage PNF.

**Site Plan:**

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

**Construction Within The Public Way:**

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

**Sidewalks:**

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

**Driveway Curb Cuts:**

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

**Discontinuances:**

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

**Easements:**

Any and all easements associated with this project must be processed through the PIC.

**Landscaping:**

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

**CHRIS OSCOOD** • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499





# CITY of BOSTON

Martin J. Walsh, Mayor

**Street Lighting:**

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

**Roadway:**

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

**Project Coordination:**

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

**Green Infrastructure:**

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at [zachary.wassmouth@boston.gov](mailto:zachary.wassmouth@boston.gov) or at 617-635-4953.

Sincerely,

**Zach Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024  
**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation  
Phone (617) 635-2854 • Fax (617) 635-7499



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Motor Mart Garage - Comments from the Art Deco Society of Boston

1 message

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**Fusco & Four**

Thu, Oct 11, 2018 at 12:06 PM

To: michael.rooney@boston.gov

Dear Mr. Rooney --

We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level."

This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000.

It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows—the spirit of the new "Machine Age."

This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past.

We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board.

Tony Fusco, President, Art Deco Society of Boston

--

8 Allenwood Street  
Boston, MA 02132

# **Boston Groundwater Trust**

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439  
www.bostongroundwater.org

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## Executive Director

Christian Simonelli

October 4<sup>th</sup>, 2018

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201-1007

Subject: Motor Mart Garage Project Notification Form (PNF) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the Motor Mart Garage Project Notification Form (PNF) located in the Midtown Cultural District. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed at the scoping session, the project will be designed and constructed to comply with the requirements of Article 32.

As stated in the document and confirmed at the scoping session, part of the proposed redevelopment of the building includes adding basement level retail space. The document also states that temporary dewatering in isolated excavations for foundation and substructure is anticipated. Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels. New foundations required for the Project are anticipated to be drilled-in, high capacity, deep foundations bearing in the dense glacial soils or bedrock underlying the site. No pile driving is planned. The drilled-in foundations result in negligible impacts to adjacent structures. Specific design and construction performance criteria will be established to be protective of adjacent structures. Also, groundwater level monitoring will be undertaken during construction to document impact to area groundwater levels. The well will be installed prior to construction and monitored throughout foundation construction.

The Project team shall coordinate with the Trust and confirm where the observation well will be installed. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In addition, the proponent confirmed at the scoping session that the only below-grade work will be for the installation of these foundation elements and no new occupiable space will be created.

As stated in the document the project site is vulnerable to storm surge, and stormwater flooding. As part of it's the resiliency strategy the proponent will take measures to minimize the impact of potential flooding at the site, including the following:

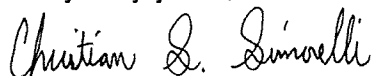
- Critical infrastructure will be located above the 500-year flood plain, including boilers, cooling towers, generators and building switchgear, as will major air intakes and discharge points.
- Knee wall barriers are proposed for the surrounding ground floor storefronts. Temporary flood barriers will be deployed in areas without knee walls.
- A modular approach will be taken for the mechanical infrastructure; this will allow the equipment to be more standard commercial "off the shelf" type. This will help reduce the lead times for replacement equipment, allowing more rapid recovery.
- The Project will incorporate water tight utility conduits, waste water back flow prevention, and storm water back flow prevention.

In addition, as part of its initial evaluation the proponent should identify and remedy existing critical infrastructure which may have a negative impact on groundwater levels.

The document states that Sidewalks surrounding the site will be improved in accordance with Boston Complete Streets guidelines, including new street lighting and new street trees where feasible. At the scoping session the proponent committed to exploring pervious paving materials for Sidewalks surrounding the site.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in black ink, reading "Christian S. Simonelli". The signature is written in a cursive, flowing style.

Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS





**MORIARTY TROYER & MALLOY LLC**  
ATTORNEYS AT LAW

Thomas O. Moriarty  
Direct Dial: 781.817.4603  
tmoriarty@lawmtm.com  
Admitted in MA

**VIA ELECTRONIC SUBMISSION**

**October 9, 2018**

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201

**RE: MOTOR MART GARAGE PNF**

Dear Director Golden and Project Manager Rooney:

I am writing on behalf of the Board of Directors of the One Charles Condominium ("One Charles"), an abutter to the Motor Mart Garage, with comments and concerns about the September 2018 Project Notification Form Filed (the "Proposed Project").

One Charles is a 17-story condominium with 235 residential units as well as commercial space that abuts the Proposed Project to the east. The unit owners are a vibrant mix of singles, couples and families many of whom work in Boston, send their children to Boston schools and invest in the neighborhood through social and civic participation. One Charles and its neighbors have the unique position of sitting at the intersection of the historic Back Bay, Bay Village and Theatre District neighborhoods and near the Public Gardens and Commons.

One Charles appreciates the opportunity to offer comments on the Proposed Project and participate in the planning process. One Charles, together with its experts, have identified the following concerns, which require further study and consideration, to fully evaluate the Proposed Project's compliance with applicable zoning and regulatory requirements as well as its impact on surrounding neighbors.

**PROPOSED PROJECT ZONING CONCERNS**

The Proposed Project will require zoning relief from the Board of Zoning Appeals. The Proposed Project will require a dimensional variance, along with other approvals. Furthermore, only some of the proposed uses, that of the upper floors, is permitted as of right, the first floor uses will require a conditional use permit.

**Dimensional Requirements**

The Proposed Project exceeds the dimensional requirements of the Boston Zoning Code. The Project Site is located within the Midtown Cultural District ("MCD") and, as such, is governed by Article 38 of the Boston Zoning Code (the "Code"). The Project Site is also located within the

Groundwater Conservation Overlay District (“GCOD”) governed by Article 32 of the Code and the Restricted Parking Overlay District (“RPOD”) governed by Article 3 of the Code.

For Projects subject to Large Project Review, Article 38 of the Code sets a maximum building height of 155 feet and a maximum floor area ratio (“FAR”) of 10.0. Section 38-19 of the Code also establishes specific design requirements relating to street wall continuity, street wall height, sky plan setbacks, display windows, and maximum floor plates above a building height of 125 feet. The following are the Proposed Projects dimensions, as submitted in the PNF:

<b>Proposed Project Dimensions:</b>		
<b>Project Element</b>	<b>Existing Dimension</b>	<b>Proposed Dimension</b>
Residential	None	306 units
Commercial	50,712 sf	46,000 sf
Total Square Footage	421,000 sf	685,000 sf
Zoning Height	93 feet	310 feet
Parcel Area	52,323 sf	52,323 sf
FAR	8.0	13.1

Since the Proposed Project FAR (13.1) will exceed the maximum allowed (10.0) and Proposed Project height (310’) exceeds the allowed (155’), whether under the District requirements or Large Project status, variances will be required.

#### Proposed Uses

Only certain proposed uses under the Proposed Project are permitted as a matter of right. The Proposed Project will include upper-floor multifamily dwelling use (with accessory parking), general retail use, and restaurant use. The Proposed Project also proposes ground floor retail uses, commercial parking and parking accessory to retail and restaurant uses. The upper floor uses would appear to be permitted as of right, but the first floor uses and any proposed parking usage would be conditional uses—either under the applicable Midtown Cultural District zoning or under the Restricted Parking Overlay District requirements. Therefore, the Proposed Project proponent will need to obtain conditional use permits.

#### Other Zoning/Relief

The Proposed Project is also subject to a series of city agency approvals (from Civic Design Commission, Transportation Department, Sewer & Water, Public Works, Parks Department, Public Safety, Fire Department, Inspectional Services, Parks and Recreation and Air Pollution Control Commission) as well as state and federal agencies (MWRA, FAA).

## **PROPOSED PROJECT IMPACT CONCERNS**

### **Shadows**

The PNF's shadow analysis is incomplete to evaluate the full scope of the Proposed Project's impact. The shadow impact analysis presents a very limited snapshot; it looks only at shadows created on 4 days in a given year and does not include an analysis of shadow impact on neighboring buildings. The shadow analysis focuses on nearby open spaces, sidewalks and bus stops; it does not, for example, look at the shadow impact on One Charles, the Park Plaza or The Four Seasons Residences, though all are likely to be impacted. The Public Garden Shadow Analysis shows, without much detail, that there will be significant new shadows on One Charles in the afternoon at multiple times during the year. This requires further investigation and study. One Charles respectfully requests that the BPDA require the proponent to perform a total shadow path analysis on neighboring buildings, including One Charles, so that it can more fully evaluate the shadow impact associated with the Proposed Project.

### **Solar Glare**

There is significant risk of solar and thermal impacts on One Charles and adjacent buildings that should be studied. The PNF concludes that no solar impact is anticipated. The proponent reaches this conclusion, however, without having identified the Proposed Project's window glass and other building façade materials, which will dictate the nature of the solar and thermal impacts. Once the Proposed Project selects these materials, the BPDA should require a Solar Glare Study to fully evaluate reflection and resulting visual glare impacts on adjacent residential buildings (including One Charles), pedestrians, drivers and open spaces (including Statler Park and the Public Garden). The BPDA should also require an analysis of any associated thermal impact, including solar heat build-up.

### **Wind**

The proponent's PNF, using RWDI's model, concluded that the anticipated impact of the Proposed Project on wind at pedestrian level will be minimal. The wind modeling did not consider whether the new tower, rising out of a portion of the 8-story garage, and creating a new vertical plane, would change the wind direction or velocity experienced at 8-9 floors above ground level. A change in direction and/or velocity of wind at this level could greatly impact the ability of neighboring residents to comfortably open windows and use outdoor spaces above pedestrian level. One Charles requests that the BPDA require a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Project.

### **Historic and Architectural Character**

Article 80 requires new projects to observe the historical and architectural character of the neighborhood. The Proposed Project would include a 310-foot tower. To justify the proposed height, the proponent largely points to hotels and office towers in the high spine, which are not immediately adjacent, including the W Hotel, Liberty Mutual Building, and Old John Hancock Building. The proposed 28-story tower at 310 feet is disproportionate to the adjacent residential and historic buildings, including One Charles (17 stories at ~179'); Four Seasons Residences (16 stories at ~170'); the Park Plaza (15 stories ~154') and 100 Arlington (15 stories at ~155'). The Proposed Project even exceeds the approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200'). One Charles submits for the BPDA's consideration and additional review that the proposed height (which will require a dimensional variance) does not relate well to the existing residential and historic buildings in the immediate area and should similarly conform.

It is also important that, as the building façade materials are finalized, they include the color or type of materials in character with other adjacent buildings. Many of the neighboring buildings prominently feature brick (One Charles; Four Seasons; State Transportation Building) or stone (Park Plaza; 100 Arlington; Emerson Buildings) and the Proposed Project should similarly include elements that maintain the architectural style and character of the neighborhood.

### **Noise**

The Proposed Project contemplates that major mechanical elements servicing the building will be located on the roof, in 20' high mechanical enclosures, (approx. 9 floors up) next to One Charles. These major mechanical systems will cause both continuous exterior noise as well as cyclical noise. The BPDA should require the proponent to consider an alternate location, away from residences, for these systems, including a mechanical system penthouse or placement on the rooftop of the tower. If there is no other viable location, the Proposed Project plan must detail appropriate efforts to mitigate mechanical system noise. The plan must provide that the cyclical noise from fans, heating/cooling and exhaust systems will be at a decibel below that which is required by the City of Boston Ordinance, as cyclical noise will have a greater disruptive impact on adjacent neighbors. The proponent should also take other steps to mitigate noise as may be appropriate so that the timing and use of systems is designed to have the least disruptive impact. Furthermore, if the mechanical system remains in the present, proposed location, the enclosure should use materials (such as screening) agreed upon by One Charles. Finally, the proponent should have a post-construction noise monitoring program in place.



### **Use Restrictions**

The PNF calls for retail space on the first floor. As a conditional use, there should be reasonable restrictions placed on the type of retail business to ensure that those businesses fit the character of the neighborhood and do not pose a noise or safety risk to immediate neighbors.

Additionally, the PNF calls for amenity space for the residential units on the top of the garage, a portion of which will face nearby residences. There should be appropriate restrictions on the noise and light which these facilities can emanate.

### **Transportation – Existing Intersection Conditions**

The PNF transportation analysis does not account for the existing congestion in and around the Columbus Avenue/Eliot Street/Motor Mart Garage Driveway caused by the Park Plaza loading dock located nearby. The use of the loading dock frequently results in congestion as do the queued and double-parked cars of Park Plaza hotel guests. This back-up can often make it difficult for One Charles residents to exit the garage and proceed onto Columbus Avenue. Further study is warranted how additional traffic will impact the congestion from the loading dock and queued cars around the Park Plaza.<sup>1</sup>

The PNF transportation analysis also does not consider the additional pedestrian traffic at the un-signalized intersections. An additional 306 residences in this location will create additional foot traffic, but the Columbus Ave/Eliot Street/Motor Mart Garage Driveway is un-signalized and has no crosswalk and the Park Plaza/Columbus Avenue intersection (located in close proximity) is also un-signalized and features two cross-walks and a diagonal cross-walk. Further study is warranted to ensure pedestrian safety of neighboring residents and new residents. It would also assist vehicle traffic to contemplate better signage and/or signals where pedestrian traffic may lawfully cross.

We note, too, that it is likely that existing congestion in this and surrounding areas will only increase as the BPDA has approved other projects along Stuart Street, including at 212-222 Stuart, 380 Stuart and 40 Trinity Place (426 Stuart), which will likely contribute to traffic flow in and around the area. For this additional reason, further study of the impact on traffic and intersection conditions around the Proposed Project is warranted.

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<sup>1</sup> At an earlier IAG meeting, the City of Boston discussed bike racks and the activation and/or creation of bike lanes in the project vicinity. The PNF's discussion of transportation impacts does not contemplate the addition of a bike lane in the vicinity. One Charles requests further transportation study as the result of a bike line or other bike facilities.

### **Transportation – Vehicle Staging/Temporary Vehicles**

According to the PNF, the project contemplates that there will be one entrance on Stuart Street (for apartment tenants) and another on Church Street (for condominium owners). The PNF does not adequately account for temporary parking on these two streets. In a building with over 300 units, there will be a high demand for ride-sharing services and delivery services that will park directly outside these entrances. Ride sharing services continue to expand rapidly in Boston and the use of delivery services has expanded from traditional USPS, UPS and Fed-Ex deliveries which were once or twice daily, to also include countless deliveries of groceries, meals, flowers and laundry. On top of this, the Proposed Project can reasonably expect to have a sizable number of building and unit vendors, including utility services, cable services, house cleaning, pet care, etc. There will also be resident vehicles loading and unloading prior to garage entry based upon the current configuration. One Charles requests that the BDPA require the proponent to study whether this type of staging and temporary parking can be mitigated by a design that allows for all temporary parking and passenger loading and unloading to be accommodated entirely within the garage.

### **Monitoring Program**

The Proposed Project site is in very close proximity to One Charles. To prevent and mitigate any adverse construction impacts upon One Charles the Proposed Project's Monitoring Program and Pre-Construction Survey (PCS) should include the One Charles perimeter wall in addition to a topical exterior survey. A complete copy of the PCS should be provided to One Charles in electronic format for review and further comment. The Monitoring Program should also include noise and vibration monitoring, including reasonable sensors at One Charles, and One Charles should retain rights to review the Monitoring Plan.

### **Construction Management Plan**

Development projects have significant construction impacts on their neighbors. There needs to be additional mitigation steps to strike a balance between construction-related inconveniences with the daily activities that will occur adjacent to the Proposed Project site. Furthermore, it is imperative that the Construction Management Plan take into account the construction schedule for the 212-222 Stuart Street tower, located directly across Stuart Street, which is likely to break ground in the near future.

A detailed approach to construction management must be included in the DPIR. One Charles requests that the Construction Management Plan include, at a minimum:

- Construction vehicles must not in any way block access to, or materially impair use of, the One Charles garage, porte cochere, or loading dock.

- No construction staging may be allowed in the area outside of the One Charles garage, porte cochere or loading dock that would impede or impair entry or exit or use of these areas by One Charles residents and guests.
- Construction must not impede emergency vehicle access to One Charles.
- Construction must not impede service access to and around One Charles, including sanitation pick-up, grease trap access, etc.
- Proponent must provide a full-time traffic control manager stationed in the area during any time that activity will, or foreseeably may impact One Charles. One Charles will determine if it is being impacted.
- A TAPA agreement that considers current construction and approved projects. Stuart Street is a major thoroughfare (classified as an urban principal arterial under BTDA jurisdiction), carrying traffic to and from downtown. Over the past few years, the BPDA has approved several projects along Stuart Street, all within 4 blocks, including: 40 Trinity Place (426 Stuart), 380 Stuart and 212-222 Stuart (directly across from the Proposed Project). If there is concurrent construction, it is imperative that the proponent with BTDA form a comprehensive traffic plan to minimize traffic flow disruption for neighbors, commuters and visitors.

### **Neighborhood Safety**

One Charles would like to see the entirety of the Proposed Project, during and post-construction, take into account neighborhood safety. One Charles has raised some of this in other areas of concern (construction management, for example), but it is sufficiently important to stand alone and should be built into the plans for the project with greater intention. The project proposal should include additional details on site and adjacent lighting, security systems, signage, safety personnel and guards to be employed at all stages, and a point of contact for all safety concerns.

### **Run-Off**

One Charles is concerned that the PNF calls for tabling on Church Street and flush walkways to Statler Park that may cause run-off or water to pool in the area. One Charles requests that there be further study on the proposed plans to address and mitigate this concern.

### **Water-Sewer**

The PNF does not contain enough detail for One Charles to comment on the proposed water-sewer connections for the project including, critically, location and capacity. One Charles requests that the BPDA require the proponent to provide further information.

Michael Rooney, Project Manager  
Boston Planning and Development Agency  
October 9, 2018  
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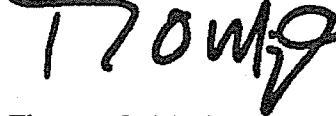
**Public Benefits**

The PNF does not describe in detail any neighborhood specific investments in infrastructure, improvements or programs. One Charles looks forward to hearing more about any public benefits or cooperation agreements reached with the proponent to invest in the immediate area.

One Charles welcomes the opportunity to discuss these concerns with the BPDA and the Proposed Project proponent. One Charles respectfully requests that the BPDA require further study of certain impact areas as set forth above and require a detailed technical analysis of the projects impacts through the submission of a DPIR. One Charles does not waive any rights in connection with the Proposed Project, including, without limitation, to oppose the Proposed Project based on impacts and analysis not set forth herein or to request that the proponent modify the size, mass or design or take other measures to mitigate its impact.

Sincerely,

MORIARTY TROYER & MALLOY LLC

A handwritten signature in black ink, appearing to read 'TOM', with a stylized flourish at the end.

Thomas O. Moriarty

cc: Board of Directors of One Charles

The Motor Mart Garage development will provide housing for older adults looking to downsize and live Downtown. We look forward to the Inclusionary Development Policy (IDP) numbers to offer additional older adults a new home at an affordable price. The project location offers residents a walkable community which will reduce social isolation keeping residents active. On-site amenities such as programming and roof deck offer community building between neighbors.

We encourage the developers to strongly consider the following:

- The use of universal design in all spaces. These design features allow residents to age in their home and community. It saves money upfront eliminating the need to make changes over time which are costly to residents and developers.
- Provide information on The Ride, City of Boston Senior Shuttle and taxi coupons, Wheelchair Accessible Vehicles (WAVS), and offer free CharlieCards as part of the transportation management plan. Including this information ensures that residents of all abilities and ages will have access to transportation options.
- Meet with the Disability Commission regarding all aspects of accessibility and placement of Group 2 units.
- Any common areas with seating should have armrests. Armrests ensure balance support for people in need. If possible seating should have shade.

Enclosed is a white paper developed by the Boston Society for Architects Design for Aging Committee on Age-Friendly Housing. In addition, Enterprise Green Communities created "[Aging In Place Guidelines for Independent Living in Multifamily Buildings](#)." That guide is another resource to consult for aging in place.

Please contact our office if you have any questions or need more information. We look forward to hearing from you.

Thanks,

Nicole Chandler  
City of Boston Elderly Commission

October 19, 2018

**Via Email and Hand Delivery**

Michael Rooney  
Boston Planning & Development Agency  
One City Hall Square  
Ninth Floor  
Boston, MA 02201

Re: Comments Regarding the Proposed Motor Mart Garage project  
201 Stuart Street (the "Proposed Project")

Dear Mr. Rooney:

We represent the Four Seasons Place Condominium Association (the "Four Seasons"), the association of unit owners for the condominiums at the Four Seasons, located at 220 Boylston Street in Boston, and an abutter to the Proposed Project. We have been retained to ensure that the Four Seasons has a voice in the Article 80 review process for the Proposed Project. As an abutter, the Four Seasons will most certainly be impacted by the Proposed Project. The Four Seasons was built in 1985 and was a pioneer in establishing Park Plaza as a residential neighborhood. The Four Seasons has made major contributions over the past three (3) decades to make this neighborhood a desirable place to invest in redevelopment projects like the Proposed Project.

To date, it does not appear that the Project Notification Form ("PNF") submitted by the Project Proponent has committed sufficient consideration to the impacts on the Four Seasons or the surrounding neighborhood. After diligent review of the PNF, as well as the IAG Presentation dated October 2, 2018 (the "IAG Presentation"), we have a number of serious concerns regarding the specific impacts on the Four Seasons. These include:

- Wholesale failure to assess impacts of the Proposed Project on the Four Seasons;
- Potential impact of cooling towers for noise disturbance;
- Potential impact of rooftop terraces on neighborhood quiet enjoyment;
- Insufficient study of transportation and vehicular and pedestrian congestion
- Insufficient study of Wind impacts;
- Insufficient study of Shadow impacts;
- Insufficient study of impact of Solar Glare;
- Excessive height, FAR and urban intensification;
- Undefined Public Benefits;
- Need for a construction period monitoring program; and

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- Insufficient construction impacts management plan.

We address each of these in turn and request that the BPDA require the Project Proponent to submit a Draft Project Impact Report ("DPIR") to further study and analyze these impacts.

#### Wholesale Failure to Assess Potential Impacts on the Four Seasons

The PNF and the IAG Presentation go into great detail explaining and assessing the impacts of the Proposed Project on many abutters and aspects of the surrounding area, but what is missing is any focused true analysis or frankly any significant references to the impacts of the Proposed Project on the Four Seasons. The PNF contains only one sketch showing a view (Figure 5-9) that is even remotely close to the Four Seasons and even that view is at an angle on the side closer to Charles Street. The residents of the Four Seasons should not have to guess what the Proposed Project will look like from their homes. Therefore, we respectfully request that the Project Proponent develop renderings of what the Proposed Project will look like from the Four Seasons homes in order to determine what impacts the Proposed Project will have on them.

#### Potential Impact of Cooling Towers for Noise Disturbance

The cooling towers for the Proposed Project are proposed to be located on the Park Place side of the roof starting on the 9<sup>th</sup> floor and located in 20' high mechanical enclosures. This location appears to have been selected as a convenience to the Project Proponent and not to minimize impacts of the neighbors. Notably, the 9<sup>th</sup> floor of the Proposed Project is immediately at the roof level of and directly facing the Four Seasons. This location is of significant concern to the residents of the Four Seasons as the equipment will likely produce significant noise pollution due to continuous exterior noise as well as cyclical noise. Their operation would greatly affect the ability of the residents on that side of the Four Seasons building to enjoy their homes. Notably during a community presentation in April, the developers suggested they could reduce the tiered portion to two floors, but it now shows as three floors. This third floor has not been justified and should be revised downward.

The risk of disturbing noise is heightened because there will be higher building facades on at least two (2) sides of the mechanical equipment, which has the potential to create a canyon effect and amplify the noise. We request the Project Proponent explore two (2) alternatives: the feasibility of placing these cooling towers on top of its building and including a mechanical penthouse instead. Should an alternative location prove infeasible, the DPIR must detail efforts to mitigate the noise from these mechanicals and provide detailed evidence that the noise from the

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Boston Planning & Development Agency  
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mechanical systems will be at a decibel lower than what is required by the City of Boston. The DPIR also must include a post-construction noise monitoring program.

In addition, the PNF has an absence of detail as to the design of the mechanical enclosures and equipment placement to protect the equipment visually. We ask for development of drawings so that the Four Seasons can better understand what will be visible to them at their rooftop level. Materials used by the Proposed Project to screen or enclose the mechanicals and visible to the Four Seasons should also be agreed upon by the Four Seasons in advance.

#### Potential Impact of Rooftop Terraces on Neighborhood Quiet Environment

In addition to the cooling towers starting on the 9<sup>th</sup> floor, the Proposed Project also includes a number of tiered rooftop levels containing landscaping and occupied rooftop terraces. The use and design of these tiered rooftop levels may interfere with the residents of the Four Seasons quiet enjoyment of their homes, particularly as to lighting. We ask that the Project Proponent include in the DPIR a plan that shows what type of lighting will be used, as well as more detail on the layout, and that the uses be limited to prevent noisy events. The neighbors need to know if these areas will be open to residents of certain floors only or will these areas be available to rent for events? The Proposed Project must have noise regulations governing the use of these rooftop areas and the noise emanated from the rooftop terraces shall be included in the post-construction noise monitoring program.

#### Insufficient Study of Transportation and Vehicular and Pedestrian Congestion

The PNF lacks an analysis of the congestion centering around the Park Plaza loading dock and its effect on Columbus Avenue, Eliot Street and the Motor Mart Garage Driveway. This congestion already leads to a pile up of cars and excessive double parking for Park Plaza guests. The DPIR should include an analysis of how the additional residential density and associated deliveries from the Proposed Project will impact this congestion, and what measures can be taken to mitigate and manage congestion. Of particular concern are early morning deliveries and reversing delivery trucks with beeping sounds. The Project Proponent should explain how these will be managed and mitigated to respect the residential character of the neighborhood.

The PNF also neglects to study the additional pedestrian traffic on the un-signalized intersections in the area. Adding 306 residences to this area will certainly exacerbate what can be a hectic and unsafe pedestrian environment. A further analysis in the DPIR is warranted to ensure that pedestrians are able to move safely through this transforming neighborhood.



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## Insufficient Study of Wind Impacts

Section 3.1 of the PNF regarding wind impact, raises serious concern regarding degradation in wind conditions on the Four Seasons, at the corner of Hadassah Way. We call attention to Figure 3.1-6 (Pedestrian Wind Conditions – Mean Speed – No-Build) of the PNF which shows that the current wind speed category at the corner of Park Plaza and Hadassah Way is comfortable for “walking” whereas after construction there is degradation in the wind speed category to “uncomfortable”. See Figure 3.1.7 (Pedestrian Wind Conditions – Mean Speed – Build). There is substantial foot traffic at this location, so every effort should be made to ameliorate any additional wind impact. As a part of the DPIR, the Project Proponent should be directed to study and propose alternatives to mitigate this impact. In addition, the Four Seasons requests that the DPIR include a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Projects.

## Insufficient Study of Shadow Impact

The PNF also raises concern regarding the effect of shadows cast on the building. Figure 3.2-13 of the PNF indicates that a significant shadow will be cast upon the Four Seasons in the afternoon in the winter months. We ask that the Project Proponent be directed to include in the DPIR an expanded shadow study for the entire 12 months of the year, at various times of day during each month. In particular, a shadow study should look carefully at the entire winter period during all daylight hours and should consider options to minimize this effect. In the event the cooling towers are relocated to the roof, the DPIR should also provide a revised shadow study including the additional height from the rooftop mechanicals or the height of the mechanicals should be incorporated into the existing building envelope.

## Insufficient Study of Solar Glare

Although the PNF states that no solar impact is anticipated, that is a difficult conclusion to reach without identifying the materials used in the window glass and building façade for the Proposed Project. Once these materials are selected for the Proposed Project, the BPDA should require a Solar Glare Study to evaluate impact of the reflection and resulting visual glare on nearby buildings, pedestrians and open spaces. The BPDA should also require a study of the associated thermal impact, including solar heat build-up.

## Excessive Height, FAR and Urban Intensification

The Project Proponent has proposed a tower of 28 stories, 310 feet and a floor area ratio (“FAR”) of 13.1, far in excess of the limits established by Article 38 and does so without justification for these exceedances. Article 38 of the Code requires a much

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lower height not to exceed 155 feet and limits FAR not to exceed 10. In the first instance, from an architectural historical perspective, excessive height at this location is out of character with the surrounding neighborhood of mid-level buildings. The existing buildings do not rise above 15-17 stories, nor can the Proposed Project reasonably be compared with buildings such as the W Hotel, Liberty Mutual or the Old John Hancock Building since these buildings are quite far away and are located in different neighborhoods. The building as proposed will be prominent, but does not in any way relate to the existing residential and historic buildings in the immediate area.

The real risk of this excessive height is the urban intensification manifest by the requested exceedance of FAR. While the Four Seasons welcomes new residents to the neighborhood, the proposed request for an FAR variance may well overburden the local pedestrian environment and traffic flows. Notably, no new parkland or open space is contemplated for the neighborhood. We ask that the Project Proponent consider a reduced massing with an FAR consistent with existing zoning.

#### Need for Upgraded Water and Sewer Infrastructure

The Four Seasons and neighboring properties are regularly disrupted by emergency sewer and water line projects. These incidents have occurred in the vicinity of Hadassah Way, Columbus Avenue and Park Plaza, among others, and have become almost routine. It is apparent that the water and sewer infrastructure in the neighborhood is aging and in poor condition. The Proposed Project will add many new users to this already overburdened infrastructure. We ask that the Project Proponent be required to determine if there is sufficient capacity for its new users within the existing, aging system and also be required to implement appropriate upgrades and replacement of the aging infrastructure.

#### Undefined Public Benefits

The PNF lacks description of any detailed investments in infrastructure, improvements or programs. The Proposed Project seeks to add significant density to an already dense area, so it is important for the Four Seasons and the neighborhood to better understand what the Project Proponent is intending to contribute to the neighborhood. The Four Seasons looks forward to participating in the public process surrounding the benefits the Proposed Project will provide for the community.

#### Need for Construction Period Monitoring Program

The Proposed Project is directly across the street from the Four Seasons. To prevent and mitigate any adverse impacts from the construction vibration to the Four



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Seasons property, the Proposed Project's Monitoring Program and Pre-Construction Survey ("PCS") should include the Four Seasons perimeter wall in addition to a topical exterior survey and a survey of the sidewalks and landscaped areas. The Four Seasons should be provided with a complete copy of the PCS in electronic format for review and comment. We also request a preconstruction survey of the interiors and exterior of the Four Seasons property to ensure we are able to identify any damage that will be caused by the adjacent construction. The Monitoring Program also must specify the hours construction will be taking place (with work hours calculated using the residential neighborhood standards and not those for business or mixed use neighborhoods) and should include noise monitoring, including reasonable sensors at the Four Seasons. The Four Seasons should have the right to review and comment on the proposed Monitoring Plan.

#### Insufficient Construction Management Plan

More information is required from the Project Proponent regarding their plan for construction management. The Four Seasons has concerns and questions regarding the impact of what will likely be a two (2) plus year construction project. The DPIR must include a comprehensive plan for construction management, including, but not limited to:

- No blocking or impeding in any way of the Four Season's loading dock, Hadassah Way and service or garage access points.
- The construction activities must allow for access of emergency vehicles at all times.
- A description of the vibration that will emanate from the construction, including its effect on nearby buildings.
- The Project Proponent should provide a full time traffic control manager stationed in this area during times of high vehicular impact on the Four Seasons. The Four Seasons will determine points and times of impact; and
- Coordination with the Boston Transportation Department and any concurrent construction in the immediate area to minimize traffic flow disruption and promote safety for neighbors, commuters and visitors.
- Designation of liaison during the construction period who will be reachable 24 hours/day in the event of noise disturbances and the like.

#### In Sum

The residents of the Four Seasons face a dramatic change in their immediate neighbor to the south, from an eight-story parking garage to a 28 story residential tower. While we do not necessarily seek to delay or prevent the Proposed Project, we do urge the BPDA to carefully consider the impacts of the Project on the Four

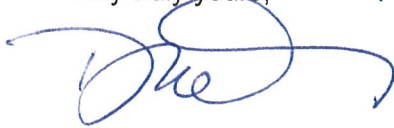
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Seasons, especially in terms of environmental and other construction impacts that require appropriate mitigation. We ask that the BPDA require the Project Proponent to submit a DPIR to further study and address these impacts.

Thank you for your time and please do not hesitate to contact me with any questions or comments.

Very truly yours,



Diane R. Rubin

cc: Brian Golden, BPDA Director  
Jonathan Greeley, BPDA Director of Development Review  
The Four Seasons Place Condominium Association



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# CAC

October 19, 2018

Michael Rooney, Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201  
Michael.Rooney@boston.gov

Re: Motor Mart Garage Project Notification Form

Dear Mr Rooney:

The Park Plaza Civic Advisory Committee (CAC) was mandated as a condition of the approval of the Park Plaza Urban Renewal Plan (PPURP) on November 23, 1976 by then Executive Office of Communities and Development Secretary William G. Flynn. As a result the CAC has been involved with this urban renewal project since its inception and have a thorough understanding of its history and development. The CAC consists of delegates from diverse organizations in the area that represent commercial, residential and general civic interests, including seniors and families with young children who are concerned about the impacts of high density development on the residential quality of the precious historic neighborhoods of Bay Village, Back Bay, and Beacon Hill, and Chinatown.

Your records will show the CAC recommended letting the Plan sunset. The Phase 1 portion has been completed and the BRA/BPDA has not undertaken preparation of a cohesive plan for Phase 2, the most basic threshold for continuing the plan. The approved Plan itself included a provision for termination 40 years from the date of the original approval in 1971 (2011).

Regarding the Motor Mart Garage Project, on October 9, 2018 I attended the public meeting for this project. Here I repeat the observation that the submission is incomplete. Also, I repeat my request that the submission be updated to reflect the project's Park Plaza Urban Renewal location. The site, 201 Stuart Street, is within Park Square Sub-Parcel 2, designated as the Church/Charles Sub-Parcel. I requested an analysis comparing the project with the Park Plaza Urban Renewal Plan (Plan), which includes specific criteria for development, including the requirement that a car rental business be included in the program, as well as height limits not met by the proposal. The project should address the Plan.

In addition, because of the great value of these public assets, I request additional studies of the timing, location, and duration of shadows on the Boston Common and the Public Garden.

At this time, The Plan should sunset immediately or the project should comply with the long established plan developed to prevent haphazard development, such as this design as presented.

Sincerely,

Jacquelin S. Yessian, President Park Plaza CAC

Cc: Director Golden, Counsilors Wu, Zakim, Essaibi-George

# BOSTON PRESERVATION ALLIANCE

October 19, 2018

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## Executive Director

Gregory J. Galer, Ph.D.

Michael Rooney  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201  
Re: Motor Mart Garage, 201 Stuart Street, Downtown

Dear Mr. Rooney,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 41 Organizational Members, 121 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has reviewed the proposal to redevelop the Motor Mart Garage and we appreciate the one week extension of the comment deadline. We do plan to meet with the proponent soon to discuss the project in more detail and offer additional feedback. The Alliance is unable to support this project at the current time.

The Motor Mart Garage is a prominent historic resource that anchors Park Square. When completed in 1929, it was the largest garage in the world, indicative of the city's transition to motor vehicles that continues to dominate our urban design and culture. Its Art Deco features give the garage a sophisticated presence, especially after a sensitive restoration in 1999 for which the Alliance gave the building our Preservation Achievement Award.

While not opposed to change, even the addition of towers within historic buildings in some instances, the Alliance is concerned about the scale and degree of change proposed at this site based on the information available. The tower addition should not overwhelm the scale of the historic structure or the neighborhood. Alterations to the facade should be done carefully to preserve original materials and design features. New openings at the street level must be more fully justified given their impact on the character of this Art Deco gem.

The Alliance looks forward to further dialogue with the proponent to better understand the proposal and alternatives that have been, and could be, explored.

Thank you,



Greg Galer  
Executive Director

Diana K. Mayer  
One Charles Street South, PH2D  
Boston, MA 02116

October 19, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201  
By email: Michael.Rooney@boston.gov.

Re: Motor Mart Development Project  
Comment Period Ending October 19

Dear Michael,

It was a pleasure to meet you on October 9 and to talk briefly with you after the Motor Mart Garage Public Meeting. Thank you for opportunities to offer comments about the proposed Motor Mart Project.

In light of questions, suggestions and issues identified at the October 9 Public Meeting, you said there will be a second comment period and a second public meeting on the Motor Mart Development Project. It is understood that a second comment period and second public meeting will enable the Development Team, the City of Boston, and Boston community representatives to discuss various issues in more detail.

As a resident owner at One Charles Condominium, an abutter to the Motor Mart Garage, and for neighbor owners and abutters, we respectfully submit comment for the comment period of October 19. There are a number of impact areas that seem to require more study and more technical detail and that may result in requests to modify the size, mass or design, or to take other measures to mitigate the impacts, of the proposed development project.

**Decibel Noise Estimates:** It is now proposed that Major Mechanical Equipment are to be housed in 20-foot high mechanical enclosures at the East End of the existing Garage structure (approx. 9 floors up). This placement is different from a prior proposal for the HVAC and related Equipment to rest at the top of the new residential tower, as shown by the Developers in an April 2018 One Charles Owners meeting.

At the October 9 Public Meeting, the Development Team deferred questions about the potential elevated noise level to be expected from the proposed positioning of HVAC and Major Mechanical Equipment at the East End of the existing Garage. It was understood that additional decibel data would be forthcoming. Incremental noise levels ought to be measured at the ninth floor and above, as well as at street levels as presented in the PNF. Also, incremental noise levels ought to be measured during peak periods, as well as in "quiet periods" as presented in the PNF. These measurements of estimated total noise impacts will indicate estimated total noise in the surrounding environment. Bordered by Stuart Street on the south, and on the East by a narrow short Park Place and a narrow short Eliot Street, the East End of the Garage rests in a "cul-de-sac" close to One Charles Condominium. This position affects noise and wind impacts.

*We request reconsideration be given to placing HVAC and Major Mechanical Equipment at the top of the proposed new Motor Mart residential tower, in order to minimize reverberations, vibrations and noise impacts in the surrounding environs.*

**High Wind and Wind Shear Impacts:** As noted, the East End of the existing Motor Mart Garage is in a "cul-de-sac", which borders the porte-cochere of One Charles Condominium and its nearby plazas. On

days with high winds, particularly in winter and spring, the areas around Park Place, Park Plaza (with seats around Lincoln Statue), Eliot Street, Park Plaza, and Charles Street South now have uncomfortable winds well above annual mean or average wind impacts. It is noted that there are prevailing southwesterly winds in the area, especially in winter and spring, that blow through the porte-cochere and plaza areas. The proposed tower at the West End of the Garage, a vertical plane that will block direct winds, may change wind directions and may have wind shear impacts. These impacts may be significant at the ninth floor roof amenity level of the proposed development, as well as porte-cochere and plaza areas, and along the entire west-facing facade of One Charles, as high as 15th or 16th floor levels where there are terraces.

*We request expansion of the PNF's wind study to estimate potential wind impacts at ground level at high seasonal winds and also wind shear and wind impacts at high wind speeds around the structure, at the structure's ninth floor amenity roof area and at One Charles' elevations at the 15th or 16th floor terraces.*

**Traffic Patterns and Congestion:** Traffic volumes used in the PNF to develop Existing Traffic Conditions are measurements conducted in weekday peak periods in November 2017. There appear to be higher traffic volumes in summer months, and other months, compared to November. It is possible that hotels in the area (Park Plaza Hotel and Four Seasons Hotel), as well as the Motor Mart Garage itself, may have lodging and parking statistics, respectively, to show seasonal variations.

In any season, there is existing congestion along Columbus Avenue adjacent to the Park Plaza Hotel and the Motor Mart Garage. The Park Plaza Hotel does not have an interior loading dock, and therefore, the Hotel's deliveries and waste pick-ups occur on Columbus Avenue, notably in morning rush hours and often starting before 7:00am. Trucks park at right angles to the curb, while loading and unloading. Hotel vendors and valets park cars along Columbus Avenue also at right angles to the curb, including along the north side of Columbus Avenue opposite Church Street. The proposed Motor Mart Project must have adequate interior docks for all loading and unloading to avoid more congestion along Columbus Avenue.

The Motor Mart's proposed addition of 306 residential residences will impact Delay and LOS of existing traffic patterns. There will be more vehicular traffic from deliveries (Fedex, UPS, Amazon and others), from Uber, Lyft and Boston Taxis, and from residents, workers and visitors in their own cars. Existing congestion will also be impacted by other Stuart Street projects the BPDA has already approved. Special attention to pedestrian safety needs to be directed at the Stuart and Charles Street South intersection, the intersection at Columbus Avenue/Eliot Street/Motor Mart Garage Driveway (without signals and no crosswalks) and the Park Plaza/Columbus Avenue intersection (without signals and with three crosswalks).

*We request further study to prepare a more complete Area Traffic Plan for the Motor Mart Development with review by all appropriate City Agencies and with input from community residents and businesses. Traffic management and pedestrian safety conditions require a careful review, and possible changes made, to avoid impairment.*

**Solar Glass:** In the PNF Section 3.4, it states "Due to the potential glass and glazing used, solar glare impacts are not currently anticipated." However, the proposed Project's window glass and other building facade materials have not been identified in the PNF. As stated in Attorney Moriarty's October 9 letter to you, "*the BPDA should require a Solar Glare Study to fully evaluate reflection and resultant visual glare impacts on adjacent buildings, pedestrians, drivers and open spaces and also require an analysis of any associated thermal impact, including solar heat build-up.*"

**Shadows:** As noted in Attorney Moriarty's October 9 letter to you, the PNF's shadow analysis looks only at shadows on four days of the year and does not include analysis of shadow impacts on neighboring buildings. The PNF also does not detail the loss of natural light inside neighboring buildings.

As owners and abutters, *"One Charles respectfully requests that the BPDA require the Development Team to perform a total shadow path analysis on neighboring building, including One Charles, so that it can more fully evaluate the shadow impacts associated with the Proposed Project."*

**Water and Sewer:** It is unclear from the PNF whether existing water and sewer lines are adequate for the proposed development project. Existing sewer lines, some of which are 12-inch in diameter, currently service multiple restaurants, as well as multiple hotels and residential buildings.

*We request a further study of the incremental impacts on the sewer lines to ensure health and environmental safety.*

**Parking:** The proposed Project would eliminate 509 public open parking spaces and reduce total parking by 365 spaces. The Plan is to set aside 144 parking spaces for 306 residential units, a ratio of 0.47 spaces per unit, below parking goals developed by the BTID for the Park Plaza/Bay Village neighborhood of a maximum of 0.5-1.0 residential parking spaces per unit. The residual public parking spaces would be 528. At the October 9 Public Meeting it was said that the Motor Mart Garage currently averages 80% to 85% occupancy during weekdays, showing 850 to 880 public parking spaces are used, annually on average

*In the PNF the Development Team shows a commitment to encourage use of public transportation by future Motor Mart residents, as well as a commitment to encourage use of public transportation by workers during construction.*

**Building Height and Architectural Character:** The Proposed Project Dimensions exceed the height and maximum floor area ratio ("FAR") specified by Article 38. The proposed height of 310 feet compares to Code maximum height of 155 feet. The proposed FAR of 13.1 compares to Code FAR of 10.0.

The proposed 28 story tower at 310-feet exceeds by 100 feet (by 50%) the approved tower across the street at 212-222 Stuart (approved at 19 stories at about 200 feet). The proposed 28 story tower at 310-feet is well in excess of all the surrounding adjacent buildings: One Charles (17 stories at 179 feet); Four Seasons Residences (16 stories at 170 feet); the Park Plaza Hotel (15 stories at 154 feet); and 100 Arlington Street (15 stories at 155 feet). The so-called high spine referenced in the PNF is not immediately adjacent to the Motor Mart, and two of the referenced high spine buildings - Liberty Mutual and the old John Hancock Building - are office buildings.

*We suggest that the proposed height does not relate well to the existing residential and historic buildings in the immediate area and should be reconsidered. We understand the proposed Project will require zoning relief from the Board of Zoning Appeals and is subject to a series of City Agency approvals as well as by State and Federal agencies.*

We respectfully submit these comments on October 19 and look ahead to the second comment period and second public meeting for the Motor Mart Development Project. We anticipate that further study, with more analysis and more detailed review would create a more positive outcome for the community as well as provide a sufficient investment return to investors in the proposed Project.

Thank you for your consideration of the comments offered to enhance Motor Mart Development Plans.

Sincerely yours,                      Cc:     Brian Buhler, Gen. Mgr., One Charles Condominium Association  
Diana K. Mayer                      Thomas Moriarty, Esq., Moriarty Troyer & Malloy LLC



## 華人前進會

*Chinese Progressive Association*

28 Ash Street, Boston, MA 02111

Tel. (617) 357-4499 Fax (617) 357-9611 [www.cpaboston.org](http://www.cpaboston.org)

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June 7, 2019

Michael Sinatra  
Boston Planning & Development Agency (BPDA)  
One City Hall Square  
Boston, MA 02201

RE: 201 Stuart Street Motor Mart Garage Project

Dear Mr. Sinatra,

The Chinese Progressive Association (CPA) represents over 1,200 members in the Greater Boston area. We seek to improve the living and working conditions of Chinese Americans and to involve ordinary community members in making decisions that affect their lives.

It has been well documented that Boston and particularly Chinatown has a housing affordability crisis. Boston has one of the most expensive housing markets in the country, and with Chinatown's proximity to downtown, housing prices have soared and pushed out working class residents. Over the past two years, CPA has helped well over a 100 residents with issues of displacement.

We are writing to oppose the 201 Stuart Street Motor Mart Garage Project for the following reasons:

201 Stuart Street Owner LLC and Boston Global Investors, LLC propose to redevelop the existing 8-story Motor Mart Garage into a 28-story mixed-used building by eliminating parking and constructing a 20-story residential tower above the existing building. We believe that a project of this magnitude ought to engage in an inclusive, open public process ensuring nearby communities impacted have the opportunity to voice their comments and concerns. The location of the proposed development at 201 Stuart Street is directly across from South Cove West Plaza (230 Stuart Street), a senior affordable housing complex with over 80% Chinese residents. After strong advocacy for a bilingual meeting, the first public that provided Chinese translation was on Thursday, June 7, 2019—a day before the project's comment period deadline. The construction of this project is estimated at 28 months. During construction, many of the elderlies' lives will be disrupted. We believe that a project of this magnitude that will have a lasting impact local residents and adjacent communities should realize the importance of public engagement and have meaning conversations about community needs. Reluctance to do so demonstrates the lack of concern for and commitment to the community.



The proposed project will reduce the existing 1,000 parking units at Motor Mart to 650 parking units. Currently, Tufts Medical Center rents out 200 parking units from Motor Mart. The reduction in parking availability will force people to seek parking in neighboring areas impacting Chinatown traffic and safety. Tufts Medical Center already takes up about 1/3 of Chinatown, and a significant amount of that land is used for parking. If this project impacts Tufts parking lease, Tufts will in turn use up more land in Chinatown for parking.

During the public meeting on June 7<sup>th</sup>, residents inquired about job opportunities for local residents, amount and extent of affordability at the project, and even the potential of reserving a few parking spots for South Cove West visitors in the Motor Mart Garage. The developer's response to these inquiries made it clear that there are no direct community benefits from this project aside from what the City will require of the development under Inclusionary Development Policy. The demeanor and attitude of the developer Mr. Hines was outright racist, disrespectful, and dismissive. He frequently did not allow the interpreter to translate before answering questions asked in English and had no interest in listening to community input. At the end of the meeting, an elderly non-English speaking resident wanted to ask if the project could include visitor parking for South Cove residents and approached Mr. Hines. Before the elderly said anything, Mr. Hines said, "If I say 'yes' will you stop bothering me?" After the elderly asked his question regarding parking and before the interpreter could translate the question, Mr. Hines' response was, "How do I say 'no' in Chinese." Community members, including some of our staff, have never seen such disrespectful attitude towards our community.

The needs of the Chinatown community are affordable housing, public and green space. This project, as currently proposed is detrimental to our community by continuing to gentrify the neighborhood and increasing parking and land use pressure. The developer must do more than to just the Inclusionary Development Policy requirements. At the very least, provide deeper affordability. According to 2010 data, 24% of residents in Chinatown are in poverty. 28% of Boston residents make 0-30% of the Area Median Income with another 17% of Boston residents make 31-50% of the Area Median Income. The housing this project provides should reflect the needs and income levels of the neighborhood and the City of Boston. In their attitude and proposal to the community, this developer has shown utter disrespect. The BPDA must hold developers to higher standards.

Aside from being racist and disrespectful, the developer has no interest to do anything for the community. A project like this should not be welcomed anywhere in the city.

Sincerely,



Karen Y. Chen  
Executive Director

Cc: Edward Flynn, District 2 Boston City Councilor  
Annisa Essaibi-George, Boston City Councilor At-Large  
Michael Flaherty, Boston City Councilor At-Large  
Althea Garrison, Boston City Councilor At-Large  
Michelle Wu, Boston City Councilor At-Large  
Sheila Dillon, Chief of Housing and Director of Neighborhood Development  
Brian Golden, Director of Boston Planning and Development Agency  
Joseph Boncore, 1<sup>st</sup> Suffolk and Middlesex Massachusetts State Senator  
Aaron Michlewitz, 3<sup>rd</sup> Suffolk Massachusetts State Representative



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April 18, 2019

Mr. Michael Rooney, Project Manager  
Boston Planning and Development Agency  
One City Hall Plaza — 9th Floor  
Boston, MA 02201

**RE: Motor Mart Garage, Supplemental Information**

Dear Mr. Rooney,

The Friends of the Public Garden appreciates the opportunity to submit comments on the Supplemental Information Report for the Motor Mart Garage.

We were pleased that the Supplemental Information Report responded partially to our comments about shadow impacts on the Public Garden and the Common. We notice that concerns about such possible impacts were also raised by the BPDA, the Boston Parks and Recreation Department, and several other organizations and private citizens.

The Supplemental Information Report's additional shadow analyses for 15 minute intervals between 7:15 am to 10:15 am for March 21, June 21, and September 21 demonstrates again that the proposed development complies with the state shadow laws for the Public Garden and the Boston Common. The similar data for December 21 provides information on the duration of new shadows in the Public Garden and the Common that was lacking in the PNF. The additional analysis shows that new shadows in the Public Garden will last at least from 8:45 am to 10:15 am. Since the subsequent shadow analysis performed is for noon, we cannot know when after 10:15 am the shadow moves out of the Public Garden and thus the exact duration of shadow impacts on the Public Garden. The new analysis also shows that the shadow cast on the Common lasts at least from 1:15 pm to 3:00 pm and is off the Common by 3:15 pm.

The Supplemental study failed to provide the amount of shadow area cast by these new shadows on the Public Garden and the Common as we had requested in our comment letter on the PNF.

As we stated previously, shadow impacts in December negatively affect the quality of users' experience in the parks during the winter months when sunshine is so important to our enjoyment of the parks. We urge the project proponents, through their design

refinement process, to try to minimize these shadow impacts on both parks. The Friends is supportive of Boston's dynamic growth, but it is important that consideration be given to the welfare of both of these parks. Their quality and sustainability are vital to the health of the city.

Sincerely,



Elizabeth Vizza,  
Executive Director

cc: Brian Golden, Director, Boston Planning and Development Agency  
Christopher Cook, Chief of Environment, Energy, and Open Space  
Andrea Campbell, City Council President  
Michael Flaherty, City Councilor At-Large  
Ed Flynn, City Councilor  
Althea Garrison, City Councilor At-Large  
Annissa Essaibi George City Councilor At-Large  
Michelle Wu, City Councilor At-Large  
Josh Zakim, City Councilor  
Jay Livingstone, State Representative  
Aaron Michlewicz, State Representative  
Jon Santiago, State Representative  
Joe Boncore, State Senator  
Will Brownsberger, State Senator  
Greg Galer, Executive Director, Boston Preservation Alliance

June 7, 2019

Mr. Michael A. Sinatra, Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201

By Email: michael.a.sinatra@boston.gov

Re: 201 Stuart Street - Motor Mart Garage Project

Dear Michael,

Thank you for all that you are doing for the community to guide the proposed development of the Motor Mart project. Thank you for the numerous meetings that you have chaired.

This note is intended to memorialize a few points of discussion that arose in recent meetings.

#### Sound quality

There is concern about the sound effects and sound reverberations from the proposed placement at the east end top of the Garage for the substantially increased mechanicals and equipment for the proposed 20-story residential tower. While assurances were offered that there would be no greater sound, day or night, than the sound from existing equipment for the existing Garage, it was recommended, and seemingly agreed, that conducting a sound simulation above the Garage at the levels of 12th floor through 17th floor of One Charles was warranted. The proposed project ought not to result in any material increase in noise for the residents in homes around the Motor Mart.

#### Air currents

Previous studies by the Motor Mart Development Team do not appear to include a wind measurement point directly in front of the One Charles porte cochere. (Measurement points were placed north and south of the porte cochere along the building facade.) It is in the porte cochere walkway, which is a throughway, that wind currents are the most challenging on windy days. It was recommended, and seemingly agreed, that additional simulations would be conducted to measure the wind impacts directly in front of, and inside of, the porte cochere area for purposes of ensuring pedestrian safety.

#### Traffic flow

During construction, traffic congestion is likely to increase. Some traffic that might otherwise use Columbus Avenue may be diverted onto Park Plaza. There are existing crosswalks between Columbus Avenue and Park Plaza on the west end of Lincoln Square. Perhaps a safety police officer stationed near the crosswalks during construction may be necessary. Indicative of safety concerns, in recent years a pedestrian in a crosswalk crossing Park Plaza by Hadassah Way was hit by a speeding car.

After project completion, the plan showed a new pedestrian crosswalk across Columbus Avenue by Church Street placed west of Church Street. Perhaps this proposed crosswalk ought to be placed east of Church Street in the direction of oncoming traffic. Church Street drivers are likely to be looking east.

-----  
Michael, you and relevant City agencies, and the Motor Mart Development Team, have spent significant time to ensure that this project will enhance the neighborhood and its surrounding communities. Thank you for all that you do. Kindly confirm receipt of this note. Thank you.

Respectfully submitted,

Diana K. Mayer



October 16, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square, 9th Floor  
Boston, MA 02201

Re: Motor Mart project comments

Dear Michael,

The three block stretch of Stuart St between Charles and Clarendon has three towers approved or proposed, all of which could conceivably be under construction at the same time; construction management plans for all three projects must take into account the traffic impact of all three projects on the surrounding area.

380 Stuart – approved

212 Stuart – approved

201 Stuart - proposed

The long-term impact of three new towers on traffic, particularly on Stuart St. and Columbus Ave. will be significant. I encourage the BTM to look at the current traffic, parking and delivery/pick-up usage on Columbus and Stuart Streets to address current problem areas that will get worse with increased traffic volume.

The Park Plaza delivery, tour bus, valet and frequent double parking situation on Columbus Ave needs some attention to keep travel lanes available.

Stuart Street, directly across from the Motor Mart, is currently the pick-up point for commuter buses during the afternoon rush hour (10 minute limit not enforced); the BTM should consider a new location for this bus stop, both during construction, and beyond, as the new 212 Stuart loading dock will be active in that block.

Additional traffic delays on Stuart St will increase cut through traffic on Isabella St. for cars heading to I-90 and I-93; measures to discourage this cut through on a narrow residential street should be considered.

The Motor Mart developers have proposed that all Uber, Lyft, taxi, and resident vehicle passenger drop-offs and pick-ups will be directed to the 2nd floor of the garage. This arrangement should be written in to the plan, and enforced by building employees, as those activities could cause significant traffic tie-ups on Church, Columbus and Stuart Streets.

The Motor Mart developers have proposed changes to Church Street in front of Statler Park that would reduce the number of metered parking spaces on that block. Both the 212 project, and the Motor Mart project will create additional retail/restaurant demand for short-term parking in that block. There are currently 6 hard metered spaces on the east side of the street, two of which are valet in the evening. There are 5-6 pay-station-metered spots on the west side of the street. There are no metered spaces east of Church St on Stuart which is good for traffic flow; losing these 11-12 metered spaces will make it more difficult for patrons to access the retail and restaurants in the area. The Motor Mart should consider options to make inexpensive short-term parking available in the garage to discourage cars from pulling up and blocking travel lanes on Stuart and Church when visiting tower residents or accessing the 201 Stuart shops and restaurants.




I applaud the developers' commitment to take over the upkeep of Statler Park, and to landscape the surrounding sidewalks with plants/trees.

A grocery market at the Motor Mart site would be a welcome benefit to the surrounding neighborhoods. The developers' commitment to make a serious effort, including to offer competitive lease rates, to bring a grocery market in to their building has been an important factor in encouraging neighbor support; this commitment should be written in to the plan.

As a resident of the Bay Village neighborhood, I am concerned about crime increasing, particularly while our neighborhood abuts two construction sites which are generally dark, unattended spots overnight. I encourage the developer of the Motor Mart to include in any mitigation package an investment in security cameras in coordination with, and connected to the Boston Police Department.

Thank you,

A handwritten signature in dark ink, appearing to read "Jamie Brewer". The signature is fluid and cursive, with the first name "Jamie" written in a larger, more prominent script than the last name "Brewer".

Jamie Brewer  
17 Piedmont Street



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October 18, 2018

Mr. Michael Rooney  
Project Manager  
Boston Planning and Development Agency  
One City Hall Plaza – 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Motor Mart Garage

Dear Mr. Rooney,

Since 1970, the Friends of the Public Garden has been committed to renew, care, and advocate for the Boston Common, Public Garden, and Commonwealth Avenue Mall. We are enthusiastic about Boston's growth and vibrancy but, consistent with our mission, we must ensure that the parks are protected from adverse impacts from development projects. Accordingly, we are writing to you to express our views regarding the proposed Motor Mart PNF currently under BPDA review through the Article 80 process.

As partners with the Boston Parks Department, the Friends contributes both time and resources to maintain and enhance the Boston Common and the Public Garden. One of our chief concerns is protecting the Common and Garden from additional shadows, which have negative impacts on the parks' horticulture as well as the enjoyment of the greenspaces by their many users, particularly during the cold winter months. We are pleased that the proposed project's design complies with the State shadow laws by not casting any new shadows between 8:00 am and 2:30 pm from March 21 to October 21.

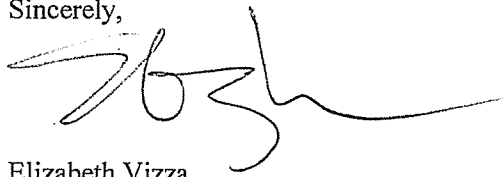
Nonetheless, we also wish to reiterate our concern about the importance of ensuring that these parks can be enjoyed year-round by users and that they do not become increasingly shadowed during the cold and windy winter months. The PNF shadow analysis does indicate that new shadows are cast on December 21 at 9:00 am in the Public Garden and at 3:00 pm in the Boston Common, but does not indicate the duration or the acreage covered. We request that the proponent provide time lapse analysis with area data for December 21 so that the public can evaluate the extent of shadow impact on that date.

As we have stated in comment letters on previous development projects, we recommend that the BPDA change its scoping requirements for shadow analysis to be more consistent with the State shadow laws. We applaud the proponent for providing time lapse shadow analysis for equinox and solstice dates from 8:00 am to 2:30 pm in the PNF Appendix and would like encourage the BPDA to make this time lapse analysis a requirement of all environmental submittals along with areal extent data when new shadows are cast.

We would like to point out that in the PNF the proponents have referred to the Public Garden as the “oldest link in the co-called Emerald Necklace” (Ch. 6-4) The Boston Common is in fact the oldest park link.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth Vizza', with a long horizontal flourish extending to the right.

Elizabeth Vizza  
Executive Director

cc: Brian Golden, Director, Boston Planning and Development Agency  
Christopher Cook, Chief of Environment, Energy, and Open Space  
Andrea Campbell, City Council President  
Michael Flaherty, City Councilor At-Large  
Ed Flynn, City Councilor  
Annissa Essaibi George City Councilor At-Large  
Ayanna Pressley, City Councilor At-Large  
Michelle Wu, City Councilor At-Large  
Josh Zakim, City Councilor  
Jay Livingstone, State Representative  
Aaron Michlewicz, State Representative  
Byron Rushing, State Representative  
Joe Boncore, State Senator  
Will Brownsberger, State Senator  
Greg Galer, Executive Director, Boston Preservation Alliance

October 18, 2018

Michael Rooney, Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

**RE: Motor Mart Garage Project, 201 Stuart Street, Boston, MA 02116**

Dear Mr. Rooney:

On October 10, 2018, Dave Wamester representing Boston Global Investors and the project team provided an update to the Midtown Park Plaza Neighborhood Association (MPPNA) of the Motor Mart Garage development project. This project entails redeveloping the eight-story Motor Mart garage into a mixed-use building to include basement-level retail space, new construction of 306 units within a 20-story residential tower above the existing garage with 672 parking spaces.

The members had concerns regarding the net new shadow cast on the Public Garden and Boston Common in addition to the reduction of approximately 365 parking spaces. The developer has committed to providing more in depth shadow studies.

In terms of mitigation for the Midtown Cultural District, any improvements to the public realm and pedestrian experience such as enhanced lighting, security, and reconstruction of sidewalk/streets would be welcome, as these overall improvements will help transform and beautify this part of the city.

The association, comprised of local business owners, residents, institutions and neighborhood organizations, meets monthly with Area A-1 Captain Kenneth Fong and Sergeant Stephen Moy to discuss issues affecting the quality of life for all those who work, visit or reside in the area surrounding the Theatre District located within the Midtown Cultural District.

Sincerely,

Members of the Midtown Park Plaza Neighborhood Association



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**Motor Mart proposal**

1 message

**judithkomarow**

Sun, Oct 14, 2018 at 1:23 PM

To: Michael.Rooney@boston.gov

Dear Mr. Rooney,

I am a 14 year resident of Bay Village. I have attended multiple meetings concerning the proposed development above the motor mart garage. As it currently stands, I am against the project.

Why am I against it? It is far, far too tall. It will over shadow Bay Village and the surrounding area. Furthermore, the design is lopsided, it covers just a portion of the current structure. The developer in my opinion is not being forth coming as to why. It is my belief that the current lease(s) prevents the developers from using the whole area at this time. And I believe that when the lease(s) expire, that the remaining area will be developed. This will result in a massive structure unsuitable for the vicinity.

In my experience, developers of large projects always ask for far more than is required to turn a profit. And honestly, I do not care about the developer's profit margin. I care about the city and my neighborhood. If the developer claims that a structure say 1/2 the size of the current plan is not feasible, then so be it. The area will be fine if the motor mart remains as it is.

As a representative of the city, residents and constituents, I sincerely hope that you will support our collective needs verses that of a profit seeking developer.

Yours truly,

Judith Komarow  
Melrose Street



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

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Carrie Marsh &lt;carrie.marsh@boston.gov&gt;

Wed, Oct 3, 2018 at 11:35 AM

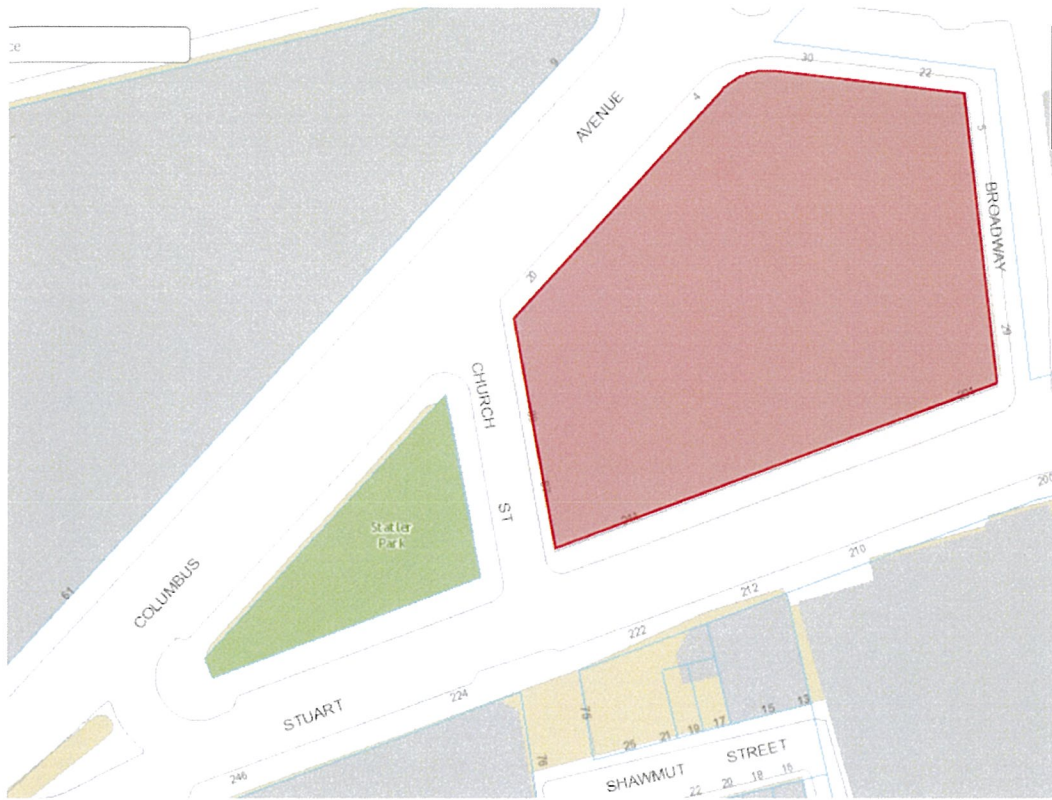
To: Michael Rooney &lt;michael.rooney@boston.gov&gt;

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;, "Liza Meyer, ASLA" &lt;liza.meyer@boston.gov&gt;

Hello Michael - below is an informal summary of BPRD's comments made at the Scoping Session for your reference:

- Park Plaza Urban Renewal Area: The proponent and BPDA said that the site was within the Park Plaza Urban Renewal Area. BPRD seeks confirmation of whether the project is subject to the stipulation that 1% of total development costs must be contributed to the Boston Common and Public Garden.
- Shadow Impacts: The PNF and presentation only showed net new shadows related to the Boston Common and Public Garden shadow restrictions (nominal impact). BPRD requested additional studies that show the shadow impacts year round, from sunrise to sunset, on the entire neighborhood - including all public open spaces such as Statler Park.
- Statler Park Amenity: The proponent would like to visually, physically and functionally connect Statler to its project as an amenity to the development. It would like to make Church Street flush to the sidewalk with no curbs so that it reads as a continual space from the project to the park. The pedestrian use of that raised roadway was emphasized, though cars were shown.
- Impacts of Use: The proponent said that Trader Joe's or a similar use is expected for the first floor facing the park. BPRD notes that 300 households and a grocery store immediately on the park would dramatically increase the usage impacts. BPRD would request consideration of a major contribution to the existing maintenance endowment for Statler Park to offset these impacts.
- Public Realm Design: The proponent is proposing to create a visual and physical connection to Statler as an amenity to its project. BPRD will need to see the public realm plans more closely. Public spaces may not be privatized so the proposed connection will need to be evaluated. Further, BPRD will need to assess the current design and features in the park to determine the impact that such use would have. BPRD would likely look to the proponent for a major contribution to improvements to the park to accommodate the increased usage.
- Construction Management: BPRD would like to work with BTM and the proponent on the development of a Construction Management Plan.





**CARRIE MARSH**  
Executive Secretary  
Boston Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 (direct) 617-635-4505 (main)

----- Forwarded message -----

From: **Michael Rooney** <[michael.rooney@boston.gov](mailto:michael.rooney@boston.gov)>

Date: Mon, Sep 17, 2018 at 2:39 PM

Subject: Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

[Quoted text hidden]

[Quoted text hidden]



# CITY of BOSTON

Martin J. Walsh, Mayor

To: Michael Rooney, BPDA  
From: Zach Wassmouth, PWD  
Date: October 12, 2018  
Subject: Motor Mart Garage PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the Motor Mart Garage PNF.

**Site Plan:**

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

**Construction Within The Public Way:**

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

**Sidewalks:**

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

**Driveway Curb Cuts:**

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

**Discontinuances:**

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

**Easements:**

Any and all easements associated with this project must be processed through the PIC.

**Landscaping:**

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

**CHRIS OSCOOD** • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



# CITY of BOSTON

Martin J. Walsh, Mayor

**Street Lighting:**

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

**Roadway:**

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

**Project Coordination:**

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

**Green Infrastructure:**

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at [zachary.wassmouth@boston.gov](mailto:zachary.wassmouth@boston.gov) or at 617-635-4953.

Sincerely,

**Zach Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024  
**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation  
Phone (617) 635-2854 • Fax (617) 635-7499





Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Motor Mart Garage - Comments from the Art Deco Society of Boston

1 message

**Fusco & Four**

Thu, Oct 11, 2018 at 12:06 PM

To: michael.rooney@boston.gov

Dear Mr. Rooney --

We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level."

This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000.

It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows—the spirit of the new "Machine Age."

This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past.

We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board.

Tony Fusco, President, Art Deco Society of Boston

--

8 Allenwood Street  
Boston, MA 02132

# **Boston Groundwater Trust**

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439  
www.bostongroundwater.org

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Christian Simonelli

October 4<sup>th</sup>, 2018

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201-1007

Subject: Motor Mart Garage Project Notification Form (PNF) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the Motor Mart Garage Project Notification Form (PNF) located in the Midtown Cultural District. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed at the scoping session, the project will be designed and constructed to comply with the requirements of Article 32.

As stated in the document and confirmed at the scoping session, part of the proposed redevelopment of the building includes adding basement level retail space. The document also states that temporary dewatering in isolated excavations for foundation and substructure is anticipated. Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels. New foundations required for the Project are anticipated to be drilled-in, high capacity, deep foundations bearing in the dense glacial soils or bedrock underlying the site. No pile driving is planned. The drilled-in foundations result in negligible impacts to adjacent structures. Specific design and construction performance criteria will be established to be protective of adjacent structures. Also, groundwater level monitoring will be undertaken during construction to document impact to area groundwater levels. The well will be installed prior to construction and monitored throughout foundation construction.

The Project team shall coordinate with the Trust and confirm where the observation well will be installed. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In addition, the proponent confirmed at the scoping session that the only below-grade work will be for the installation of these foundation elements and no new occupiable space will be created.

As stated in the document the project site is vulnerable to storm surge, and stormwater flooding. As part of it's the resiliency strategy the proponent will take measures to minimize the impact of potential flooding at the site, including the following:

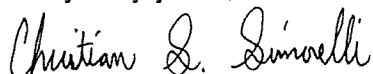
- Critical infrastructure will be located above the 500-year flood plain, including boilers, cooling towers, generators and building switchgear, as will major air intakes and discharge points.
- Knee wall barriers are proposed for the surrounding ground floor storefronts. Temporary flood barriers will be deployed in areas without knee walls.
- A modular approach will be taken for the mechanical infrastructure; this will allow the equipment to be more standard commercial "off the shelf" type. This will help reduce the lead times for replacement equipment, allowing more rapid recovery.
- The Project will incorporate water tight utility conduits, waste water back flow prevention, and storm water back flow prevention.

In addition, as part of its initial evaluation the proponent should identify and remedy existing critical infrastructure which may have a negative impact on groundwater levels.

The document states that Sidewalks surrounding the site will be improved in accordance with Boston Complete Streets guidelines, including new street lighting and new street trees where feasible. At the scoping session the proponent committed to exploring pervious paving materials for Sidewalks surrounding the site.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

A handwritten signature in black ink, reading "Christian S. Simonelli". The signature is written in a cursive, flowing style.

Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS





**MORIARTY TROYER & MALLOY LLC**  
ATTORNEYS AT LAW

Thomas O. Moriarty  
Direct Dial: 781.817.4603  
tmoriarty@lawmtm.com  
Admitted in MA

**VIA ELECTRONIC SUBMISSION**

**October 9, 2018**

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201

**RE: MOTOR MART GARAGE PNF**

Dear Director Golden and Project Manager Rooney:

I am writing on behalf of the Board of Directors of the One Charles Condominium ("One Charles"), an abutter to the Motor Mart Garage, with comments and concerns about the September 2018 Project Notification Form Filed (the "Proposed Project").

One Charles is a 17-story condominium with 235 residential units as well as commercial space that abuts the Proposed Project to the east. The unit owners are a vibrant mix of singles, couples and families many of whom work in Boston, send their children to Boston schools and invest in the neighborhood through social and civic participation. One Charles and its neighbors have the unique position of sitting at the intersection of the historic Back Bay, Bay Village and Theatre District neighborhoods and near the Public Gardens and Commons.

One Charles appreciates the opportunity to offer comments on the Proposed Project and participate in the planning process. One Charles, together with its experts, have identified the following concerns, which require further study and consideration, to fully evaluate the Proposed Project's compliance with applicable zoning and regulatory requirements as well as its impact on surrounding neighbors.

**PROPOSED PROJECT ZONING CONCERNS**

The Proposed Project will require zoning relief from the Board of Zoning Appeals. The Proposed Project will require a dimensional variance, along with other approvals. Furthermore, only some of the proposed uses, that of the upper floors, is permitted as of right, the first floor uses will require a conditional use permit.

**Dimensional Requirements**

The Proposed Project exceeds the dimensional requirements of the Boston Zoning Code. The Project Site is located within the Midtown Cultural District ("MCD") and, as such, is governed by Article 38 of the Boston Zoning Code (the "Code"). The Project Site is also located within the

Groundwater Conservation Overlay District (“GCOD”) governed by Article 32 of the Code and the Restricted Parking Overlay District (“RPOD”) governed by Article 3 of the Code.

For Projects subject to Large Project Review, Article 38 of the Code sets a maximum building height of 155 feet and a maximum floor area ratio (“FAR”) of 10.0. Section 38-19 of the Code also establishes specific design requirements relating to street wall continuity, street wall height, sky plan setbacks, display windows, and maximum floor plates above a building height of 125 feet. The following are the Proposed Projects dimensions, as submitted in the PNF:

<b>Proposed Project Dimensions:</b>		
<b>Project Element</b>	<b>Existing Dimension</b>	<b>Proposed Dimension</b>
Residential	None	306 units
Commercial	50,712 sf	46,000 sf
Total Square Footage	421,000 sf	685,000 sf
Zoning Height	93 feet	310 feet
Parcel Area	52,323 sf	52,323 sf
FAR	8.0	13.1

Since the Proposed Project FAR (13.1) will exceed the maximum allowed (10.0) and Proposed Project height (310’) exceeds the allowed (155’), whether under the District requirements or Large Project status, variances will be required.

#### Proposed Uses

Only certain proposed uses under the Proposed Project are permitted as a matter of right. The Proposed Project will include upper-floor multifamily dwelling use (with accessory parking), general retail use, and restaurant use. The Proposed Project also proposes ground floor retail uses, commercial parking and parking accessory to retail and restaurant uses. The upper floor uses would appear to be permitted as of right, but the first floor uses and any proposed parking usage would be conditional uses—either under the applicable Midtown Cultural District zoning or under the Restricted Parking Overlay District requirements. Therefore, the Proposed Project proponent will need to obtain conditional use permits.

#### Other Zoning/Relief

The Proposed Project is also subject to a series of city agency approvals (from Civic Design Commission, Transportation Department, Sewer & Water, Public Works, Parks Department, Public Safety, Fire Department, Inspectional Services, Parks and Recreation and Air Pollution Control Commission) as well as state and federal agencies (MWRA, FAA).

## **PROPOSED PROJECT IMPACT CONCERNS**

### **Shadows**

The PNF's shadow analysis is incomplete to evaluate the full scope of the Proposed Project's impact. The shadow impact analysis presents a very limited snapshot; it looks only at shadows created on 4 days in a given year and does not include an analysis of shadow impact on neighboring buildings. The shadow analysis focuses on nearby open spaces, sidewalks and bus stops; it does not, for example, look at the shadow impact on One Charles, the Park Plaza or The Four Seasons Residences, though all are likely to be impacted. The Public Garden Shadow Analysis shows, without much detail, that there will be significant new shadows on One Charles in the afternoon at multiple times during the year. This requires further investigation and study. One Charles respectfully requests that the BPDA require the proponent to perform a total shadow path analysis on neighboring buildings, including One Charles, so that it can more fully evaluate the shadow impact associated with the Proposed Project.

### **Solar Glare**

There is significant risk of solar and thermal impacts on One Charles and adjacent buildings that should be studied. The PNF concludes that no solar impact is anticipated. The proponent reaches this conclusion, however, without having identified the Proposed Project's window glass and other building façade materials, which will dictate the nature of the solar and thermal impacts. Once the Proposed Project selects these materials, the BPDA should require a Solar Glare Study to fully evaluate reflection and resulting visual glare impacts on adjacent residential buildings (including One Charles), pedestrians, drivers and open spaces (including Statler Park and the Public Garden). The BPDA should also require an analysis of any associated thermal impact, including solar heat build-up.

### **Wind**

The proponent's PNF, using RWDI's model, concluded that the anticipated impact of the Proposed Project on wind at pedestrian level will be minimal. The wind modeling did not consider whether the new tower, rising out of a portion of the 8-story garage, and creating a new vertical plane, would change the wind direction or velocity experienced at 8-9 floors above ground level. A change in direction and/or velocity of wind at this level could greatly impact the ability of neighboring residents to comfortably open windows and use outdoor spaces above pedestrian level. One Charles requests that the BPDA require a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Project.

### **Historic and Architectural Character**

Article 80 requires new projects to observe the historical and architectural character of the neighborhood. The Proposed Project would include a 310-foot tower. To justify the proposed height, the proponent largely points to hotels and office towers in the high spine, which are not immediately adjacent, including the W Hotel, Liberty Mutual Building, and Old John Hancock Building. The proposed 28-story tower at 310 feet is disproportionate to the adjacent residential and historic buildings, including One Charles (17 stories at ~179'); Four Seasons Residences (16 stories at ~170'); the Park Plaza (15 stories ~154') and 100 Arlington (15 stories at ~155'). The Proposed Project even exceeds the approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200'). One Charles submits for the BPDA's consideration and additional review that the proposed height (which will require a dimensional variance) does not relate well to the existing residential and historic buildings in the immediate area and should similarly conform.

It is also important that, as the building façade materials are finalized, they include the color or type of materials in character with other adjacent buildings. Many of the neighboring buildings prominently feature brick (One Charles; Four Seasons; State Transportation Building) or stone (Park Plaza; 100 Arlington; Emerson Buildings) and the Proposed Project should similarly include elements that maintain the architectural style and character of the neighborhood.

### **Noise**

The Proposed Project contemplates that major mechanical elements servicing the building will be located on the roof, in 20' high mechanical enclosures, (approx. 9 floors up) next to One Charles. These major mechanical systems will cause both continuous exterior noise as well as cyclical noise. The BPDA should require the proponent to consider an alternate location, away from residences, for these systems, including a mechanical system penthouse or placement on the rooftop of the tower. If there is no other viable location, the Proposed Project plan must detail appropriate efforts to mitigate mechanical system noise. The plan must provide that the cyclical noise from fans, heating/cooling and exhaust systems will be at a decibel below that which is required by the City of Boston Ordinance, as cyclical noise will have a greater disruptive impact on adjacent neighbors. The proponent should also take other steps to mitigate noise as may be appropriate so that the timing and use of systems is designed to have the least disruptive impact. Furthermore, if the mechanical system remains in the present, proposed location, the enclosure should use materials (such as screening) agreed upon by One Charles. Finally, the proponent should have a post-construction noise monitoring program in place.

### **Use Restrictions**

The PNF calls for retail space on the first floor. As a conditional use, there should be reasonable restrictions placed on the type of retail business to ensure that those businesses fit the character of the neighborhood and do not pose a noise or safety risk to immediate neighbors.

Additionally, the PNF calls for amenity space for the residential units on the top of the garage, a portion of which will face nearby residences. There should be appropriate restrictions on the noise and light which these facilities can emanate.

### **Transportation – Existing Intersection Conditions**

The PNF transportation analysis does not account for the existing congestion in and around the Columbus Avenue/Eliot Street/Motor Mart Garage Driveway caused by the Park Plaza loading dock located nearby. The use of the loading dock frequently results in congestion as do the queued and double-parked cars of Park Plaza hotel guests. This back-up can often make it difficult for One Charles residents to exit the garage and proceed onto Columbus Avenue. Further study is warranted how additional traffic will impact the congestion from the loading dock and queued cars around the Park Plaza.<sup>1</sup>

The PNF transportation analysis also does not consider the additional pedestrian traffic at the un-signalized intersections. An additional 306 residences in this location will create additional foot traffic, but the Columbus Ave/Eliot Street/Motor Mart Garage Driveway is un-signalized and has no crosswalk and the Park Plaza/Columbus Avenue intersection (located in close proximity) is also un-signalized and features two cross-walks and a diagonal cross-walk. Further study is warranted to ensure pedestrian safety of neighboring residents and new residents. It would also assist vehicle traffic to contemplate better signage and/or signals where pedestrian traffic may lawfully cross.

We note, too, that it is likely that existing congestion in this and surrounding areas will only increase as the BPDA has approved other projects along Stuart Street, including at 212-222 Stuart, 380 Stuart and 40 Trinity Place (426 Stuart), which will likely contribute to traffic flow in and around the area. For this additional reason, further study of the impact on traffic and intersection conditions around the Proposed Project is warranted.

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<sup>1</sup> At an earlier IAG meeting, the City of Boston discussed bike racks and the activation and/or creation of bike lanes in the project vicinity. The PNF's discussion of transportation impacts does not contemplate the addition of a bike lane in the vicinity. One Charles requests further transportation study as the result of a bike line or other bike facilities.



### **Transportation – Vehicle Staging/Temporary Vehicles**

According to the PNF, the project contemplates that there will be one entrance on Stuart Street (for apartment tenants) and another on Church Street (for condominium owners). The PNF does not adequately account for temporary parking on these two streets. In a building with over 300 units, there will be a high demand for ride-sharing services and delivery services that will park directly outside these entrances. Ride sharing services continue to expand rapidly in Boston and the use of delivery services has expanded from traditional USPS, UPS and Fed-Ex deliveries which were once or twice daily, to also include countless deliveries of groceries, meals, flowers and laundry. On top of this, the Proposed Project can reasonably expect to have a sizable number of building and unit vendors, including utility services, cable services, house cleaning, pet care, etc. There will also be resident vehicles loading and unloading prior to garage entry based upon the current configuration. One Charles requests that the BDPA require the proponent to study whether this type of staging and temporary parking can be mitigated by a design that allows for all temporary parking and passenger loading and unloading to be accommodated entirely within the garage.

### **Monitoring Program**

The Proposed Project site is in very close proximity to One Charles. To prevent and mitigate any adverse construction impacts upon One Charles the Proposed Project's Monitoring Program and Pre-Construction Survey (PCS) should include the One Charles perimeter wall in addition to a topical exterior survey. A complete copy of the PCS should be provided to One Charles in electronic format for review and further comment. The Monitoring Program should also include noise and vibration monitoring, including reasonable sensors at One Charles, and One Charles should retain rights to review the Monitoring Plan.

### **Construction Management Plan**

Development projects have significant construction impacts on their neighbors. There needs to be additional mitigation steps to strike a balance between construction-related inconveniences with the daily activities that will occur adjacent to the Proposed Project site. Furthermore, it is imperative that the Construction Management Plan take into account the construction schedule for the 212-222 Stuart Street tower, located directly across Stuart Street, which is likely to break ground in the near future.

A detailed approach to construction management must be included in the DPIR. One Charles requests that the Construction Management Plan include, at a minimum:

- Construction vehicles must not in any way block access to, or materially impair use of, the One Charles garage, porte cochere, or loading dock.

- No construction staging may be allowed in the area outside of the One Charles garage, porte cochere or loading dock that would impede or impair entry or exit or use of these areas by One Charles residents and guests.
- Construction must not impede emergency vehicle access to One Charles.
- Construction must not impede service access to and around One Charles, including sanitation pick-up, grease trap access, etc.
- Proponent must provide a full-time traffic control manager stationed in the area during any time that activity will, or foreseeably may impact One Charles. One Charles will determine if it is being impacted.
- A TAPA agreement that considers current construction and approved projects. Stuart Street is a major thoroughfare (classified as an urban principal arterial under BTDA jurisdiction), carrying traffic to and from downtown. Over the past few years, the BPDA has approved several projects along Stuart Street, all within 4 blocks, including: 40 Trinity Place (426 Stuart), 380 Stuart and 212-222 Stuart (directly across from the Proposed Project). If there is concurrent construction, it is imperative that the proponent with BTDA form a comprehensive traffic plan to minimize traffic flow disruption for neighbors, commuters and visitors.

### **Neighborhood Safety**

One Charles would like to see the entirety of the Proposed Project, during and post-construction, take into account neighborhood safety. One Charles has raised some of this in other areas of concern (construction management, for example), but it is sufficiently important to stand alone and should be built into the plans for the project with greater intention. The project proposal should include additional details on site and adjacent lighting, security systems, signage, safety personnel and guards to be employed at all stages, and a point of contact for all safety concerns.

### **Run-Off**

One Charles is concerned that the PNF calls for tabling on Church Street and flush walkways to Statler Park that may cause run-off or water to pool in the area. One Charles requests that there be further study on the proposed plans to address and mitigate this concern.

### **Water-Sewer**

The PNF does not contain enough detail for One Charles to comment on the proposed water-sewer connections for the project including, critically, location and capacity. One Charles requests that the BPDA require the proponent to provide further information.

Michael Rooney, Project Manager  
Boston Planning and Development Agency  
October 9, 2018  
Page 8

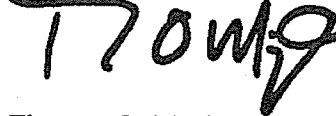
**Public Benefits**

The PNF does not describe in detail any neighborhood specific investments in infrastructure, improvements or programs. One Charles looks forward to hearing more about any public benefits or cooperation agreements reached with the proponent to invest in the immediate area.

One Charles welcomes the opportunity to discuss these concerns with the BPDA and the Proposed Project proponent. One Charles respectfully requests that the BPDA require further study of certain impact areas as set forth above and require a detailed technical analysis of the projects impacts through the submission of a DPIR. One Charles does not waive any rights in connection with the Proposed Project, including, without limitation, to oppose the Proposed Project based on impacts and analysis not set forth herein or to request that the proponent modify the size, mass or design or take other measures to mitigate its impact.

Sincerely,

MORIARTY TROYER & MALLOY LLC

A handwritten signature in black ink, appearing to read 'TOM', with a stylized flourish at the end.

Thomas O. Moriarty

cc: Board of Directors of One Charles

The Motor Mart Garage development will provide housing for older adults looking to downsize and live Downtown. We look forward to the Inclusionary Development Policy (IDP) numbers to offer additional older adults a new home at an affordable price. The project location offers residents a walkable community which will reduce social isolation keeping residents active. On-site amenities such as programming and roof deck offer community building between neighbors.

We encourage the developers to strongly consider the following:

- The use of universal design in all spaces. These design features allow residents to age in their home and community. It saves money upfront eliminating the need to make changes over time which are costly to residents and developers.
- Provide information on The Ride, City of Boston Senior Shuttle and taxi coupons, Wheelchair Accessible Vehicles (WAVS), and offer free CharlieCards as part of the transportation management plan. Including this information ensures that residents of all abilities and ages will have access to transportation options.
- Meet with the Disability Commission regarding all aspects of accessibility and placement of Group 2 units.
- Any common areas with seating should have armrests. Armrests ensure balance support for people in need. If possible seating should have shade.

Enclosed is a white paper developed by the Boston Society for Architects Design for Aging Committee on Age-Friendly Housing. In addition, Enterprise Green Communities created "[Aging In Place Guidelines for Independent Living in Multifamily Buildings](#)." That guide is another resource to consult for aging in place.

Please contact our office if you have any questions or need more information. We look forward to hearing from you.

Thanks,

Nicole Chandler  
City of Boston Elderly Commission

Motor Mart Garage Public Comments submitted via website 2018-10-19

Date	First Name	Last Name	Organization	Opinion	Comments
10/7/2018	Pawel	Latawiec		Support	I am writing in strong support of the Motor Mart garage project. The proponents have crafted an engaging proposal which both preserves and elevates the historic architecture, adapts its use toward modern needs, and meaningfully contributes to the Mayor's (and greater Boston area's) revised 2030 housing goals. I appreciate the conversion of places for cars to homes for people. Furthermore, the project site is a prime location for denser development, as it can reduce gentrification pressures in other neighborhoods. Any reduction in massing or number of units should not be considered.
10/11/2018	Maggie	Peatridge	None	Neutral	Are there plans to temporarily close or relocate the existing restaurant tenants? I notice the new plan has a sketch of a market in the space that maggianos little Italy is relocated.
10/11/2018	Tony	Fusco	Art Deco Society of Boston	Oppose	We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level." This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000. It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows?the spirit of the new "Machine Age." This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past. We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board. Tony Fusco, President, Art Deco Society of Boston 617-363-0405
10/17/2018	Kingsley	Osias	Employed	Support	What are the plans for the current businesses there now? Are there any plans to keep any of the current businesses? Will they need to be closed during construction? Timeline? - So we can plan accordingly, please and thank you.
10/18/2018	Bethany	Patten	Bay Village Neighborhood Association	Neutral	Because the developers have not come to the neighborhood association since filing their more detailed project plan, the BVNA have not voted. However, our concerns are: (1) Traffic impacts on Stuart Church and Columbus; (2) Security Cameras hooked into the BPD system; (3) Height/shadow impact; (4) Mechanicals on the roof effecting 1 Charles. We will write a letter outlining these concerns, and reserving our right to comment as more info is available.



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BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721  
BOSTON, MASSACHUSETTS 02201  
617-635-4680 • FAX 617-635-4295

October 24, 2018

Brian Golden, Director  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Project Notification Form: Motor Mart Garage

Dear Mr. Golden,

Thank you for the opportunity to comment on the Motor Mart Project Notification Form (PNF). The project includes the redevelopment of a 1,037 space parking garage with ground-floor retail as a mixed-use tower rising out of the existing building. The proposed use includes 306 units, while retaining 46,000sf of retail/restaurant space, and 672 parking spaces (a reduction of 365 spaces).

Due to the complexity of the project, BTD supports the proposal for an additional filing, in which to provide new information and analysis as described below.

**Site Access/Curbside**

BTD looks forward to more information on proposed tabling of Church Street. The proponent should also explore pedestrianizing the block. The proponent should study the impact of this proposed change on access to Columbus, and particularly to trucks accessing Columbus. This should include a study of current trucks accessing Columbus Avenue, including truck type, time of day, and what route they use, including from Park Plaza, from Church Street, and from Park Plaiice/Eliot Street.

The PNF proposes pickup dropoff on Church Street. BTD feels that this would diminish the value of the tabled/pedestrianized space. BTD notes that the building has a large internal automotive circulation area, and will be looking for a proposal for all loading and pickup/dropoff to be internal to the building.

If a non-standard material is proposed for Church Street, the proponent should work with Public Works Department, Disabilities Commission, Boston Water and Sewer, as well as BTD to understand the implications for persons with disabilities, and access to utilities. Would the proponent be proposing to maintain the non-standard material whenever a utility company has to dig it up?

### **Parking**

BTD supports the reduction in the total number of spaces at this location, and would request that the next submission include a detailed breakdown of which spaces will be dedicated to which uses. BTD would like to see the parking spaces unbundled, that is sold/rented at market rate separately from residential/employee units. Because after the purchase, monthly parking becomes a “sunk cost” for the person who is weighing whether to drive or not, BTD would like to see all non-residential parking have a maximum rentable timeframe of one day, that is, no monthly parking. BTD will also require the project to work with a car share provider to see whether it is possible to dedicate some of the spaces to car share.

BTD supports the proposal for one secure, covered bicycle parking station per unit, and the proposal to provide bicycle parking for employees. In future submissions, the proponent should spell out the number of spaces and ratios for employees, relying on the City’s Off-Street Bicycle Parking Guidelines, as well as the location of bicycle parking spaces, which should be located in an area that is convenient for bicyclists so as to make this as attractive an option as possible. Please also see the aforementioned Off-Street Bicycle Parking Guidelines for BTD’s requirements for outdoor parking spaces and shower/changing facilities.

The proponent should spell out how it plans to address the City’s Electric Vehicle Charging standards, which include that at a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity. As this is an existing garage, this may not be possible in full, but the proponent should address this, and how it will attempt to install as much EV parking as possible. BTD notes that the project location is in the Boston Parking Freeze area, and should coordinate with the Boston Environment Department regarding whether they have any comments.

### **Transportation Mitigation**

BTD looks forward to working with the proponent on developing an appropriate transportation mitigation package, which should be informed by the trips generated as well as peak hour mode share. BTD encourages the proponent to analyze transit services in the area based not only upon what services are supplied, but also peak capacity, and how the project’s generated transit trips will impact that supply. If the proponent’s trips will impact a transit, pedestrian or bicycle facility, the proponent should assess options to facilitate safe, convenient and attractive access. This may include (but is not limited to) sidewalks, crossings, bus stops, bike facilities and/or subway stops.

While the project is just outside the Stuart Street Zoning area, this is a good document to examine when thinking about the neighborhood’s desire for transportation mitigation. In that document, projects create public realm improvements, including multi-modal access at locations other than in the abutting streets of the proposed project, of a value equal to or greater than one half of one percent of the cost of building construction.

### **Circulation**

BTD looks forward to working with the proponent on improving circulation in the area. This includes bike facilities, key intersections, and reevaluating existing curbside use.

As you know, in the City’s comprehensive transportation plan Go Boston 2030, one of the highest two ranked projects was “Better Bike Corridors,” including the Southwest Corridor Extension to MGH, which runs along Columbus Avenue (p. 153). We are therefore looking forward to working with the development team in designing

and implementing that project, which could include installation of a contraflow bike lane on the Columbus block abutting the project. BTD will look to work with the proponent on implementing this project on more than just the abutting block.

The Arlington/Columbus/Stuart intersection is key to continuing this bike facility, as well as being a very busy intersection that could be much improved from a pedestrian, bicycle, transit and automotive perspective. BTD looks forward to working with the proponent on the associated study and implementation of signal retimings in the area, including, but not limited to the intersection of Arlington, Columbus and Stuart Streets

### **Transportation Demand Management**

BTD encourages the project to require retail tenants to subsidize transit, bike share and car share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales. BTD also encourages the proponent to propose inclusion of real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies. In addition, the next submission should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will delivery companies be locating local pick up "warehouses" in the development?

### **Traffic**

The PNF includes the study of the following intersections:

- Arlington/Boylston
- Arlington/Saint James
- Arlington/Stuart/Columbus
- Columbus/Eliot
- Columbus/Park Place
- Charles/Boylston
- Charles/Stuart

BTD requests the study area additionally include the following intersections:

- Any proposed driveways
- Kneeland/Stuart/Washington
- Stuart/Tremont

### **Site Plan**

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading\*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces

\*Trash compactors/dumpsters need to be depicted as well.

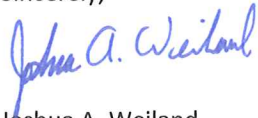


**Construction Management Plan**

As the project in the advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the additional filing. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.


Sincerely,



Joshua A. Weiland  
Transportation Planner  
Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning  
John DeBenedictis, Director of Engineering

## **MEMORANDUM**

**TO:** Michael Sinatra, BPDA  
**FROM:** John M. Schmid, PE LEED AP   
**DATE:** April 5, 2019  
**RE:** Motor Mart Garage – BWSC PNF Response

Nitsch Engineering received and reviewed the Boston Water & Sewer (BWSC) Comment letter dated October 4, 2019. (Attached)

Nitsch Engineering offers these responses:

### GENERAL

1. The Proponent will consult with the BWSC prior to the initial phase of the site plan development.
2. All public water, sewer, and stormwater improvements will be designed and constructed at the Proponents expense.
3. The Proponent will comply with the 4:1 I/I mitigation requirements.
4. The Project will be designed to comply with the Complete Street Initiative to the fullest extent practical.
5. The Proponent will obtain a permit for Abrasive Blasting and/or Chemical Cleaning, if required, and will provide a detailed description as to how chemical mist and runoff will be contained.
6. The Proponent will comply with the Remediation General permit (RGP) for Groundwater Remediation, if required.
7. The Propene will comply with the Groundwater Conservation Overlay district requirements.
8. No new buildings or structures will be constructed over water lines.
9. The BWSC Site Plan application will provide a detailed capacity analysis.

### WATER

1. Water estimates will be provided through the BWSC Site Plan Review and Approval process.
2. The Proponent will explore opportunities to conserve water.
3. The Proponent will obtain a hydrant permit as required.
4. The Project will utilize MTU for meter readings.



SEWAGE

1. The Project is committed to reducing phosphorus by infiltration.
2. The Proponent will comply with NPDES General Permit for Construction requirement.
3. The Proponent will explore options for protecting stormwater quality.
4. Dewatering operations will not discharge to the sanitary sewer system.
5. The Proponent will explore methods for retaining and recharging stormwater on-site.
6. The Project will comply with the MassDEP Stormwater Management Standards.
7. Sanitary sewage and stormwater will have separate connections to the BWSC system.
8. The Project will provide "Don't Dump..." castings at all drainage inlets.
9. Grease traps will be provided as required.
10. Oil water separators will be provided as required.

CC: David Wamester, BGI

12536/Civil/project data/ BPDA/PNF/2019-04-05 Nitsch BWSC Responses Memo

**Boston Water and  
Sewer Commission**



980 Harrison Avenue  
Boston, MA 02119-2540  
617-989-7000

October 4, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201

Re: Motor Mart Garage, Midtown  
Project Notification Form

Dear Mr. Rooney:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed Motor Mart Garage project located at 201 Stuart Street in the Midtown Cultural District of Boston.

The proposed project is located on an approximately 1.2 acre site. The site currently contains the approximately 421,000 sf, eight-story Motor Mart Garage containing 1,037 parking spaces. The proponent, 201 Stuart Street Owner, LLC, proposes to redevelop the garage into a mixed-use building by adding basement level retail, reducing parking, and constructing new residential apartments within the western portion of the existing building, and constructing new residential apartments and condominiums within a new 20-story residential tower rising out of the existing garage. The project will contain 306 apartment/condominium units, retain approximately 46,000 sf of retail and restaurant space, and retain 672 parking spaces. The site is bounded by Stuart Street to the south, Park Place to the east, Columbus Avenue to the northwest, Eliot Street to the northeast and Church Street to the west.

According to the PNF, the proposed water demand is approximately 79,463 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern High DICI water main and a 16-inch HPFS line both installed in 2003 in Park Place, a 12-inch Southern High CI water main installed in 1925 in Eliot Street, a 12-inch Southern Low DICI water main installed in 1998, a 16-inch Southern High PCI water main installed in 1874 and lined in 1983 and a 48-inch Southern High PCI water main installed in 1927 in Columbus Avenue, and a 16-inch Southern Low PCI water main installed in 1911 and lined in 2008 in Church Street.

According to the PNF, the proposed sewage generation is 72,239 gpd, an increase of 45,212 gpd. For sewage and storm drainage service, the site is served by a 12-inch sanitary sewer



and a 24-inch by 27-inch storm drain in Park Place, a 12-inch sanitary sewer and a 30-inch storm drain in Eliot Street, a 60-inch by 60-inch combined sewer in Columbus Avenue and a 54-inch by 48-inch combined sewer in Church Street and a 12-inch combined sewer in Stuart Street.

The Commission has the following comments regarding the PNF:

**General**

1. Prior to the initial phase of the site plan development, 201 Stuart Street Owner, LLC should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.
2. All new or relocated water mains, sewers and storm drains must be designed and constructed at 201 Stuart Street Owner, LLC's expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
3. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy, and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days



prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.

4. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>
5. For any proposed masonry repair and cleaning 201 Stuart Street Owner, LLC will be required to obtain from the Boston Air Pollution Control Commission a permit for Abrasive Blasting or Chemical Cleaning. In accordance with this permit 201 Stuart Street Owner, LLC will be required to provide a detailed description as to how chemical mist and run-off will be contained and either treated before discharge to the sewer or drainage system or collected and disposed of lawfully off site. A copy of the description and any related site plans must be provided to the Commission's Engineering Customer Service Department for review before masonry repair and cleaning commences. 201 Stuart Street Owner, LLC is advised that the Commission may impose additional conditions and requirements before permitting the discharge of the treated wash water to enter the sewer or drainage system.
6. 201 Stuart Street Owner, LLC should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, 201 Stuart Street Owner, LLC will be required to apply for a RGP to cover these discharges.
7. The project site is located within Boston's Groundwater Conservation Overlay District (GCOD). The district is intended to promote the restoration of groundwater and reduce the impact of surface runoff. Projects constructed within the GCOD are required to include provisions for retaining stormwater and directing the stormwater to the groundwater table for recharge.
8. 201 Stuart Street Owner, LLC is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the



Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.

9. It is 201 Stuart Street Owner, LLC's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, 201 Stuart Street Owner, LLC must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

#### Water

1. 201 Stuart Street Owner, LLC must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. 201 Stuart Street Owner, LLC should also provide the methodology used to estimate water demand for the proposed project.
2. 201 Stuart Street Owner, LLC should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, 201 Stuart Street Owner, LLC should consider outdoor landscaping which requires minimal use of water to maintain. If 201 Stuart Street Owner, LLC plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.
3. 201 Stuart Street Owner, LLC is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. 201 Stuart Street Owner, LLC should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, 201 Stuart Street Owner, LLC should contact the Commission's Meter Department.





### Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. 201 Stuart Street Owner, LLC will be required to submit with the site plan a phosphorus reduction plan for the proposed development. 201 Stuart Street Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the 201 Stuart Street Owner, LLC will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
  - Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or stormwater, and the location of major control or treatment structures to be utilized during construction.
  - Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. Developers of projects involving disturbances of land of one acre or more will be required to obtain an NPDES General Permit for Construction from the Environmental Protection Agency and the Massachusetts Department of Environmental Protection. 201 Stuart Street Owner, LLC is responsible for determining if such a permit is required and for obtaining the permit. If such a permit is required, it is required that a copy of the permit and any pollution prevention plan



prepared pursuant to the permit be provided to the Commission's Engineering Services Department, prior to the commencement of construction. The pollution prevention plan submitted pursuant to a NPDES Permit may be submitted in place of the pollution prevention plan required by the Commission provided the Plan addresses the same components identified in item 1 above.

3. The Commission encourages 201 Stuart Street Owner, LLC to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
4. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. 201 Stuart Street Owner, LLC is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, 201 Stuart Street Owner, LLC will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
5. 201 Stuart Street Owner, LLC must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
6. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, 201 Stuart Street Owner, LLC will be required to meet MassDEP Stormwater Management Standards.
7. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
8. The Commission requests that 201 Stuart Street Owner, LLC install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. 201 Stuart Street Owner, LLC should

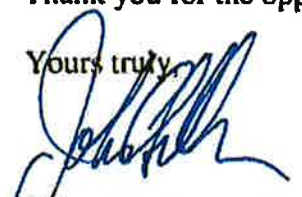


contact the Commission's Operations Division for information regarding the purchase of the castings.

9. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. 201 Stuart Street Owner, LLC is advised to consult with the Commission's Operations Department with regards to grease traps.
10. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,



John P. Sullivan, P.E.  
Chief Engineer

JPS/afh

cc: Kate Perez, 201 Stuart Street Owner, LLC  
K. Ronan, MWRA via e-mail  
M. Zlody, BED via e-mail  
P. Larocque, BWSC via e-mail





# MORIARTY TROYER & MALLOY LLC

ATTORNEYS AT LAW

Thomas O. Moriarty  
Direct Dial: 781.817.4603  
tmoriarty@lawmtm.com  
Admitted in MA

## VIA ELECTRONIC SUBMISSION

June 7, 2019

Michael Sinatra, Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201

## RE: MOTOR MART GARAGE SUPPLEMENTAL RESPONSE COMMENTS BY ONE CHARLES CONDOMINIUM

Dear Director Golden and Project Manager Sinatra:

I am writing on behalf of the Board of Directors of the One Charles Condominium ("One Charles") with comments and concerns about the March 25, 2019 Supplemental Information submitted in support of the proposed Motor Mart Garage development at 201 Stuart Street (the "Proposed Project").

One Charles is a 17-story condominium with 235 residential units as well as commercial space that directly abuts the Proposed Project to the east.

One Charles appreciates the opportunity to offer comments on the Proposed Project and participate in the planning process. One Charles, together with its experts, believe that additional concerns remain to fully evaluate the Proposed Project's impacts, propose solutions for mitigation and to determine whether the project meets the criteria for development laid out in the Boston Zoning Code and planning vision for the neighborhood.

## **PROJECT IMPACTS REQUIRING FURTHER STUDY**

### **Building Mechanicals**

The Proposed Project continues to contemplate that major mechanical elements servicing the building will be located on the garage roof near the west facing façade of One Charles. In response to the PNF, the BPDA, One Charles, Four Seasons and BVNA all asked the developer to further study the noise from the proposed roof mechanicals. In response, the developer has asserted that the new mechanicals will be quieter than the existing building noise. The developer, however, did not provide a copy of any sound study or underlying sound data/measurements upon which this conclusion rests. Presently, there is relatively minimal

equipment on the garage roof. The developer's unsupported conclusion does not allow the BPDA, One Charles or other interested community members to meaningfully respond. There is no information upon which the BPDA (or the community) can conclude that the developer has fully described the project impact and that those impacts have been appropriately mitigated.

Additionally, the developer appears to have rejected the proposal made by several abutters that the mechanicals be re-located to a mechanical penthouse on the basis that it would require additional height to the tower. The response could, and should, contemplate including roof mechanicals within the proposed building height.

One Charles requests that the developer provide a copy of any sound study conducted, the underlying data/measurements used to reach its conclusion, or details about each and every noise producing equipment so that One Charles can fully evaluate the impacts and opine on how best to mitigate any noise through technology or operating controls of any mechanical equipment on the top of the garage. Further, One Charles requests that the developer analyze and consider the mitigation of mechanical system noise and unsightly visuals by placing the building equipment in a mechanical penthouse.

#### **Shadow/Access to Light**

One of the goals of development review is to ensure ample access to light and air remains. One Charles requested a total shadow analysis to evaluate the impact of the access to light. The developer, however, declined to provide a full shadow analysis. The provided snapshots show a shadow will be cast upon One Charles on December 21<sup>st</sup>. Without a total shadow analysis, it is unclear if the impact will last a day, week, month or months. We estimate that the impact will run approximately one month on either side of December 21, but the developer is in the best position to perform the analysis. It is a simple task to have the project architect prepare additional studies, likely at a cost of \$5,000 or less for an adequate number focused on One Charles and other residential neighbors and the BPDA should hold the developer to completion of it. The BPDA should require a full shadow study focused on the residential neighbors in order to fully evaluate shadow/access to light impact of the Proposed Project.

#### **Wind**

As part of the environmental impact analysis, the developer must conduct certain wind studies. In response to the PNF, One Charles and Four Seasons requested that the developer also conduct a wind analysis above pedestrian level. The project proponent declined to undertake this study on the basis that Article 80 only mentions wind analysis at pedestrian level. The BPDA should not give the developer a pass. The large project review process under Article 80 requires the developer to conduct studies that are necessary to determine the indirect and direct damage and impact on the environment and neighborhood. The nature of the Proposed Project warrants further study. Unlike most, the Proposed Project does not contemplate a new base; it uses an existing base and places a tower at one end. The developer and its consultants can reasonably anticipate that the proposed tower (which would rise above surrounding buildings) will intercept



high winds (including from the east and northeast) that will then be deflected down and across the roof of the garage. Without appropriate mitigation, these winds may be disruptive to neighboring residents at or around the level of the garage roof. Depending on the force, this could mean that neighbors cannot open windows, have difficulty opening windows, hear significant noise, experience disruptive pressurization in their units, or suffer diminished use of outdoor spaces.

The developer's consultant (RWDI) has built a wind model at its laboratory and could perform the requested analysis. The developer is in the best position to undertake this further study. As the project backlog at RWDI is currently in excess of four (4) months, One Charles is effectively prevented from doing so on its own (assuming it should even bear the burden of this cost estimated to be between \$10,000-\$15,000).

If the BPDA does not require further wind study, this will be a missed opportunity to improve the quality and design of the proposed project. If, as expected, the tower creates a downdraft across the garage, it is very possible that there is certain vegetation, screen hedges or other design elements that can be incorporated into the building design to mitigate the wind impacts at and around the height of the roof of the garage. The failure to test this, however, deprives One Charles and other neighbors of the ability to fully evaluate the project impacts and propose solutions.

### **Traffic**

One Charles retained a traffic consultant to review the developer's traffic studies. The consultant noted several areas of concern relating to the design and operations of the Project in the immediate vicinity of the site that may impact the One Charles Condominium or exacerbate existing traffic and parking difficulties in the Park Plaza area. The following summarizes his observations and opinions on additional information required:

1. The existing layout and traffic control at the northern entry/exit for the Motor Mart garage is somewhat unconventional, particularly in light of its close proximity to the Columbus Avenue/Park Plaza intersection and the complexity of traffic movements between the Motor Mart Garage, Columbus Avenue, Park Plaza, Elliot Street and the One Charles porte cochere. We believe that the analysis of the Project may underestimate the proportion of traffic using this garage entry/exit when the Project is complete, and therefore exacerbate its safety and operations.

*The traffic operations should be revised accordingly, and the intersection operations and layout should be further evaluated to identify more specifically how traffic entering and exiting the Project will function along with other traffic and pedestrian activity. Improvements should be explored to address any potential issues. Improvements may include, but not be limited to, changes in traffic control, striping/layout changes or vehicle turning restrictions.*

2. On-street loading conditions, in particular at the Park Plaza building, are an existing concern. The SIS presents truck observations in response to BPDA's comment so the EPNF. While the volume of trucks and service vehicles may not be very large during the peak traffic hours, the loading activity frequently involves large trucks backing up to the Park Plaza curb and blocking the travel way on Columbus Avenue. The impact to traffic and pedestrians in the area is inconvenient and presents safety concerns.

The proposal by the Project to provide off-street for the Motor Mart garage is clearly beneficial, but we believe that its access by large trucks could be impeded by trucks servicing the Park Plaza building. The situation is likely to be further complicated by the introduction of a protected bicycle lane on Columbus Avenue as planned by the BTDA.

*The BTDA/BPDA and the Proponent should evaluate the loading situation in collaboration with the owners of the Park Plaza building and develop a physical layout and management plan to regulate loading activity on both side of Columbus Avenue as well as for the Project. In addition, the conceptual design of the proposed protected bicycle lane on this section of Columbus Avenue needs to be understood before the site plan for the Project is approved.*

3. A significant increase in drop-off and pick-up activity at the site will be generated by the Project due to small-vehicle deliveries, taxis and Transportation Network Company (TNC) vehicles such as Lyft and Uber. We believe that the EPNF/SIS may under-estimate the amount of this activity, particularly as it relates to the proposed grocery store/market. Further, most of the drop-off/pick-up activity is expected to occur near the Project's lobby on Church Street, which is somewhat limited in length.

*The conceptual design of Church Street should be developed in more detail should be further developed before the site plan for the Project is approved, and a plan should be developed to manage the Project's activity.*

4. While the EPNF and SIS present a Transportation Demand Management (TDM) Plan for the Project, the Plan does not appear to provide a very robust set of strategies to reduce single-occupancy vehicle travel and encourage use of alternative transportation modes.

*Additional TDM strategies should be explored to enhance mobility for residents and visitors to the Project.*

5. Short term impacts due to Project construction are an on-going concern, particularly in light of other projects that may be under construction simultaneously.

*It is essential that a robust Construction Management Plan should be developed by the Proponent in collaboration with abutters, including One Charles, as well as the BTDA.*

### **Sewer**

One Charles notes that another abutter has aptly raised concerns about the sewer connection and capacity to serve the Proposed Project. One Charles shares these concerns that the Proposed Project will overburden the system and requests the developer provide additional information on anticipated sewage flow and sewer connections. Given the age and capacity issues with the system, the developer should be responsible to implement appropriate system improvements or replacement.

### **Solar**

In its supplemental submission, the developer has offered solar glare and thermal impact studies. Those studies have identified that there will be some reflective impacts on the One Charles building with those impacts being more pronounced at the end of the building closest to Stuart Street. As the developer proposes to use vertical fins as an architectural design feature, One Charles requests that the developer further study fins which may protrude farther as they will lessen the impact at One Charles. Alternatively, One Charles requests that the developer study the use of perforated material on the vertical fins to achieve notable solar mitigation.

## **UNRESOLVED ARCHITECTURAL/ZONING CONCERNS**

Article 80 requires new projects observe the historical and architectural character of the neighborhood. The preamble states that the BPDA should ensure that new development is compatible with existing traditional scale and character of Boston. More specifically, the Zoning Code requires project design be “architecturally compatible with surrounding structures” and the project must also “augment the quality of the pedestrian environment.”

The developer continues to propose a 310 foot tower that is disproportionate to the adjacent residential and historic buildings, including One Charles (17 stories at ~179’); Four Seasons Residences (16 stories at ~170’); the Park Plaza (15 stories at ~154’) and 100 Arlington (15 stories at ~155’). The Proposed Project even exceeds the approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200’). It is simply not compatible with the surrounding area and does not relate well with the existing building scale of its neighbors.

In this vein, the BPDA requested that the developer analyze alternative massing to facilitate comparison (including a comparison of traffic and environmental impacts) of:

- A no-build scenario
- As described in the PNF
- An “as-of-right” scenario under existing zoning which provides for an FAR of 10.0 and maximum height of 155’

In response, the developer provided a single depiction of an as-of-right alternative (meeting height and density restrictions) and summarily concluded that it would result in fewer units,

affordable units, public benefits and jobs. We cannot imagine this simplistic conclusion is the type of analysis the BPDA requested or expected, nor does it facilitate the type of analysis and comparison the community deserves. How many stories would an as-of-right building be? How many units could it include? Would it result in fewer shadows on neighbors and Statler Park? Would it result in fewer, more manageable traffic impacts? The developer offers absolutely no analysis or data to permit a comparison or allow the community to better understand how the project impacts would differ (as described in the PNF vs. as-of-right).

Further still, in response to community concerns raised by One Charles and others about how well the proposed project would relate to the surrounding area, the developer responded that the Proposed Project gives the city an opportunity to add to the high spine. The site of the building is not located in an area that was originally envisioned as part of the high spine. Furthermore, the “high spine” is an architectural concept that is largely absent from the Zoning Code, save for a single reference with respect to planned development areas (PDAs) in the district. The Zoning Code tells us where the City has planned for buildings of greater height and density. This site is not one of them. The project site is not in a PDA nor is it in an area where PDAs are permitted. There is no “opportunity” under existing zoning for the City to continue the “high spine” at this location.

Finally, the developer argues that “to propose a building of lower height would weaken the significance of this particular prominent intersection.” The developer’s response is arrogant to the residents who live there and the pedestrians who enjoy its historic significance. It is unclear how a building of greater height augments the quality of the pedestrian environment. Boston is a city of neighborhoods and maintaining its open and historic character is of great importance to its residents and all those who venture on foot to experience it.

### **FUTURE DEVELOPMENT MANAGEMENT PLANS**

Should the Proposed Project received BPDA Board approval, One Charles believes that it is critical that there are adequate plans to mitigate traffic and construction impacts, including as follows:

#### **Construction Management Plan**

At a minimum, any construction management plan must include the following:

- Pre-condition surveys
- Noise monitoring program, including restrictions on permissible construction hours, limited vehicle idling, limited construction vehicle warm-up, limited back up alarms, and use of noise muffler systems
- Construction lighting adequate for security but that is not intrusive into One Charles units
- Designated construction liaison
- Construction schedule access for abutters.

- Security of the site and surrounding neighborhood
- Agreeable staging location/dumpster placement
- Perform debris, dirt and dust mitigation
- Control rodent infestation and migration
- Construction vibration monitoring program
- Use of appropriate construction fencing, barriers, lighting and signage to ensure public safety.
- Staging/dumpsters/construction vehicles must not block access to One Charles garage, porte cochere, loading docks and other One Charles building facilities and utilities

#### **Transportation Access Plan Agreement (TAPA)**

The TAPA agreement between the City and developer should ensure:

- Designation of transportation coordinator
- Appropriate timing of construction schedules for projects approved along Stuart Street
- Safe access to sidewalks and streets
- Signal improvements or new traffic signal equipment in the project vicinity
- Improvements to sidewalks in the vicinity of the project
- Continued and improved bicycle access and/or facilities
- Parking alternatives
- Improved traffic circulation and flow

#### **COMMUNITY ENGAGEMENT**

The Article 80 process is designed to be an iterative process between developer, agency and community to vet proposed developments and their impacts. The hope of the community is that it provides a meaningful opportunity to participate in a dialogue about the project and if and how it can add to the community. The BPDA asked the developer to provide a list of meetings held and proposed with interested parties, including public agencies, abutters and business and community groups. The BPDA also asked the developer to provide names and addresses of project area owners, abutters and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project. Prior to the submission of its Supplemental Information, it is unclear what meetings the developers held and what interested

parties had been engaged. It is important that the BPDA continue to insist that there is adequate opportunity for all members of the community to be heard.

Further, the BPDA asked the developer to specifically identify certain public benefits, including current and/or future activities and programs which benefit adjacent neighborhoods of Boston and the city at large such as childcare programs, scholarships, internships, elderly services, education and/or job training programs, etc. The supplemental response failed to identify any of these that the developer is considering or pursuing (other than investments in Statler Park and inevitable construction job creation/property job creation). They have provided no information to suggest that they have engaged local libraries, schools, art institutions, elder services, etc. whom they will partner with to invest in the community. The failure to provide specific details makes it impossible for the community to weigh in on proposals.

The BPDA asked for an updated list of all anticipated permits or approvals required from other municipal, state or federal agencies, *including a proposed application schedule shall be included in the filing*. The developer did not provide a proposed schedule or explain why it could not do so.

The BPDA asked the developer to provide a statement on the applicability of the MEPA. The supplemental information did not provide such a statement (although the original PNF did).

The BPDA's role is not to steer projects to approval; it is to steward participants through the development process and to reject projects that do not meet the City's planning and development standards. The BPDA should demand that the developer provide the requested information and engage the community. The developer should have no expectation of project approval if it does not do this and certainly cannot count on community support if it offers anything less.



Michael Sinatra, Project Manager  
Boston Planning and Development Agency  
June 7, 2019  
Page 9

One Charles welcomes the opportunity to discuss these concerns with the BPDA and the Proposed Project developer. One Charles respectfully requests that the BPDA require further study of certain impact areas as set forth above. One Charles does not waive any rights in connection with the Proposed Project, including, without limitation, to oppose the Proposed Project based on impacts and analysis not set forth herein or to request that the proponent modify the size, mass or design or take other measures to mitigate its impact.

Sincerely,

MORIARTY TROYER & MALLOY LLC

  
Thomas O. Moriarty

cc: Board of Directors of One Charles



Michael Sinatra &lt;michael.a.sinatra@boston.gov&gt;

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## sigh Re: Motor Mart Garage Public Meeting

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**patrice**

Fri, Mar 29, 2019 at 4:30 PM

Reply-To: patrice

To: Development Review at the BPDA &lt;Michael.A.Sinatra@boston.gov&gt;

always retail and restaurants, retail below, apartments above  
What happened to the carpentry, cabinet, machine shops and  
mechanic spaces? The ability to get things fixed, made, rebuilt?

Systematically, one by one, every single BPDA announcement I see  
has retail below, apartments above. Yet, retail jobs -- are not high tech  
or high wage jobs and so the people who WORK in the stores below  
can't afford the apartments above!! You are creating a downtown abbey  
scenario with a servant, services and amenities calls working below for  
the wealthy people who "live upstairs" ... and the servants have to commute in  
and those middle class people with skills more than retail, and not wage enough  
to live upstairs -- have to COMMUTE OUT OF THE CITY -- to go work in  
a 1950s style, go-to-the-plant, industrial or manufacturing job that is out of sight  
and out of mind because none of these development projects know how to  
include mechanical lofts, repair and makers spaces, high ceilings, concrete floors  
21st century clean light industrial -- so that people of all types can live AND work  
or work AND live where they live and work!

holy cow. I HAVE YET TO SEE any space carved out devoted to artists (they are  
also pushed into their own little colonies) -- craftsmen, mixed use, mechanics bays,  
facilities garage, makers spaces, engineering lofts, robotics shops ...

On Thursday, March 28, 2019, 2:35:57 PM EDT, Development Review at the BPDA <Michael.A.Sinatra@Boston.gov>  
wrote:

Public meeting hosted by the BPDA

[View this email in your browser](#)**boston planning &  
development agency**



## Motor Mart Garage 201 Stuart Street Public Meeting

**Description:** 201 Stuart Street Owner, LLC (the Proponent), an affiliate of CIM Group LLC, together with its development partner Boston Global Investors, LLC, proposes to redevelop the existing eight-story, Motor Mart Garage into a vibrant, mixed-use building by adding basement level retail space, reducing parking, and constructing new residential apartments within the western portion of the existing building, and constructing new residential apartments and condominiums within a 20-story residential tower rising out of the existing building (the Project).

The Project will create a mix of approximately 306 new apartment and condominium units, retain approximately 46,000 sf of retail and restaurant space, and retain 672 parking spaces.

Please note that the Proponent has submitted their Supplemental Information filing and this meeting will be to discuss their response.

[\[more\]](#)

**Time:** 04/10/2019 6:00 PM - 8:00 PM

**Location:** Revere Hotel, 200 Stuart Street, Boston, MA 02116

**Michael Sinatra**

Michael.A.Sinatra@Boston.gov

617.918.4280

**Submit Your Comments**



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BOSTON  
TRANSPORTATION  
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721  
BOSTON, MASSACHUSETTS 02201  
617-635-4680 • FAX 617-635-4295

October 24, 2018

Brian Golden, Director  
Boston Planning & Development Agency  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Project Notification Form: Motor Mart Garage

Dear Mr. Golden,

Thank you for the opportunity to comment on the Motor Mart Project Notification Form (PNF). The project includes the redevelopment of a 1,037 space parking garage with ground-floor retail as a mixed-use tower rising out of the existing building. The proposed use includes 306 units, while retaining 46,000sf of retail/restaurant space, and 672 parking spaces (a reduction of 365 spaces).

Due to the complexity of the project, BTD supports the proposal for an additional filing, in which to provide new information and analysis as described below.

**Site Access/Curbside**

BTD looks forward to more information on proposed tabling of Church Street. The proponent should also explore pedestrianizing the block. The proponent should study the impact of this proposed change on access to Columbus, and particularly to trucks accessing Columbus. This should include a study of current trucks accessing Columbus Avenue, including truck type, time of day, and what route they use, including from Park Plaza, from Church Street, and from Park Plaiice/Eliot Street.

The PNF proposes pickup dropoff on Church Street. BTD feels that this would diminish the value of the tabled/pedestrianized space. BTD notes that the building has a large internal automotive circulation area, and will be looking for a proposal for all loading and pickup/dropoff to be internal to the building.

If a non-standard material is proposed for Church Street, the proponent should work with Public Works Department, Disabilities Commission, Boston Water and Sewer, as well as BTD to understand the implications for persons with disabilities, and access to utilities. Would the proponent be proposing to maintain the non-standard material whenever a utility company has to dig it up?



### **Parking**

BTD supports the reduction in the total number of spaces at this location, and would request that the next submission include a detailed breakdown of which spaces will be dedicated to which uses. BTD would like to see the parking spaces unbundled, that is sold/rented at market rate separately from residential/employee units. Because after the purchase, monthly parking becomes a “sunk cost” for the person who is weighing whether to drive or not, BTD would like to see all non-residential parking have a maximum rentable timeframe of one day, that is, no monthly parking. BTD will also require the project to work with a car share provider to see whether it is possible to dedicate some of the spaces to car share.

BTD supports the proposal for one secure, covered bicycle parking station per unit, and the proposal to provide bicycle parking for employees. In future submissions, the proponent should spell out the number of spaces and ratios for employees, relying on the City’s Off-Street Bicycle Parking Guidelines, as well as the location of bicycle parking spaces, which should be located in an area that is convenient for bicyclists so as to make this as attractive an option as possible. Please also see the aforementioned Off-Street Bicycle Parking Guidelines for BTD’s requirements for outdoor parking spaces and shower/changing facilities.

The proponent should spell out how it plans to address the City’s Electric Vehicle Charging standards, which include that at a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity. As this is an existing garage, this may not be possible in full, but the proponent should address this, and how it will attempt to install as much EV parking as possible. BTD notes that the project location is in the Boston Parking Freeze area, and should coordinate with the Boston Environment Department regarding whether they have any comments.

### **Transportation Mitigation**

BTD looks forward to working with the proponent on developing an appropriate transportation mitigation package, which should be informed by the trips generated as well as peak hour mode share. BTD encourages the proponent to analyze transit services in the area based not only upon what services are supplied, but also peak capacity, and how the project’s generated transit trips will impact that supply. If the proponent’s trips will impact a transit, pedestrian or bicycle facility, the proponent should assess options to facilitate safe, convenient and attractive access. This may include (but is not limited to) sidewalks, crossings, bus stops, bike facilities and/or subway stops.

While the project is just outside the Stuart Street Zoning area, this is a good document to examine when thinking about the neighborhood’s desire for transportation mitigation. In that document, projects create public realm improvements, including multi-modal access at locations other than in the abutting streets of the proposed project, of a value equal to or greater than one half of one percent of the cost of building construction.

### **Circulation**

BTD looks forward to working with the proponent on improving circulation in the area. This includes bike facilities, key intersections, and reevaluating existing curbside use.

As you know, in the City’s comprehensive transportation plan Go Boston 2030, one of the highest two ranked projects was “Better Bike Corridors,” including the Southwest Corridor Extension to MGH, which runs along Columbus Avenue (p. 153). We are therefore looking forward to working with the development team in designing



and implementing that project, which could include installation of a contraflow bike lane on the Columbus block abutting the project. BTD will look to work with the proponent on implementing this project on more than just the abutting block.

The Arlington/Columbus/Stuart intersection is key to continuing this bike facility, as well as being a very busy intersection that could be much improved from a pedestrian, bicycle, transit and automotive perspective. BTD looks forward to working with the proponent on the associated study and implementation of signal retimings in the area, including, but not limited to the intersection of Arlington, Columbus and Stuart Streets

### **Transportation Demand Management**

BTD encourages the project to require retail tenants to subsidize transit, bike share and car share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales. BTD also encourages the proponent to propose inclusion of real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies. In addition, the next submission should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will delivery companies be locating local pick up "warehouses" in the development?

### **Traffic**

The PNF includes the study of the following intersections:

- Arlington/Boylston
- Arlington/Saint James
- Arlington/Stuart/Columbus
- Columbus/Eliot
- Columbus/Park Place
- Charles/Boylston
- Charles/Stuart

BTD requests the study area additionally include the following intersections:

- Any proposed driveways
- Kneeland/Stuart/Washington
- Stuart/Tremont

### **Site Plan**

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading\*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces

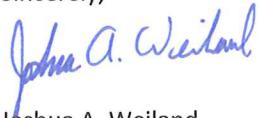
\*Trash compactors/dumpsters need to be depicted as well.

**Construction Management Plan**

As the project in the advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the additional filing. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

Sincerely,



Joshua A. Weiland  
Transportation Planner  
Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning  
John DeBenedictis, Director of Engineering

October 19, 2018

**Via Email and Hand Delivery**

Michael Rooney  
Boston Planning & Development Agency  
One City Hall Square  
Ninth Floor  
Boston, MA 02201

Re: Comments Regarding the Proposed Motor Mart Garage project  
201 Stuart Street (the "Proposed Project")

Dear Mr. Rooney:

We represent the Four Seasons Place Condominium Association (the "Four Seasons"), the association of unit owners for the condominiums at the Four Seasons, located at 220 Boylston Street in Boston, and an abutter to the Proposed Project. We have been retained to ensure that the Four Seasons has a voice in the Article 80 review process for the Proposed Project. As an abutter, the Four Seasons will most certainly be impacted by the Proposed Project. The Four Seasons was built in 1985 and was a pioneer in establishing Park Plaza as a residential neighborhood. The Four Seasons has made major contributions over the past three (3) decades to make this neighborhood a desirable place to invest in redevelopment projects like the Proposed Project.

To date, it does not appear that the Project Notification Form ("PNF") submitted by the Project Proponent has committed sufficient consideration to the impacts on the Four Seasons or the surrounding neighborhood. After diligent review of the PNF, as well as the IAG Presentation dated October 2, 2018 (the "IAG Presentation"), we have a number of serious concerns regarding the specific impacts on the Four Seasons. These include:

- Wholesale failure to assess impacts of the Proposed Project on the Four Seasons;
- Potential impact of cooling towers for noise disturbance;
- Potential impact of rooftop terraces on neighborhood quiet enjoyment;
- Insufficient study of transportation and vehicular and pedestrian congestion
- Insufficient study of Wind impacts;
- Insufficient study of Shadow impacts;
- Insufficient study of impact of Solar Glare;
- Excessive height, FAR and urban intensification;
- Undefined Public Benefits;
- Need for a construction period monitoring program; and

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- Insufficient construction impacts management plan.

We address each of these in turn and request that the BPDA require the Project Proponent to submit a Draft Project Impact Report ("DPIR") to further study and analyze these impacts.

#### Wholesale Failure to Assess Potential Impacts on the Four Seasons

The PNF and the IAG Presentation go into great detail explaining and assessing the impacts of the Proposed Project on many abutters and aspects of the surrounding area, but what is missing is any focused true analysis or frankly any significant references to the impacts of the Proposed Project on the Four Seasons. The PNF contains only one sketch showing a view (Figure 5-9) that is even remotely close to the Four Seasons and even that view is at an angle on the side closer to Charles Street. The residents of the Four Seasons should not have to guess what the Proposed Project will look like from their homes. Therefore, we respectfully request that the Project Proponent develop renderings of what the Proposed Project will look like from the Four Seasons homes in order to determine what impacts the Proposed Project will have on them.

#### Potential Impact of Cooling Towers for Noise Disturbance

The cooling towers for the Proposed Project are proposed to be located on the Park Place side of the roof starting on the 9<sup>th</sup> floor and located in 20' high mechanical enclosures. This location appears to have been selected as a convenience to the Project Proponent and not to minimize impacts of the neighbors. Notably, the 9<sup>th</sup> floor of the Proposed Project is immediately at the roof level of and directly facing the Four Seasons. This location is of significant concern to the residents of the Four Seasons as the equipment will likely produce significant noise pollution due to continuous exterior noise as well as cyclical noise. Their operation would greatly affect the ability of the residents on that side of the Four Seasons building to enjoy their homes. Notably during a community presentation in April, the developers suggested they could reduce the tiered portion to two floors, but it now shows as three floors. This third floor has not been justified and should be revised downward.

The risk of disturbing noise is heightened because there will be higher building facades on at least two (2) sides of the mechanical equipment, which has the potential to create a canyon effect and amplify the noise. We request the Project Proponent explore two (2) alternatives: the feasibility of placing these cooling towers on top of its building and including a mechanical penthouse instead. Should an alternative location prove infeasible, the DPIR must detail efforts to mitigate the noise from these mechanicals and provide detailed evidence that the noise from the

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mechanical systems will be at a decibel lower than what is required by the City of Boston. The DPIR also must include a post-construction noise monitoring program.

In addition, the PNF has an absence of detail as to the design of the mechanical enclosures and equipment placement to protect the equipment visually. We ask for development of drawings so that the Four Seasons can better understand what will be visible to them at their rooftop level. Materials used by the Proposed Project to screen or enclose the mechanicals and visible to the Four Seasons should also be agreed upon by the Four Seasons in advance.

#### Potential Impact of Rooftop Terraces on Neighborhood Quiet Environment

In addition to the cooling towers starting on the 9<sup>th</sup> floor, the Proposed Project also includes a number of tiered rooftop levels containing landscaping and occupied rooftop terraces. The use and design of these tiered rooftop levels may interfere with the residents of the Four Seasons quiet enjoyment of their homes, particularly as to lighting. We ask that the Project Proponent include in the DPIR a plan that shows what type of lighting will be used, as well as more detail on the layout, and that the uses be limited to prevent noisy events. The neighbors need to know if these areas will be open to residents of certain floors only or will these areas be available to rent for events? The Proposed Project must have noise regulations governing the use of these rooftop areas and the noise emanated from the rooftop terraces shall be included in the post-construction noise monitoring program.

#### Insufficient Study of Transportation and Vehicular and Pedestrian Congestion

The PNF lacks an analysis of the congestion centering around the Park Plaza loading dock and its effect on Columbus Avenue, Eliot Street and the Motor Mart Garage Driveway. This congestion already leads to a pile up of cars and excessive double parking for Park Plaza guests. The DPIR should include an analysis of how the additional residential density and associated deliveries from the Proposed Project will impact this congestion, and what measures can be taken to mitigate and manage congestion. Of particular concern are early morning deliveries and reversing delivery trucks with beeping sounds. The Project Proponent should explain how these will be managed and mitigated to respect the residential character of the neighborhood.

The PNF also neglects to study the additional pedestrian traffic on the un-signalized intersections in the area. Adding 306 residences to this area will certainly exacerbate what can be a hectic and unsafe pedestrian environment. A further analysis in the DPIR is warranted to ensure that pedestrians are able to move safely through this transforming neighborhood.



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## Insufficient Study of Wind Impacts

Section 3.1 of the PNF regarding wind impact, raises serious concern regarding degradation in wind conditions on the Four Seasons, at the corner of Hadassah Way. We call attention to Figure 3.1-6 (Pedestrian Wind Conditions – Mean Speed – No-Build) of the PNF which shows that the current wind speed category at the corner of Park Plaza and Hadassah Way is comfortable for “walking” whereas after construction there is degradation in the wind speed category to “uncomfortable”. See Figure 3.1.7 (Pedestrian Wind Conditions – Mean Speed – Build). There is substantial foot traffic at this location, so every effort should be made to ameliorate any additional wind impact. As a part of the DPIR, the Project Proponent should be directed to study and propose alternatives to mitigate this impact. In addition, the Four Seasons requests that the DPIR include a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Projects.

## Insufficient Study of Shadow Impact

The PNF also raises concern regarding the effect of shadows cast on the building. Figure 3.2-13 of the PNF indicates that a significant shadow will be cast upon the Four Seasons in the afternoon in the winter months. We ask that the Project Proponent be directed to include in the DPIR an expanded shadow study for the entire 12 months of the year, at various times of day during each month. In particular, a shadow study should look carefully at the entire winter period during all daylight hours and should consider options to minimize this effect. In the event the cooling towers are relocated to the roof, the DPIR should also provide a revised shadow study including the additional height from the rooftop mechanicals or the height of the mechanicals should be incorporated into the existing building envelope.

## Insufficient Study of Solar Glare

Although the PNF states that no solar impact is anticipated, that is a difficult conclusion to reach without identifying the materials used in the window glass and building façade for the Proposed Project. Once these materials are selected for the Proposed Project, the BPDA should require a Solar Glare Study to evaluate impact of the reflection and resulting visual glare on nearby buildings, pedestrians and open spaces. The BPDA should also require a study of the associated thermal impact, including solar heat build-up.

## Excessive Height, FAR and Urban Intensification

The Project Proponent has proposed a tower of 28 stories, 310 feet and a floor area ratio (“FAR”) of 13.1, far in excess of the limits established by Article 38 and does so without justification for these exceedances. Article 38 of the Code requires a much



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lower height not to exceed 155 feet and limits FAR not to exceed 10. In the first instance, from an architectural historical perspective, excessive height at this location is out of character with the surrounding neighborhood of mid-level buildings. The existing buildings do not rise above 15-17 stories, nor can the Proposed Project reasonably be compared with buildings such as the W Hotel, Liberty Mutual or the Old John Hancock Building since these buildings are quite far away and are located in different neighborhoods. The building as proposed will be prominent, but does not in any way relate to the existing residential and historic buildings in the immediate area.

The real risk of this excessive height is the urban intensification manifest by the requested exceedance of FAR. While the Four Seasons welcomes new residents to the neighborhood, the proposed request for an FAR variance may well overburden the local pedestrian environment and traffic flows. Notably, no new parkland or open space is contemplated for the neighborhood. We ask that the Project Proponent consider a reduced massing with an FAR consistent with existing zoning.

#### Need for Upgraded Water and Sewer Infrastructure

The Four Seasons and neighboring properties are regularly disrupted by emergency sewer and water line projects. These incidents have occurred in the vicinity of Hadassah Way, Columbus Avenue and Park Plaza, among others, and have become almost routine. It is apparent that the water and sewer infrastructure in the neighborhood is aging and in poor condition. The Proposed Project will add many new users to this already overburdened infrastructure. We ask that the Project Proponent be required to determine if there is sufficient capacity for its new users within the existing, aging system and also be required to implement appropriate upgrades and replacement of the aging infrastructure.

#### Undefined Public Benefits

The PNF lacks description of any detailed investments in infrastructure, improvements or programs. The Proposed Project seeks to add significant density to an already dense area, so it is important for the Four Seasons and the neighborhood to better understand what the Project Proponent is intending to contribute to the neighborhood. The Four Seasons looks forward to participating in the public process surrounding the benefits the Proposed Project will provide for the community.

#### Need for Construction Period Monitoring Program

The Proposed Project is directly across the street from the Four Seasons. To prevent and mitigate any adverse impacts from the construction vibration to the Four

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Seasons property, the Proposed Project's Monitoring Program and Pre-Construction Survey ("PCS") should include the Four Seasons perimeter wall in addition to a topical exterior survey and a survey of the sidewalks and landscaped areas. The Four Seasons should be provided with a complete copy of the PCS in electronic format for review and comment. We also request a preconstruction survey of the interiors and exterior of the Four Seasons property to ensure we are able to identify any damage that will be caused by the adjacent construction. The Monitoring Program also must specify the hours construction will be taking place (with work hours calculated using the residential neighborhood standards and not those for business or mixed use neighborhoods) and should include noise monitoring, including reasonable sensors at the Four Seasons. The Four Seasons should have the right to review and comment on the proposed Monitoring Plan.

#### Insufficient Construction Management Plan

More information is required from the Project Proponent regarding their plan for construction management. The Four Seasons has concerns and questions regarding the impact of what will likely be a two (2) plus year construction project. The DPIR must include a comprehensive plan for construction management, including, but not limited to:

- No blocking or impeding in any way of the Four Season's loading dock, Hadassah Way and service or garage access points.
- The construction activities must allow for access of emergency vehicles at all times.
- A description of the vibration that will emanate from the construction, including its effect on nearby buildings.
- The Project Proponent should provide a full time traffic control manager stationed in this area during times of high vehicular impact on the Four Seasons. The Four Seasons will determine points and times of impact; and
- Coordination with the Boston Transportation Department and any concurrent construction in the immediate area to minimize traffic flow disruption and promote safety for neighbors, commuters and visitors.
- Designation of liaison during the construction period who will be reachable 24 hours/day in the event of noise disturbances and the like.

#### In Sum

The residents of the Four Seasons face a dramatic change in their immediate neighbor to the south, from an eight-story parking garage to a 28 story residential tower. While we do not necessarily seek to delay or prevent the Proposed Project, we do urge the BPDA to carefully consider the impacts of the Project on the Four

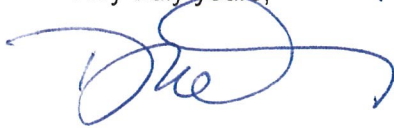
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Seasons, especially in terms of environmental and other construction impacts that require appropriate mitigation. We ask that the BPDA require the Project Proponent to submit a DPIR to further study and address these impacts.

Thank you for your time and please do not hesitate to contact me with any questions or comments.

Very truly yours,



Diane R. Rubin

Direct Dial: [REDACTED]

Email Address: [REDACTED]

cc: Brian Golden, BPDA Director  
Jonathan Greeley, BPDA Director of Development Review  
The Four Seasons Place Condominium Association

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# CAC

October 19, 2018

Michael Rooney, Project Manager  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201  
Michael.Rooney@boston.gov

Re: Motor Mart Garage Project Notification Form

Dear Mr Rooney:

The Park Plaza Civic Advisory Committee (CAC) was mandated as a condition of the approval of the Park Plaza Urban Renewal Plan (PPURP) on November 23, 1976 by then Executive Office of Communities and Development Secretary William G. Flynn. As a result the CAC has been involved with this urban renewal project since its inception and have a thorough understanding of its history and development. The CAC consists of delegates from diverse organizations in the area that represent commercial, residential and general civic interests, including seniors and families with young children who are concerned about the impacts of high density development on the residential quality of the precious historic neighborhoods of Bay Village, Back Bay, and Beacon Hill, and Chinatown.

Your records will show the CAC recommended letting the Plan sunset. The Phase 1 portion has been completed and the BRA/BPDA has not undertaken preparation of a cohesive plan for Phase 2, the most basic threshold for continuing the plan. The approved Plan itself included a provision for termination 40 years from the date of the original approval in 1971 (2011).

Regarding the Motor Mart Garage Project, on October 9, 2018 I attended the public meeting for this project. Here I repeat the observation that the submission is incomplete. Also, I repeat my request that the submission be updated to reflect the project's Park Plaza Urban Renewal location. The site, 201 Stuart Street, is within Park Square Sub-Parcel 2, designated as the Church/Charles Sub-Parcel. I requested an analysis comparing the project with the Park Plaza Urban Renewal Plan (Plan), which includes specific criteria for development, including the requirement that a car rental business be included in the program, as well as height limits not met by the proposal. The project should address the Plan.

In addition, because of the great value of these public assets, I request additional studies of the timing, location, and duration of shadows on the Boston Common and the Public Garden.

At this time, The Plan should sunset immediately or the project should comply with the long established plan developed to prevent haphazard development, such as this design as presented.

Sincerely,

Jacquelin S. Yessian, President Park Plaza CAC

Cc: Director Golden, Counsilors Wu, Zakim, Essaibi-George



# BOSTON PRESERVATION ALLIANCE

October 19, 2018

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## Executive Director

Gregory J. Galer, Ph.D.

Michael Rooney  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201  
Re: Motor Mart Garage, 201 Stuart Street, Downtown

Dear Mr. Rooney,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 41 Organizational Members, 121 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance has reviewed the proposal to redevelop the Motor Mart Garage and we appreciate the one week extension of the comment deadline. We do plan to meet with the proponent soon to discuss the project in more detail and offer additional feedback. The Alliance is unable to support this project at the current time.

The Motor Mart Garage is a prominent historic resource that anchors Park Square. When completed in 1929, it was the largest garage in the world, indicative of the city's transition to motor vehicles that continues to dominate our urban design and culture. Its Art Deco features give the garage a sophisticated presence, especially after a sensitive restoration in 1999 for which the Alliance gave the building our Preservation Achievement Award.

While not opposed to change, even the addition of towers within historic buildings in some instances, the Alliance is concerned about the scale and degree of change proposed at this site based on the information available. The tower addition should not overwhelm the scale of the historic structure or the neighborhood. Alterations to the facade should be done carefully to preserve original materials and design features. New openings at the street level must be more fully justified given their impact on the character of this Art Deco gem.

The Alliance looks forward to further dialogue with the proponent to better understand the proposal and alternatives that have been, and could be, explored.

Thank you,



Greg Galer  
Executive Director

Diana K. Mayer  
One Charles Street South, PH2D  
Boston, MA 02116

October 19, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201  
By email: Michael.Rooney@boston.gov.

Re: Motor Mart Development Project  
Comment Period Ending October 19

Dear Michael,

It was a pleasure to meet you on October 9 and to talk briefly with you after the Motor Mart Garage Public Meeting. Thank you for opportunities to offer comments about the proposed Motor Mart Project.

In light of questions, suggestions and issues identified at the October 9 Public Meeting, you said there will be a second comment period and a second public meeting on the Motor Mart Development Project. It is understood that a second comment period and second public meeting will enable the Development Team, the City of Boston, and Boston community representatives to discuss various issues in more detail.

As a resident owner at One Charles Condominium, an abutter to the Motor Mart Garage, and for neighbor owners and abutters, we respectfully submit comment for the comment period of October 19. There are a number of impact areas that seem to require more study and more technical detail and that may result in requests to modify the size, mass or design, or to take other measures to mitigate the impacts, of the proposed development project.

**Decibel Noise Estimates:** It is now proposed that Major Mechanical Equipment are to be housed in 20-foot high mechanical enclosures at the East End of the existing Garage structure (approx. 9 floors up). This placement is different from a prior proposal for the HVAC and related Equipment to rest at the top of the new residential tower, as shown by the Developers in an April 2018 One Charles Owners meeting.

At the October 9 Public Meeting, the Development Team deferred questions about the potential elevated noise level to be expected from the proposed positioning of HVAC and Major Mechanical Equipment at the East End of the existing Garage. It was understood that additional decibel data would be forthcoming. Incremental noise levels ought to be measured at the ninth floor and above, as well as at street levels as presented in the PNF. Also, incremental noise levels ought to be measured during peak periods, as well as in "quiet periods" as presented in the PNF. These measurements of estimated total noise impacts will indicate estimated total noise in the surrounding environment. Bordered by Stuart Street on the south, and on the East by a narrow short Park Place and a narrow short Eliot Street, the East End of the Garage rests in a "cul-de-sac" close to One Charles Condominium. This position affects noise and wind impacts.

*We request reconsideration be given to placing HVAC and Major Mechanical Equipment at the top of the proposed new Motor Mart residential tower, in order to minimize reverberations, vibrations and noise impacts in the surrounding environs.*

**High Wind and Wind Shear Impacts:** As noted, the East End of the existing Motor Mart Garage is in a "cul-de-sac", which borders the porte-cochere of One Charles Condominium and its nearby plazas. On



days with high winds, particularly in winter and spring, the areas around Park Place, Park Place (with seats around Lincoln Statue), Eliot Street, Park Plaza, and Charles Street South now have uncomfortable winds well above annual mean or average wind impacts. It is noted that there are prevailing southwesterly winds in the area, especially in winter and spring, that blow through the porte-cochere and plaza areas. The proposed tower at the West End of the Garage, a vertical plane that will block direct winds, may change wind directions and may have wind shear impacts. These impacts may be significant at the ninth floor roof amenity level of the proposed development, as well as porte-cochere and plaza areas, and along the entire west-facing facade of One Charles, as high as 15th or 16th floor levels where there are terraces.

*We request expansion of the PNF's wind study to estimate potential wind impacts at ground level at high seasonal winds and also wind shear and wind impacts at high wind speeds around the structure, at the structure's ninth floor amenity roof area and at One Charles' elevations at the 15th or 16th floor terraces.*

**Traffic Patterns and Congestion:** Traffic volumes used in the PNF to develop Existing Traffic Conditions are measurements conducted in weekday peak periods in November 2017. There appear to be higher traffic volumes in summer months, and other months, compared to November. It is possible that hotels in the area (Park Plaza Hotel and Four Seasons Hotel), as well as the Motor Mart Garage itself, may have lodging and parking statistics, respectively, to show seasonal variations.

In any season, there is existing congestion along Columbus Avenue adjacent to the Park Plaza Hotel and the Motor Mart Garage. The Park Plaza Hotel does not have an interior loading dock, and therefore, the Hotel's deliveries and waste pick-ups occur on Columbus Avenue, notably in morning rush hours and often starting before 7:00am. Trucks park at right angles to the curb, while loading and unloading. Hotel vendors and valets park cars along Columbus Avenue also at right angles to the curb, including along the north side of Columbus Avenue opposite Church Street. The proposed Motor Mart Project must have adequate interior docks for all loading and unloading to avoid more congestion along Columbus Avenue.

The Motor Mart's proposed addition of 306 residential residences will impact Delay and LOS of existing traffic patterns. There will be more vehicular traffic from deliveries (Fedex, UPS, Amazon and others), from Uber, Lyft and Boston Taxis, and from residents, workers and visitors in their own cars. Existing congestion will also be impacted by other Stuart Street projects the BPDA has already approved. Special attention to pedestrian safety needs to be directed at the Stuart and Charles Street South intersection, the intersection at Columbus Avenue/Eliot Street/Motor Mart Garage Driveway (without signals and no crosswalks) and the Park Plaza/Columbus Avenue intersection (without signals and with three crosswalks).

*We request further study to prepare a more complete Area Traffic Plan for the Motor Mart Development with review by all appropriate City Agencies and with input from community residents and businesses. Traffic management and pedestrian safety conditions require a careful review, and possible changes made, to avoid impairment.*

**Solar Glass:** In the PNF Section 3.4, it states "Due to the potential glass and glazing used, solar glare impacts are not currently anticipated." However, the proposed Project's window glass and other building facade materials have not been identified in the PNF. As stated in Attorney Moriarty's October 9 letter to you, "*the BPDA should require a Solar Glare Study to fully evaluate reflection and resultant visual glare impacts on adjacent buildings, pedestrians, drivers and open spaces and also require an analysis of any associated thermal impact, including solar heat build-up.*"

**Shadows:** As noted in Attorney Moriarty's October 9 letter to you, the PNF's shadow analysis looks only at shadows on four days of the year and does not include analysis of shadow impacts on neighboring buildings. The PNF also does not detail the loss of natural light inside neighboring buildings.

As owners and abutters, *"One Charles respectfully requests that the BPDA require the Development Team to perform a total shadow path analysis on neighboring building, including One Charles, so that it can more fully evaluate the shadow impacts associated with the Proposed Project."*

**Water and Sewer:** It is unclear from the PNF whether existing water and sewer lines are adequate for the proposed development project. Existing sewer lines, some of which are 12-inch in diameter, currently service multiple restaurants, as well as multiple hotels and residential buildings.

*We request a further study of the incremental impacts on the sewer lines to ensure health and environmental safety.*

**Parking:** The proposed Project would eliminate 509 public open parking spaces and reduce total parking by 365 spaces. The Plan is to set aside 144 parking spaces for 306 residential units, a ratio of 0.47 spaces per unit, below parking goals developed by the BTID for the Park Plaza/Bay Village neighborhood of a maximum of 0.5-1.0 residential parking spaces per unit. The residual public parking spaces would be 528. At the October 9 Public Meeting it was said that the Motor Mart Garage currently averages 80% to 85% occupancy during weekdays, showing 850 to 880 public parking spaces are used, annually on average

*In the PNF the Development Team shows a commitment to encourage use of public transportation by future Motor Mart residents, as well as a commitment to encourage use of public transportation by workers during construction.*

**Building Height and Architectural Character:** The Proposed Project Dimensions exceed the height and maximum floor area ratio ("FAR") specified by Article 38. The proposed height of 310 feet compares to Code maximum height of 155 feet. The proposed FAR of 13.1 compares to Code FAR of 10.0.

The proposed 28 story tower at 310-feet exceeds by 100 feet (by 50%) the approved tower across the street at 212-222 Stuart (approved at 19 stories at about 200 feet). The proposed 28 story tower at 310-feet is well in excess of all the surrounding adjacent buildings: One Charles (17 stories at 179 feet); Four Seasons Residences (16 stories at 170 feet); the Park Plaza Hotel (15 stories at 154 feet); and 100 Arlington Street (15 stories at 155 feet). The so-called high spine referenced in the PNF is not immediately adjacent to the Motor Mart, and two of the referenced high spine buildings - Liberty Mutual and the old John Hancock Building - are office buildings.

*We suggest that the proposed height does not relate well to the existing residential and historic buildings in the immediate area and should be reconsidered. We understand the proposed Project will require zoning relief from the Board of Zoning Appeals and is subject to a series of City Agency approvals as well as by State and Federal agencies.*

We respectfully submit these comments on October 19 and look ahead to the second comment period and second public meeting for the Motor Mart Development Project. We anticipate that further study, with more analysis and more detailed review would create a more positive outcome for the community as well as provide a sufficient investment return to investors in the proposed Project.

Thank you for your consideration of the comments offered to enhance Motor Mart Development Plans.

Sincerely yours,                      Cc:     Brian Buhler, Gen. Mgr., One Charles Condominium Association  
Diana K. Mayer                      Thomas Moriarty, Esq., Moriarty Troyer & Malloy LLC

October 16, 2018

Mr. Michael Rooney  
Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square, 9th Floor  
Boston, MA 02201

Re: Motor Mart project comments

Dear Michael,

The three block stretch of Stuart St between Charles and Clarendon has three towers approved or proposed, all of which could conceivably be under construction at the same time; construction management plans for all three projects must take into account the traffic impact of all three projects on the surrounding area.

380 Stuart – approved

212 Stuart – approved

201 Stuart - proposed

The long-term impact of three new towers on traffic, particularly on Stuart St. and Columbus Ave. will be significant. I encourage the BTM to look at the current traffic, parking and delivery/pick-up usage on Columbus and Stuart Streets to address current problem areas that will get worse with increased traffic volume.

The Park Plaza delivery, tour bus, valet and frequent double parking situation on Columbus Ave needs some attention to keep travel lanes available.

Stuart Street, directly across from the Motor Mart, is currently the pick-up point for commuter buses during the afternoon rush hour (10 minute limit not enforced); the BTM should consider a new location for this bus stop, both during construction, and beyond, as the new 212 Stuart loading dock will be active in that block.

Additional traffic delays on Stuart St will increase cut through traffic on Isabella St. for cars heading to I-90 and I-93; measures to discourage this cut through on a narrow residential street should be considered.

The Motor Mart developers have proposed that all Uber, Lyft, taxi, and resident vehicle passenger drop-offs and pick-ups will be directed to the 2nd floor of the garage. This arrangement should be written in to the plan, and enforced by building employees, as those activities could cause significant traffic tie-ups on Church, Columbus and Stuart Streets.

The Motor Mart developers have proposed changes to Church Street in front of Statler Park that would reduce the number of metered parking spaces on that block. Both the 212 project, and the Motor Mart project will create additional retail/restaurant demand for short-term parking in that block. There are currently 6 hard metered spaces on the east side of the street, two of which are valet in the evening. There are 5-6 pay-station-metered spots on the west side of the street. There are no metered spaces east of Church St on Stuart which is good for traffic flow; losing these 11-12 metered spaces will make it more difficult for patrons to access the retail and restaurants in the area. The Motor Mart should consider options to make inexpensive short-term parking available in the garage to discourage cars from pulling up and blocking travel lanes on Stuart and Church when visiting tower residents or accessing the 201 Stuart shops and restaurants.

I applaud the developers' commitment to take over the upkeep of Statler Park, and to landscape the surrounding sidewalks with plants/trees.

A grocery market at the Motor Mart site would be a welcome benefit to the surrounding neighborhoods. The developers' commitment to make a serious effort, including to offer competitive lease rates, to bring a grocery market in to their building has been an important factor in encouraging neighbor support; this commitment should be written in to the plan.

As a resident of the Bay Village neighborhood, I am concerned about crime increasing, particularly while our neighborhood abuts two construction sites which are generally dark, unattended spots overnight. I encourage the developer of the Motor Mart to include in any mitigation package an investment in security cameras in coordination with, and connected to the Boston Police Department.

Thank you,

A handwritten signature in dark ink, appearing to read "Jamie Brewer". The signature is fluid and cursive, with the first name "Jamie" written in a larger, more prominent script than the last name "Brewer".

Jamie Brewer  
17 Piedmont Street





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October 18, 2018

Mr. Michael Rooney  
Project Manager  
Boston Planning and Development Agency  
One City Hall Plaza – 9<sup>th</sup> Floor  
Boston, MA 02201

RE: Motor Mart Garage

Dear Mr. Rooney,

Since 1970, the Friends of the Public Garden has been committed to renew, care, and advocate for the Boston Common, Public Garden, and Commonwealth Avenue Mall. We are enthusiastic about Boston's growth and vibrancy but, consistent with our mission, we must ensure that the parks are protected from adverse impacts from development projects. Accordingly, we are writing to you to express our views regarding the proposed Motor Mart PNF currently under BPDA review through the Article 80 process.

As partners with the Boston Parks Department, the Friends contributes both time and resources to maintain and enhance the Boston Common and the Public Garden. One of our chief concerns is protecting the Common and Garden from additional shadows, which have negative impacts on the parks' horticulture as well as the enjoyment of the greenspaces by their many users, particularly during the cold winter months. We are pleased that the proposed project's design complies with the State shadow laws by not casting any new shadows between 8:00 am and 2:30 pm from March 21 to October 21.

Nonetheless, we also wish to reiterate our concern about the importance of ensuring that these parks can be enjoyed year-round by users and that they do not become increasingly shadowed during the cold and windy winter months. The PNF shadow analysis does indicate that new shadows are cast on December 21 at 9:00 am in the Public Garden and at 3:00 pm in the Boston Common, but does not indicate the duration or the acreage covered. We request that the proponent provide time lapse analysis with area data for December 21 so that the public can evaluate the extent of shadow impact on that date.

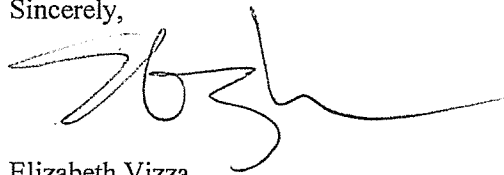


As we have stated in comment letters on previous development projects, we recommend that the BPDA change its scoping requirements for shadow analysis to be more consistent with the State shadow laws. We applaud the proponent for providing time lapse shadow analysis for equinox and solstice dates from 8:00 am to 2:30 pm in the PNF Appendix and would like encourage the BPDA to make this time lapse analysis a requirement of all environmental submittals along with areal extent data when new shadows are cast.

We would like to point out that in the PNF the proponents have referred to the Public Garden as the “oldest link in the co-called Emerald Necklace” (Ch. 6-4) The Boston Common is in fact the oldest park link.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth Vizza', with a long horizontal flourish extending to the right.

Elizabeth Vizza  
Executive Director

cc: Brian Golden, Director, Boston Planning and Development Agency  
Christopher Cook, Chief of Environment, Energy, and Open Space  
Andrea Campbell, City Council President  
Michael Flaherty, City Councilor At-Large  
Ed Flynn, City Councilor  
Annissa Essaibi George City Councilor At-Large  
Ayanna Pressley, City Councilor At-Large  
Michelle Wu, City Councilor At-Large  
Josh Zakim, City Councilor  
Jay Livingstone, State Representative  
Aaron Michlewicz, State Representative  
Byron Rushing, State Representative  
Joe Boncore, State Senator  
Will Brownsberger, State Senator  
Greg Galer, Executive Director, Boston Preservation Alliance

October 18, 2018

Michael Rooney, Senior Project Manager  
Boston Planning and Development Agency  
One City Hall Square  
Boston, MA 02201

**RE: Motor Mart Garage Project, 201 Stuart Street, Boston, MA 02116**

Dear Mr. Rooney:

On October 10, 2018, Dave Wamester representing Boston Global Investors and the project team provided an update to the Midtown Park Plaza Neighborhood Association (MPPNA) of the Motor Mart Garage development project. This project entails redeveloping the eight-story Motor Mart garage into a mixed-use building to include basement-level retail space, new construction of 306 units within a 20-story residential tower above the existing garage with 672 parking spaces.

The members had concerns regarding the net new shadow cast on the Public Garden and Boston Common in addition to the reduction of approximately 365 parking spaces. The developer has committed to providing more in depth shadow studies.

In terms of mitigation for the Midtown Cultural District, any improvements to the public realm and pedestrian experience such as enhanced lighting, security, and reconstruction of sidewalk/streets would be welcome, as these overall improvements will help transform and beautify this part of the city.

The association, comprised of local business owners, residents, institutions and neighborhood organizations, meets monthly with Area A-1 Captain Kenneth Fong and Sergeant Stephen Moy to discuss issues affecting the quality of life for all those who work, visit or reside in the area surrounding the Theatre District located within the Midtown Cultural District.

Sincerely,

Members of the Midtown Park Plaza Neighborhood Association



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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**Motor Mart proposal**

1 message

judithkomarow [REDACTED]

Sun, Oct 14, 2018 at 1:23 PM

To: Michael.Rooney@boston.gov

Dear Mr. Rooney,

I am a 14 year resident of Bay Village. I have attended multiple meetings concerning the proposed development above the motor mart garage. As it currently stands, I am against the project.

Why am I against it? It is far, far too tall. It will over shadow Bay Village and the surrounding area. Furthermore, the design is lopsided, it covers just a portion of the current structure. The developer in my opinion is not being forth coming as to why. It is my belief that the current lease(s) prevents the developers from using the whole area at this time. And I believe that when the lease(s) expire, that the remaining area will be developed. This will result in a massive structure unsuitable for the vicinity.

In my experience, developers of large projects always ask for far more than is required to turn a profit. And honestly, I do not care about the developer's profit margin. I care about the city and my neighborhood. If the developer claims that a structure say 1/2 the size of the current plan is not feasible, then so be it. The area will be fine if the motor mart remains as it is.

As a representative of the city, residents and constituents, I sincerely hope that you will support our collective needs verses that of a profit seeking developer.

Yours truly,

Judith Komarow  
Melrose Street



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

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Carrie Marsh &lt;carrie.marsh@boston.gov&gt;

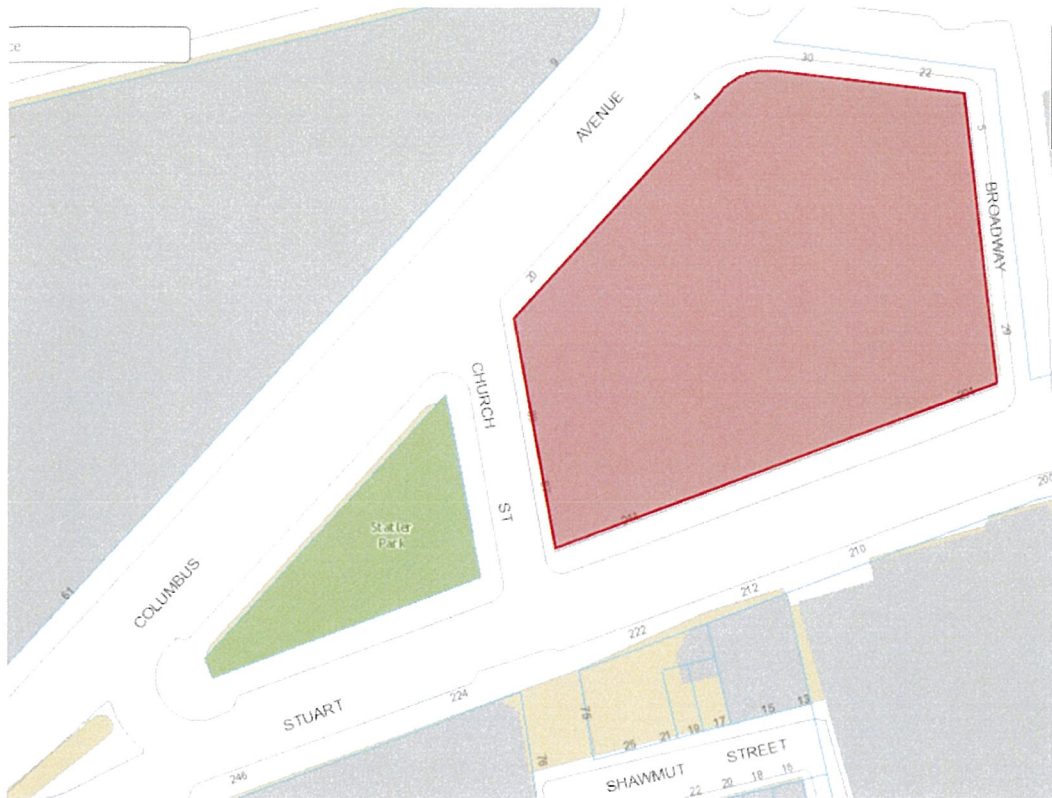
Wed, Oct 3, 2018 at 11:35 AM

To: Michael Rooney &lt;michael.rooney@boston.gov&gt;

Cc: Christopher Cook &lt;christopher.cook@boston.gov&gt;, "Liza Meyer, ASLA" &lt;liza.meyer@boston.gov&gt;

Hello Michael - below is an informal summary of BPRD's comments made at the Scoping Session for your reference:

- Park Plaza Urban Renewal Area: The proponent and BPDA said that the site was within the Park Plaza Urban Renewal Area. BPRD seeks confirmation of whether the project is subject to the stipulation that 1% of total development costs must be contributed to the Boston Common and Public Garden.
- Shadow Impacts: The PNF and presentation only showed net new shadows related to the Boston Common and Public Garden shadow restrictions (nominal impact). BPRD requested additional studies that show the shadow impacts year round, from sunrise to sunset, on the entire neighborhood - including all public open spaces such as Statler Park.
- Statler Park Amenity: The proponent would like to visually, physically and functionally connect Statler to its project as an amenity to the development. It would like to make Church Street flush to the sidewalk with no curbs so that it reads as a continual space from the project to the park. The pedestrian use of that raised roadway was emphasized, though cars were shown.
- Impacts of Use: The proponent said that Trader Joe's or a similar use is expected for the first floor facing the park. BPRD notes that 300 households and a grocery store immediately on the park would dramatically increase the usage impacts. BPRD would request consideration of a major contribution to the existing maintenance endowment for Statler Park to offset these impacts.
- Public Realm Design: The proponent is proposing to create a visual and physical connection to Statler as an amenity to its project. BPRD will need to see the public realm plans more closely. Public spaces may not be privatized so the proposed connection will need to be evaluated. Further, BPRD will need to assess the current design and features in the park to determine the impact that such use would have. BPRD would likely look to the proponent for a major contribution to improvements to the park to accommodate the increased usage.
- Construction Management: BPRD would like to work with BTM and the proponent on the development of a Construction Management Plan.



**CARRIE MARSH**  
Executive Secretary  
Boston Parks and Recreation Commission  
1010 Massachusetts Avenue, 3rd floor  
Boston, Massachusetts 02118  
617-961-3074 (direct) 617-635-4505 (main)

----- Forwarded message -----

From: **Michael Rooney** <[michael.rooney@boston.gov](mailto:michael.rooney@boston.gov)>

Date: Mon, Sep 17, 2018 at 2:39 PM

Subject: Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

[Quoted text hidden]

[Quoted text hidden]





# CITY of BOSTON

Martin J. Walsh, Mayor

To: Michael Rooney, BPDA  
From: Zach Wassmouth, PWD  
Date: October 12, 2018  
Subject: Motor Mart Garage PNF - Boston Public Works Department Comments

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Included here are Boston Public Works Department comments for the Motor Mart Garage PNF.

**Site Plan:**

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

**Construction Within The Public Way:**

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

**Sidewalks:**

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

**Driveway Curb Cuts:**

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

**Discontinuances:**

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

**Easements:**

Any and all easements associated with this project must be processed through the PIC.

**Landscaping:**

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

**PUBLIC WORKS DEPARTMENT**

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

**CHRIS OSCOOD** • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



# CITY of BOSTON

Martin J. Walsh, Mayor

## Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

## Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

## Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

## Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at [zachary.wassmouth@boston.gov](mailto:zachary.wassmouth@boston.gov) or at 617-635-4953.

Sincerely,

**Zach Wassmouth**  
Chief Design Engineer  
Boston Public Works Department  
Engineering Division

CC: Para Jayasinghe, PWD



## PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024  
**CHRIS OSGOOD** • Chief of Streets, Transportation, and Sanitation  
Phone (617) 635-2854 • Fax (617) 635-7499



Michael Rooney &lt;michael.rooney@boston.gov&gt;

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## Motor Mart Garage - Comments from the Art Deco Society of Boston

1 message

**Fusco & Four** [REDACTED]  
To: michael.rooney@boston.gov

Thu, Oct 11, 2018 at 12:06 PM

Dear Mr. Rooney --

We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level."

This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000.

It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows—the spirit of the new "Machine Age."

This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past.

We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board.

Tony Fusco, President, Art Deco Society of Boston  
617-363-0405

--

8 Allenwood Street  
Boston, MA 02132  
[REDACTED]  
[artdecoboston.org](http://artdecoboston.org)



# **Boston Groundwater Trust**

229 Berkeley St, Fourth Floor, Boston, MA 02116  
617.859.8439  
www.bostongroundwater.org

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## Executive Director

Christian Simonelli

October 4<sup>th</sup>, 2018

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall Square  
Boston, MA 02201-1007

Subject: Motor Mart Garage Project Notification Form (PNF) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the Motor Mart Garage Project Notification Form (PNF) located in the Midtown Cultural District. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the document and confirmed at the scoping session, the project will be designed and constructed to comply with the requirements of Article 32.

As stated in the document and confirmed at the scoping session, part of the proposed redevelopment of the building includes adding basement level retail space. The document also states that temporary dewatering in isolated excavations for foundation and substructure is anticipated. Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels. New foundations required for the Project are anticipated to be drilled-in, high capacity, deep foundations bearing in the dense glacial soils or bedrock underlying the site. No pile driving is planned. The drilled-in foundations result in negligible impacts to adjacent structures. Specific design and construction performance criteria will be established to be protective of adjacent structures. Also, groundwater level monitoring will be undertaken during construction to document impact to area groundwater levels. The well will be installed prior to construction and monitored throughout foundation construction.

The Project team shall coordinate with the Trust and confirm where the observation well will be installed. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In addition, the proponent confirmed at the scoping session that the only below-grade work will be for the installation of these foundation elements and no new occupiable space will be created.

As stated in the document the project site is vulnerable to storm surge, and stormwater flooding. As part of it's the resiliency strategy the proponent will take measures to minimize the impact of potential flooding at the site, including the following:

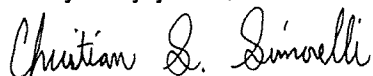
- Critical infrastructure will be located above the 500-year flood plain, including boilers, cooling towers, generators and building switchgear, as will major air intakes and discharge points.
- Knee wall barriers are proposed for the surrounding ground floor storefronts. Temporary flood barriers will be deployed in areas without knee walls.
- A modular approach will be taken for the mechanical infrastructure; this will allow the equipment to be more standard commercial "off the shelf" type. This will help reduce the lead times for replacement equipment, allowing more rapid recovery.
- The Project will incorporate water tight utility conduits, waste water back flow prevention, and storm water back flow prevention.

In addition, as part of its initial evaluation the proponent should identify and remedy existing critical infrastructure which may have a negative impact on groundwater levels.

The document states that Sidewalks surrounding the site will be improved in accordance with Boston Complete Streets guidelines, including new street lighting and new street trees where feasible. At the scoping session the proponent committed to exploring pervious paving materials for Sidewalks surrounding the site.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,



Christian Simonelli  
Executive Director

CC: Kathleen Pederson, BPDA  
Maura Zlody, EEOS





**MORIARTY TROYER & MALLOY LLC**  
ATTORNEYS AT LAW

Thomas O. Moriarty  
Direct Dial: [REDACTED]  
[REDACTED]  
Admitted in MA

**VIA ELECTRONIC SUBMISSION**

**October 9, 2018**

Michael Rooney, Project Manager  
Boston Planning & Development Agency  
One City Hall, Ninth Floor  
Boston, MA 02201

**RE: MOTOR MART GARAGE PNF**

Dear Director Golden and Project Manager Rooney:

I am writing on behalf of the Board of Directors of the One Charles Condominium ("One Charles"), an abutter to the Motor Mart Garage, with comments and concerns about the September 2018 Project Notification Form Filed (the "Proposed Project").

One Charles is a 17-story condominium with 235 residential units as well as commercial space that abuts the Proposed Project to the east. The unit owners are a vibrant mix of singles, couples and families many of whom work in Boston, send their children to Boston schools and invest in the neighborhood through social and civic participation. One Charles and its neighbors have the unique position of sitting at the intersection of the historic Back Bay, Bay Village and Theatre District neighborhoods and near the Public Gardens and Commons.

One Charles appreciates the opportunity to offer comments on the Proposed Project and participate in the planning process. One Charles, together with its experts, have identified the following concerns, which require further study and consideration, to fully evaluate the Proposed Project's compliance with applicable zoning and regulatory requirements as well as its impact on surrounding neighbors.

**PROPOSED PROJECT ZONING CONCERNS**

The Proposed Project will require zoning relief from the Board of Zoning Appeals. The Proposed Project will require a dimensional variance, along with other approvals. Furthermore, only some of the proposed uses, that of the upper floors, is permitted as of right, the first floor uses will require a conditional use permit.

**Dimensional Requirements**

The Proposed Project exceeds the dimensional requirements of the Boston Zoning Code. The Project Site is located within the Midtown Cultural District ("MCD") and, as such, is governed by Article 38 of the Boston Zoning Code (the "Code"). The Project Site is also located within the

Groundwater Conservation Overlay District (“GCOD”) governed by Article 32 of the Code and the Restricted Parking Overlay District (“RPOD”) governed by Article 3 of the Code.

For Projects subject to Large Project Review, Article 38 of the Code sets a maximum building height of 155 feet and a maximum floor area ratio (“FAR”) of 10.0. Section 38-19 of the Code also establishes specific design requirements relating to street wall continuity, street wall height, sky plan setbacks, display windows, and maximum floor plates above a building height of 125 feet. The following are the Proposed Projects dimensions, as submitted in the PNF:

<b>Proposed Project Dimensions:</b>		
<b>Project Element</b>	<b>Existing Dimension</b>	<b>Proposed Dimension</b>
Residential	None	306 units
Commercial	50,712 sf	46,000 sf
Total Square Footage	421,000 sf	685,000 sf
Zoning Height	93 feet	310 feet
Parcel Area	52,323 sf	52,323 sf
FAR	8.0	13.1

Since the Proposed Project FAR (13.1) will exceed the maximum allowed (10.0) and Proposed Project height (310’) exceeds the allowed (155’), whether under the District requirements or Large Project status, variances will be required.

#### Proposed Uses

Only certain proposed uses under the Proposed Project are permitted as a matter of right. The Proposed Project will include upper-floor multifamily dwelling use (with accessory parking), general retail use, and restaurant use. The Proposed Project also proposes ground floor retail uses, commercial parking and parking accessory to retail and restaurant uses. The upper floor uses would appear to be permitted as of right, but the first floor uses and any proposed parking usage would be conditional uses—either under the applicable Midtown Cultural District zoning or under the Restricted Parking Overlay District requirements. Therefore, the Proposed Project proponent will need to obtain conditional use permits.

#### Other Zoning/Relief

The Proposed Project is also subject to a series of city agency approvals (from Civic Design Commission, Transportation Department, Sewer & Water, Public Works, Parks Department, Public Safety, Fire Department, Inspectional Services, Parks and Recreation and Air Pollution Control Commission) as well as state and federal agencies (MWRA, FAA).

## **PROPOSED PROJECT IMPACT CONCERNS**

### **Shadows**

The PNF's shadow analysis is incomplete to evaluate the full scope of the Proposed Project's impact. The shadow impact analysis presents a very limited snapshot; it looks only at shadows created on 4 days in a given year and does not include an analysis of shadow impact on neighboring buildings. The shadow analysis focuses on nearby open spaces, sidewalks and bus stops; it does not, for example, look at the shadow impact on One Charles, the Park Plaza or The Four Seasons Residences, though all are likely to be impacted. The Public Garden Shadow Analysis shows, without much detail, that there will be significant new shadows on One Charles in the afternoon at multiple times during the year. This requires further investigation and study. One Charles respectfully requests that the BPDA require the proponent to perform a total shadow path analysis on neighboring buildings, including One Charles, so that it can more fully evaluate the shadow impact associated with the Proposed Project.

### **Solar Glare**

There is significant risk of solar and thermal impacts on One Charles and adjacent buildings that should be studied. The PNF concludes that no solar impact is anticipated. The proponent reaches this conclusion, however, without having identified the Proposed Project's window glass and other building façade materials, which will dictate the nature of the solar and thermal impacts. Once the Proposed Project selects these materials, the BPDA should require a Solar Glare Study to fully evaluate reflection and resulting visual glare impacts on adjacent residential buildings (including One Charles), pedestrians, drivers and open spaces (including Statler Park and the Public Garden). The BPDA should also require an analysis of any associated thermal impact, including solar heat build-up.

### **Wind**

The proponent's PNF, using RWDI's model, concluded that the anticipated impact of the Proposed Project on wind at pedestrian level will be minimal. The wind modeling did not consider whether the new tower, rising out of a portion of the 8-story garage, and creating a new vertical plane, would change the wind direction or velocity experienced at 8-9 floors above ground level. A change in direction and/or velocity of wind at this level could greatly impact the ability of neighboring residents to comfortably open windows and use outdoor spaces above pedestrian level. One Charles requests that the BPDA require a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Project.

### **Historic and Architectural Character**

Article 80 requires new projects to observe the historical and architectural character of the neighborhood. The Proposed Project would include a 310-foot tower. To justify the proposed height, the proponent largely points to hotels and office towers in the high spine, which are not immediately adjacent, including the W Hotel, Liberty Mutual Building, and Old John Hancock Building. The proposed 28-story tower at 310 feet is disproportionate to the adjacent residential and historic buildings, including One Charles (17 stories at ~179'); Four Seasons Residences (16 stories at ~170'); the Park Plaza (15 stories ~154') and 100 Arlington (15 stories at ~155'). The Proposed Project even exceeds the approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200'). One Charles submits for the BPDA's consideration and additional review that the proposed height (which will require a dimensional variance) does not relate well to the existing residential and historic buildings in the immediate area and should similarly conform.

It is also important that, as the building façade materials are finalized, they include the color or type of materials in character with other adjacent buildings. Many of the neighboring buildings prominently feature brick (One Charles; Four Seasons; State Transportation Building) or stone (Park Plaza; 100 Arlington; Emerson Buildings) and the Proposed Project should similarly include elements that maintain the architectural style and character of the neighborhood.

### **Noise**

The Proposed Project contemplates that major mechanical elements servicing the building will be located on the roof, in 20' high mechanical enclosures, (approx. 9 floors up) next to One Charles. These major mechanical systems will cause both continuous exterior noise as well as cyclical noise. The BPDA should require the proponent to consider an alternate location, away from residences, for these systems, including a mechanical system penthouse or placement on the rooftop of the tower. If there is no other viable location, the Proposed Project plan must detail appropriate efforts to mitigate mechanical system noise. The plan must provide that the cyclical noise from fans, heating/cooling and exhaust systems will be at a decibel below that which is required by the City of Boston Ordinance, as cyclical noise will have a greater disruptive impact on adjacent neighbors. The proponent should also take other steps to mitigate noise as may be appropriate so that the timing and use of systems is designed to have the least disruptive impact. Furthermore, if the mechanical system remains in the present, proposed location, the enclosure should use materials (such as screening) agreed upon by One Charles. Finally, the proponent should have a post-construction noise monitoring program in place.

### **Use Restrictions**

The PNF calls for retail space on the first floor. As a conditional use, there should be reasonable restrictions placed on the type of retail business to ensure that those businesses fit the character of the neighborhood and do not pose a noise or safety risk to immediate neighbors.

Additionally, the PNF calls for amenity space for the residential units on the top of the garage, a portion of which will face nearby residences. There should be appropriate restrictions on the noise and light which these facilities can emanate.

### **Transportation – Existing Intersection Conditions**

The PNF transportation analysis does not account for the existing congestion in and around the Columbus Avenue/Eliot Street/Motor Mart Garage Driveway caused by the Park Plaza loading dock located nearby. The use of the loading dock frequently results in congestion as do the queued and double-parked cars of Park Plaza hotel guests. This back-up can often make it difficult for One Charles residents to exit the garage and proceed onto Columbus Avenue. Further study is warranted how additional traffic will impact the congestion from the loading dock and queued cars around the Park Plaza.<sup>1</sup>

The PNF transportation analysis also does not consider the additional pedestrian traffic at the un-signalized intersections. An additional 306 residences in this location will create additional foot traffic, but the Columbus Ave/Eliot Street/Motor Mart Garage Driveway is un-signalized and has no crosswalk and the Park Plaza/Columbus Avenue intersection (located in close proximity) is also un-signalized and features two cross-walks and a diagonal cross-walk. Further study is warranted to ensure pedestrian safety of neighboring residents and new residents. It would also assist vehicle traffic to contemplate better signage and/or signals where pedestrian traffic may lawfully cross.

We note, too, that it is likely that existing congestion in this and surrounding areas will only increase as the BPDA has approved other projects along Stuart Street, including at 212-222 Stuart, 380 Stuart and 40 Trinity Place (426 Stuart), which will likely contribute to traffic flow in and around the area. For this additional reason, further study of the impact on traffic and intersection conditions around the Proposed Project is warranted.

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<sup>1</sup> At an earlier IAG meeting, the City of Boston discussed bike racks and the activation and/or creation of bike lanes in the project vicinity. The PNF's discussion of transportation impacts does not contemplate the addition of a bike lane in the vicinity. One Charles requests further transportation study as the result of a bike line or other bike facilities.



### **Transportation – Vehicle Staging/Temporary Vehicles**

According to the PNF, the project contemplates that there will be one entrance on Stuart Street (for apartment tenants) and another on Church Street (for condominium owners). The PNF does not adequately account for temporary parking on these two streets. In a building with over 300 units, there will be a high demand for ride-sharing services and delivery services that will park directly outside these entrances. Ride sharing services continue to expand rapidly in Boston and the use of delivery services has expanded from traditional USPS, UPS and Fed-Ex deliveries which were once or twice daily, to also include countless deliveries of groceries, meals, flowers and laundry. On top of this, the Proposed Project can reasonably expect to have a sizable number of building and unit vendors, including utility services, cable services, house cleaning, pet care, etc. There will also be resident vehicles loading and unloading prior to garage entry based upon the current configuration. One Charles requests that the BDPA require the proponent to study whether this type of staging and temporary parking can be mitigated by a design that allows for all temporary parking and passenger loading and unloading to be accommodated entirely within the garage.

### **Monitoring Program**

The Proposed Project site is in very close proximity to One Charles. To prevent and mitigate any adverse construction impacts upon One Charles the Proposed Project's Monitoring Program and Pre-Construction Survey (PCS) should include the One Charles perimeter wall in addition to a topical exterior survey. A complete copy of the PCS should be provided to One Charles in electronic format for review and further comment. The Monitoring Program should also include noise and vibration monitoring, including reasonable sensors at One Charles, and One Charles should retain rights to review the Monitoring Plan.

### **Construction Management Plan**

Development projects have significant construction impacts on their neighbors. There needs to be additional mitigation steps to strike a balance between construction-related inconveniences with the daily activities that will occur adjacent to the Proposed Project site. Furthermore, it is imperative that the Construction Management Plan take into account the construction schedule for the 212-222 Stuart Street tower, located directly across Stuart Street, which is likely to break ground in the near future.

A detailed approach to construction management must be included in the DPIR. One Charles requests that the Construction Management Plan include, at a minimum:

- Construction vehicles must not in any way block access to, or materially impair use of, the One Charles garage, porte cochere, or loading dock.

- No construction staging may be allowed in the area outside of the One Charles garage, porte cochere or loading dock that would impede or impair entry or exit or use of these areas by One Charles residents and guests.
- Construction must not impede emergency vehicle access to One Charles.
- Construction must not impede service access to and around One Charles, including sanitation pick-up, grease trap access, etc.
- Proponent must provide a full-time traffic control manager stationed in the area during any time that activity will, or foreseeably may impact One Charles. One Charles will determine if it is being impacted.
- A TAPA agreement that considers current construction and approved projects. Stuart Street is a major thoroughfare (classified as an urban principal arterial under BTDA jurisdiction), carrying traffic to and from downtown. Over the past few years, the BPDA has approved several projects along Stuart Street, all within 4 blocks, including: 40 Trinity Place (426 Stuart), 380 Stuart and 212-222 Stuart (directly across from the Proposed Project). If there is concurrent construction, it is imperative that the proponent with BTDA form a comprehensive traffic plan to minimize traffic flow disruption for neighbors, commuters and visitors.

### **Neighborhood Safety**

One Charles would like to see the entirety of the Proposed Project, during and post-construction, take into account neighborhood safety. One Charles has raised some of this in other areas of concern (construction management, for example), but it is sufficiently important to stand alone and should be built into the plans for the project with greater intention. The project proposal should include additional details on site and adjacent lighting, security systems, signage, safety personnel and guards to be employed at all stages, and a point of contact for all safety concerns.

### **Run-Off**

One Charles is concerned that the PNF calls for tabling on Church Street and flush walkways to Statler Park that may cause run-off or water to pool in the area. One Charles requests that there be further study on the proposed plans to address and mitigate this concern.

### **Water-Sewer**

The PNF does not contain enough detail for One Charles to comment on the proposed water-sewer connections for the project including, critically, location and capacity. One Charles requests that the BPDA require the proponent to provide further information.

Michael Rooney, Project Manager  
Boston Planning and Development Agency  
October 9, 2018  
Page 8

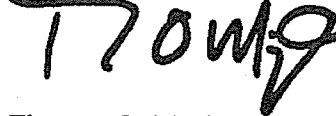
**Public Benefits**

The PNF does not describe in detail any neighborhood specific investments in infrastructure, improvements or programs. One Charles looks forward to hearing more about any public benefits or cooperation agreements reached with the proponent to invest in the immediate area.

One Charles welcomes the opportunity to discuss these concerns with the BPDA and the Proposed Project proponent. One Charles respectfully requests that the BPDA require further study of certain impact areas as set forth above and require a detailed technical analysis of the projects impacts through the submission of a DPIR. One Charles does not waive any rights in connection with the Proposed Project, including, without limitation, to oppose the Proposed Project based on impacts and analysis not set forth herein or to request that the proponent modify the size, mass or design or take other measures to mitigate its impact.

Sincerely,

MORIARTY TROYER & MALLOY LLC

A handwritten signature in black ink, appearing to read 'TOM' with a stylized flourish at the end.

Thomas O. Moriarty

cc: Board of Directors of One Charles

The Motor Mart Garage development will provide housing for older adults looking to downsize and live Downtown. We look forward to the Inclusionary Development Policy (IDP) numbers to offer additional older adults a new home at an affordable price. The project location offers residents a walkable community which will reduce social isolation keeping residents active. On-site amenities such as programming and roof deck offer community building between neighbors.

We encourage the developers to strongly consider the following:

- The use of universal design in all spaces. These design features allow residents to age in their home and community. It saves money upfront eliminating the need to make changes over time which are costly to residents and developers.
- Provide information on The Ride, City of Boston Senior Shuttle and taxi coupons, Wheelchair Accessible Vehicles (WAVS), and offer free CharlieCards as part of the transportation management plan. Including this information ensures that residents of all abilities and ages will have access to transportation options.
- Meet with the Disability Commission regarding all aspects of accessibility and placement of Group 2 units.
- Any common areas with seating should have armrests. Armrests ensure balance support for people in need. If possible seating should have shade.

Enclosed is a white paper developed by the Boston Society for Architects Design for Aging Committee on Age-Friendly Housing. In addition, Enterprise Green Communities created "[Aging In Place Guidelines for Independent Living in Multifamily Buildings](#)." That guide is another resource to consult for aging in place.

Please contact our office if you have any questions or need more information. We look forward to hearing from you.

Thanks,

Nicole Chandler  
City of Boston Elderly Commission

Motor Mart Garage Public Comments submitted via website 2018-10-19

Date	First Name	Last Name	Organization	Opinion	Comments
10/7/2018	Pawel	Latawiec		Support	I am writing in strong support of the Motor Mart garage project. The proponents have crafted an engaging proposal which both preserves and elevates the historic architecture, adapts its use toward modern needs, and meaningfully contributes to the Mayor's (and greater Boston area's) revised 2030 housing goals. I appreciate the conversion of places for cars to homes for people. Furthermore, the project site is a prime location for denser development, as it can reduce gentrification pressures in other neighborhoods. Any reduction in massing or number of units should not be considered.
10/11/2018	Maggie	Peatridge	None	Neutral	Are there plans to temporarily close or relocate the existing restaurant tenants? I notice the new plan has a sketch of a market in the space that maggianos little Italy is relocated.
10/11/2018	Tony	Fusco	Art Deco Society of Boston	Oppose	We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level." This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000. It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows?the spirit of the new "Machine Age." This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past. We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board. Tony Fusco, President, Art Deco Society of Boston 617-363-0405
10/17/2018	Kingsley	Osias	Employed	Support	What are the plans for the current businesses there now? Are there any plans to keep any of the current businesses? Will they need to be closed during construction? Timeline? - So we can plan accordingly, please and thank you.
10/18/2018	Bethany	Patten	Bay Village Neighborhood Association	Neutral	Because the developers have not come to the neighborhood association since filing their more detailed project plan, the BVNA have not voted. However, our concerns are: (1) Traffic impacts on Stuart Church and Columbus; (2) Security Cameras hooked into the BPD system; (3) Height/shadow impact; (4) Mechanicals on the roof effecting 1 Charles. We will write a letter outlining these concerns, and reserving our right to comment as more info is available.





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June 11, 2019

Henry Celli, AIA LEED AP  
CBT Architects  
110 Canal St, Boston, MA 02114, USA

**Re: Pedestrian Wind Assessment  
Motor Mart Garage (MMG) Development  
RWDI Project #1802314**

Dear Henry,

RWDI was retained to conduct a Pedestrian Wind assessment for the proposed Motor Mart Garage (MMG) development in Boston, MA. This assessment was achieved through wind tunnel testing of a 1:300 scale model of the development, which focused on critical publicly accessible pedestrian areas including entrances, public / shared plaza spaces and sidewalks along adjacent and nearby streets. The results of RWDI's assessment of the pedestrian wind conditions were subsequently summarized and discussed in a report dated July 31, 2018.

Following submission of the report, RWDI understands that a question has been asked during the public meetings regarding wind conditions in the Porte Cochere of the adjacent "One Charles Condominiums" building to the east of the proposed MMG development. The following provides RWDI's comments on the influence of the MMG development on wind conditions at this location, based on the results of the aforementioned wind tunnel study and our engineering experience

The wind tunnel study involved the acquisition of data for a "No Build" configuration (without the MMG development) and a "Build" configuration (with the MMG development) to assess the influence of the proposed MMG development on the currently perceived wind conditions around the project site. Wind speed sensors were included in the vicinity of the Port Cochere in question (Locations 7 and 9 in Figures 1a through 2b and Figure 3 in the aforementioned report dated July 31, 2018) to measure mean and gust wind speeds. With the addition of the MMG development, wind speeds at these locations were observed to experience a slight reduction in mean and gust wind speeds and no change in relative wind comfort category. Although wind speeds measurements were not taken directly in the Port Cochere, it can be speculated that the MMG development is not expected to have an adverse influence on the wind conditions in the Port Cochere.

We trust this satisfies your current requirements. Should you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,

Kevin Bauman, B.Eng.  
Technical Coordinator

Albert Brooks, M.A.Sc., P.Eng.  
Senior Project Engineer

Gregory P. Thompson, M.A.Sc.  
Senior Project Manager / Principal



Michael Sinatra &lt;michael.a.sinatra@boston.gov&gt;

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## Motor Mart Garage Comments

1 message

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**Shope, John** <JJS@foleyhoag.com>

Thu, Apr 11, 2019 at 4:04 PM

To: "michael.a.sinatra@boston.gov" &lt;michael.a.sinatra@boston.gov&gt;

Michael:

It was nice to meet you at last night's presentation on the supplemental PNF for the Motor Mart Garage redevelopment. Please enter my comments below in the record.

By way of background, my name is John Shope. I am an attorney and, as of this fall, a twenty-year resident of Bay Village. I served as president of the Bay Village Neighborhood Association for two annual terms in the early 2000s, and for approximately fifteen years on the BVNA Executive Committee. I also served on multiple Impact Advisory Groups for the Boston Redevelopment Authority, now the Boston Planning and Development Agency. I have less time for neighborhood matters now given my family commitments, but am consulted by BVNA leadership from time to time. I have extensive familiarity with the development process in downtown Boston and associated negotiation of mitigation and redevelopment agreements. I have no association personally or professionally with the developer of the Motor Mart Garage.

I urge the BPDA to fast-track approval of the Motor Mart redevelopment project and reject the calls for delay and further studies. This is an outstanding project. One of the biggest challenges in downtown Boston is adding residences, which the city sorely needs overall and which strongly benefit the area, while respecting the historic low-rise neighborhoods of which Bay Village is one. This project does both of those things extremely well. It adds owner-occupancy without any shadow on and minimal visibility from Bay Village. The added retail will be a boon for the street generally and Bay Village neighbors in particular. The project will increase property values in Bay Village, and decrease the crime and nuisance risks associated with the proposed marijuana dispensaries in the area. The proposal preserves the Motor Mart Garage, which was lauded by the American Institute of Architects when it was built in the 1920s. The shadow effect on the Boston Common and Public Garden is not only legally permissible but also negligible.

I would like to respond to a few concerns that were noted at a meeting last night with respect to the supplemental Project Notification Form or that have been mentioned elsewhere.

1. Traffic. The project will dramatically reduce traffic overall because it will allow people to live downtown and therefore to walk or take public transportation rather than commute into the city. (Many of the occupants of the building will likely be "empty nesters" moving into the city.) Increasing urban density is good not only for our society but the reduction in greenhouse gas emissions. As for the effect on Bay Village in particular, most residents walk or take public transportation to work (many don't even own a car), and the minority who drive are headed out of the city as "reverse commuters" via the Turnpike or I-93; they have little if any reason to drive past the Motor Mart at peak commuting hour. Furthermore, the addition of the One Charles building, which is similar in scale and demographic to what is anticipated for the project, caused no discernible change in traffic at the time.

2. Wind. The wind studies showed a negligible effect, which is quite credible given the tower setback from the roof of the existing garage, which will tend to disperse any wind. In addition, my experience from other projects is that rounded

corners on buildings significantly reduce wind effects. The wind study here was done before the redesign that eliminated sharp corners and rounded all of the edges, so I would expect no meaningful wind effect anywhere. The project should not be delayed for further wind study.

3. Revere Hotel Garage. Some Bay Village residents have suggested that the present approval process should be used as “leverage” to extract concessions from the developer with respect to potential future redevelopment of the garage attached to the Revere Hotel, which is now under common ownership. I believe that this is not well-founded. The mitigation process should be used, as the name suggests, to “mitigate” negative effects. The present project has no negative effects on Bay Village (other than on those who, like Prince Charles’ architectural advisor, believe that tall buildings are inherently “vicious”; I believe that such people should choose to reside outside the city). We don’t know what the future will hold for parking garages (how soon are self-driving cars coming?), and we don’t know what the economics of tearing down the garage and replacing it with unknown uses may be in the future. Certainly the garage is of interest to Bay Village – of greater interest than the Motor Mart, in fact – but what should happen there in the future is a question that should be reserved for the future. The last thing that the present proposal should do is destroy economic value. If the Motor Mart redevelopment is built, it will make any redevelopment of the Revere Garage more valuable on a per square foot basis, and make it easier to “get to yes” with the neighborhood on project scale at that time.

4. Statler Park. The project will increase usage of Statler Park, and the developer and the property’s retail tenants will effectively be able to use it as their front yard. I do believe that it is appropriate to require that the developer commit to contributing to funding of upkeep and maintenance of the park. This is proper “mitigation.”

5. Supermarket. Certainly a supermarket would be welcome. However, the approval should permit but not mandate a supermarket specifically, since we have no idea what the competitive market for groceries will look like over the coming years. Many have suggested that the “Amazon” model of home delivery will triumph over retail stores in groceries as it has in other areas. The permit should not add restrictions that may diminish the economic viability of the project over time.

6. Overall project benefits. Some residents assume that developers have bottomless pockets to fund “community benefits” and seek to load up projects with a host of extractions, even if there is no connection between the project and the demands (for example, at yesterday’s meeting representatives of an association in Chinatown demanded a meeting, but the project has no conceivable effect on Chinatown). The truth is that doing so very easily leads to the death of projects. The previous administration did so for the Columbus Center project to deck over the Turnpike, and after it was permitted it never got built. An experienced developer who recently proposed to redevelop the former Our Lady of Victories church in Bay Village whose proposal was recently rejected by the neighborhood based on height has walked away from the project. Redevelopment of existing property is inherently expensive, and the city’s mandates of union labor and 20% subsidized units make it even more so. The BPDA should minimize the number of mandates and extractions.

7. Subsidized housing. Some have suggested that affordable units should be on-site. This can be very economically destructive, since doing so devalues the remaining units as well as imposing a loss on the subsidized units themselves. The developer should be free to make a contribution to the city’s fund, which can build many more units somewhere else. That should be the goal of groups that purport to support subsidized housing. There are already numerous subsidized units in Bay Village and it makes no economic or social sense to add to them.

8. Timing. Boston has a notoriously slow “mother may I” redevelopment process. Opponents of projects have openly stated to me that, while they might not be able to successfully oppose a project based on the merits, they may cause enough delay that the project will no longer be viable once the economy turns down. (Currently a majority of professional economists are predicting a recession within the next two years.) Other parties use the club of threatened delay to extract unjustifiable concessions or payments, which themselves can also effectively kill a project when the project economics change. As a matter of policy, the BPDA should resist calls for delay.

The Motor Mart redevelopment is one of the most thoughtful and positive projects to have been put forward in the downtown area for some time. Please ensure that it actually happens.

Thank you for your consideration.

John A. Shope

[56 Fayette Street](#)

[Boston, MA 02116](#)

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Michael Sinatra <michael.a.sinatra@boston.gov>

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## Motor Mart property

1 message

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**Virginia C. Trainor** <trainorg@hotmail.com>

Thu, Mar 28, 2019 at 7:03 PM

To: "michael.a.sinatra@boston.gov" <michael.a.sinatra@boston.gov>

This is my time-honored parking place when I go to theatre. Please be sure us occasional parker's can still park at MotorMart!

Thank you.

Virginia Trainor

Get [Outlook for Android](#)



Michael Sinatra &lt;michael.a.sinatra@boston.gov&gt;

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**Motor mart garage**

1 message

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**pramy yadav** <pramyy@yahoo.com>  
To: michael.a.sinatra@boston.gov

Thu, Apr 25, 2019 at 3:39 PM

Dear Mr. Sinatra,

> Thank you for taking time to read my concerns about the development of the motor mart garage into a full-fledged residential and commercial building.

> The area of Park Square and surrounding roads (many only one way) is already so congested, with incredible noise and traffic at all hours. This is very disruptive and also a health concern with increased pollution, and will only be worse with another large building being erected in such a small area. It will be virtually impossible to drive and/or use Shared vehicles with all the trucks that come into the park plaza hotel and loading docks and the same that will be needed at the Moto mart.

> Regardless of what the developers say about light and shade not being an issue, of course it will cast shade and be disruptive not only to the residents of One Charles, but also to those residents living in Park Square and Bay Village. The vibration and force of construction will be damaging to One Charles Street South condominiums, and this does not include emission of construction materials which Boston residents will inhale constantly. Furthermore, erecting another high-rise building worsens the wind issues that are already so significant in Park Square.

I recognize that the city of Boston greatly benefits financially from the payment it will receive by the CIM group LLC. But the citizens of Boston will not benefit from this.

I implore you and your team to deny the rights of the CIM groups to take this historic garage and build an unsightly structure on top of it that will negatively impact the surrounding community.

Best,  
Pramila R. Yadav, MD, FACOG  
Resident of One Charles Street Condominiums

> Sent from my iPhone



Date	First Name	Last Name	Organization	Opinion	Comments
6/7/2019	Diana	Mayer		Neutral	To: Michael A. Sinatra, Project Manager, Please see my email sent to you today June 7, 2019 at 3:46pm. Attached to that email is my note to you, which is intended to memorialize discussion points that arose in recent meetings chaired by you about the Motor Mart Project. Kindly confirm receipt of that email's attachment. Thank you. Respectfully submitted, Diana K. Mayer
4/10/2019	Mark	Bocash		Support	I love the proposed tower. I think that the design is very tasteful and is still preserving the original building. What I am opposed to is the great reduction in parking spots within the garage. If there is a way to maintain more of the existing spots that would be great. I would also not be opposed to increasing the overall height to make the project viable as well as maintaining most of the original parking. Thank you!
4/1/2019	Edward	Orde		Support	Need a high density development in this area, developer should build this as high as feasible for the location. Ensure adequate bicycle parking, preferably covered, is provided for both residents of the development and visitors to the retail portion.
10/19/2018	Jacquelin	Yessian	Park Plaza CAC	Oppose	See also emailed document Re: Motor Mart Garage Project Notification Form Dear Mr Rooney: The Park Plaza Civic Advisory Committee (CAC) was mandated as a condition of the approval of the Park Plaza Urban Renewal Plan (PPURP) on November 23, 1976 by then Executive Office of Communities and Development Secretary William G. Flynn. As a result the CAC has been involved with this urban renewal project since its inception and have a thorough understanding of its history and development. The CAC consists of delegates from diverse organizations in the area that represent commercial, residential and general civic interests, including seniors and families with young children who are concerned about the impacts of high density development on the residential quality of the precious historic neighborhoods of Bay Village, Back Bay, and Beacon Hill. Your records will show the CAC recommended letting the Plan sunset. The Phase 1 portion has been completed and the BRA/BPDA has not undertaken preparation of a cohesive plan for Phase 2, the most basic threshold for continuing the plan. The approved Plan itself included a provision for termination 40 years from the date of the original approval in 1971 (2011). Regarding the Motor Mart Garage Project, on October 9, 2018 I attended the public meeting for this project. Here I repeat the observation that the submission is incomplete. Also, I repeat my request that the submission be updated to reflect the project's Park Plaza Urban Renewal location. The site, 201 Stuart Street, is within Park Square Sub-Parcel 2, designated as the Church/Charles Sub-Parcel. I requested an analysis comparing the project with the Park Plaza Urban Renewal Plan (Plan), which includes specific criteria for development, including the requirement that a car rental business be included in the program, as well as height limits not met by the proposal. The project should address the Plan. In addition, because of the great value of these public assets, I request additional studies of the timing, location, and duration of shadows on the Boston Common and the Public Garden. At this time, The Plan should sunset immediately or the project should comply with the long established plan developed to prevent haphazard development, such as this design as presented. Sincerely, Jacquelin S. Yessian, President Park Plaza CAC
10/19/2018	Cyrus	Tehrani		Support	I fully support this project as proposed. It will bring much needed housing to the market to a prime transit-oriented location convenient to multiple T stations. The project will also create affordable housing while bringing increased tax revenue to the city. The removal of some of the parking spaces should not be an issue. We need to be prioritizing space for people to live over space for cars. Please approve this project as proposed.

10/18/2018	Bethany	Patten	Bay Village Neighborhood Association	Neutral	Because the developers have not come to the neighborhood association since filing their more detailed project plan, the BVNA have not voted. However, our concerns are: (1) Traffic impacts on Stuart Church and Columbus; (2) Security Cameras hooked into the BPD system; (3) Height/shadow impact; (4) Mechanicals on the roof effecting 1 Charles. We will write a letter outlining these concerns, and reserving our right to comment as more info is available.
10/17/2018	Kingsley	Osias	Employed	Support	What are the plans for the current businesses there now? Are there any plans to keep any of the current businesses? Will they need to be closed during construction? Timeline? - So we can plan accordingly, please and thank you.
10/11/2018	Maggie	Peatridge	None	Neutral	Are there plans to temporarily close or relocate the existing restaurant tenants? I notice the new plan has a sketch of a market in the space that maggianos little Italy is relocated.
10/11/2018	Tony	Fusco	Art Deco Society of Boston	Oppose	We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level." This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000. It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows—the spirit of the new "Machine Age." This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past. We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board. Tony Fusco, President, Art Deco Society of Boston 617-363-0405
10/7/2018	Pawel	Latawiec		Support	I am writing in strong support of the Motor Mart garage project. The proponents have crafted an engaging proposal which both preserves and elevates the historic architecture, adapts its use toward modern needs, and meaningfully contributes to the Mayor's (and greater Boston area's) revised 2030 housing goals. I appreciate the conversion of places for cars to homes for people. Furthermore, the project site is a prime location for denser development, as it can reduce gentrification pressures in other neighborhoods. Any reduction in massing or number of units should not be considered.