

# The Commonwealth of Massachusetts

## House of Representatives

State House, Boston 02133-1054

April 13, 2015

Edward Maguire III, Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

RE: AMMENDED AND RESTATED DEVELOPMENT PLAN FOR PLANNED  
DEVELOPMENT AREA NO. 7, GARDEN GARAGE PROJECT. WEST END

Dear Mr. Maguire,

I am writing to you in regards to the above stated amendment and restated development plan of the Garden Garage Project in the West End. I oppose the changes proposed in Planned Development Area No.7. These changes in the PDA would allow the Garden Garage Project to proceed.

The PDA changes as well as the original proposal of the Garden Garage Project are inconsistent with the development of the West End and, if allowed, will diminish the quality of life for those current residents because of increased traffic and neighborhood density. I ask that you reject the amendment.

Respectfully,

A handwritten signature in black ink that reads "Jay Livingstone".

Jay Livingstone  
State Representative  
8<sup>th</sup> Suffolk District



## **West End Civic Association**

April 12, 2015

Edward McGuire III, Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

**In re: AMMENDED AND RESTATED DEVELOPMENT PLAN FOR  
PLANNED DEVELOPMENT AREA NO. 7, GARDEN GARGE  
PROJECT-WEST END**

Dear Mr. McGuire:

By a unanimous vote held at our April 9, 2015 meeting of the membership of the West End Civic Association [WECA] the members requested I inform you that WECA is opposed to the above stated amendment and restated development plan

**WECA asks the BRA to deny the requested amended PDA No. 7**

The members have sent to the BRA their individual letters stating the reasons for their objections and need not be restated here.

The members of WECA are not opposed to the redevelopment of the Garden Garage providing the project is complimentary to the existing residential neighborhood and complies with the zoning regulations as set forth in the West End Urban Renewal Plan of 1957.

Respectfully,

**JOSEPH MCGRATH**  
President

cc: Mayor Martin J. Walsh, BRA Director Brian Golden, Director of Development Review Erico Lopez, State Rep. James Livingstone, City Councilors Josh Zakim, Ayanna Pressley, Stephen Murphy, Michelle Wu, Michael F. Flaherty

Mr. Edward M. McGuire

Project Assistant

BRA

One City Hall Plaza

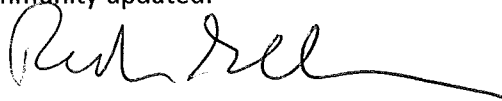
Boston Mass 02201

Dear Edward,

As a followup to the BRA IMPACT Advisory Meeting, I think the Equity Garden Garage Development at 465 feet located within 2 miles of Logan Airport is not in compliance with a recent FAA proposal to limit NEW construction to 160 feet. There are significant unresolved safety and environmental responsibility issues with this proposed Equity construction. I have attached a copy of a letter sent to the FAA and news article discussing FAA desire to limit building height near airports. Will the BRA ask the FAA for a "determination of hazard" before this project goes forward?

Thank you for keeping the West End community updated.

Respectfully, Richard Geller

A handwritten signature in black ink, appearing to read "Rich Geller", with a long horizontal flourish extending to the right.

9 Hawthorne Place Apt 10-0

Boston Mass 02114

emerpath@aol.com

March 17,2015

Michael P.Huerta

Administrator

Federal Aviation Administration

800 Independence Ave SW

Washington, DC, 20591

Dear Mr. Huerta,

As reported by the Associated Press on June 26, 2014, the FAA wants to reduce the allowable height of building near airports. "The FAA proposal, supported by airports and airlines is driven by encroaching development that limits safe flight paths for planes that might lose power in an engine during takeoff. Planes can fly with only one engine, but they have less power to climb quickly over obstacles. Under the FAA proposal, a building located 10,000 ft from the end of a runway would have a maximum allowable height of 160 feet instead of the current limit of 250 ft."

**There is a single 46 story residential building proposed to be constructed at a height of 465 feet in Boston Massachusetts, less than 2 miles(9.000 feet by my crude calculation) from Logan International Airport, replacing a preexisting 5 story garage .** There is strong community opposition to this construction, with 450 detailed letters by abutting residents sent to the Boston Redevelopment Authority(BRA) opposing the construction. Next month, the proposal to approve this 46 story construction goes before the BRA.

There is a heliport on the roof of Mass General Hospital which will be about 1,000 feet from this 46 story tower. The heliport has been operational for about 15 years, and although the medical helicopters are not supposed to fly over residential buildings during their descent to the heliport, they do when wind conditions are unfavorable to their designated route by the Charles River

The community sees this as an issue of safety and environmental responsibility within the mission statement of the FAA. We appeal to the FAA to support their June 2014 proposal with height restrictions on this new 465 foot construction. Can you provide the community with any assistance?

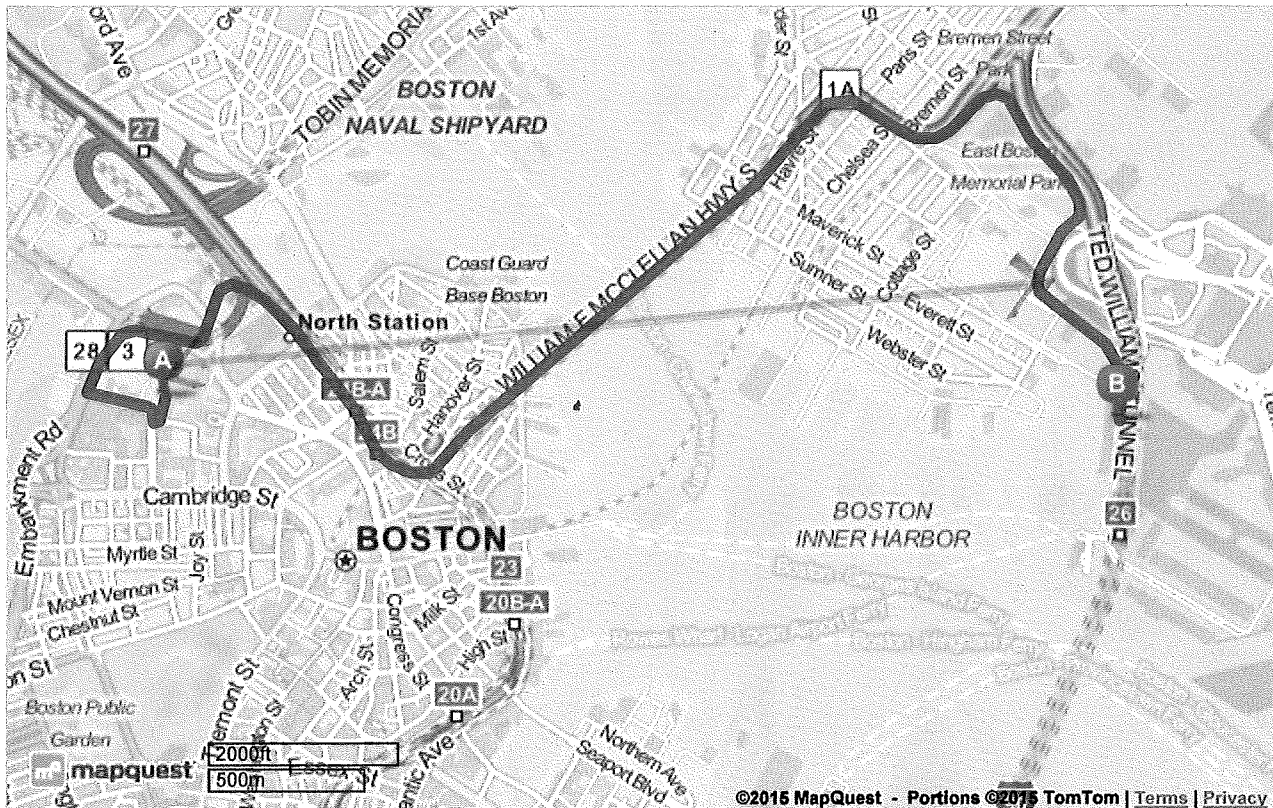
Respectively submitted

Richard Geller .

9 Hawthorne Place Apt 10-O

Boston Mass 02114 email emerpath@aol.com

Total Travel Estimate: **3.91 miles - about 8 minutes**



©2015 MapQuest, Inc. Use of directions and maps is subject to the MapQuest Terms of Use. We make no guarantee of the accuracy of their content, road conditions or route usability. You assume all risk of use. [View Terms of Use](#)

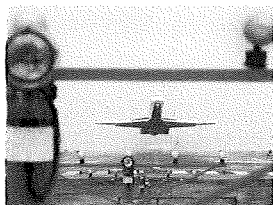
9600 feet from Logan to garage  
less than 2 miles

# FAA wants shorter buildings near U.S. airports



Bart Jansen, USA TODAY

2:08 p.m. EDT July 28, 2014



(Photo: J. David Ake AP)

The Federal Aviation Administration wants to reduce height limits on buildings near airports, but the proposal has sparked disputes between airlines and airports that support the change, and development interests worried about hurting property values.

The FAA says buildings should be shorter to bolster safety at 388 airports nationwide, to give pilots more options up to 10 miles from an airport in case one of an airliner's two engines fails while taking off or landing.

The policy change would affect 4,000 tall buildings near airports and 4,000 more that are planned nationwide, according to a 2012 analysis by the Weitzman Group real-estate consultants in New York. Many more

developments that haven't yet filed applications with the FAA could be affected, according to study author Peter Bazeli, senior vice president of Weitzman.

Airlines and airports say height restrictions are needed after 40 years of tall buildings encroaching on airports. Avoiding tall buildings by altering flight routes can lead to burning more fuel, and reducing cargo or passengers to lighten a plane's load.

"Our first concern, as always, is the safety of the operation of our aircraft," said Victoria Day, a spokeswoman for Airlines for America, a trade group for the largest airlines. "The industry looks forward to working collaboratively with local communities to find win-win solutions."

But developers say the limits could hurt construction plans from Arizona to the suburbs of Washington, D.C.

Even the procedure is contentious. FAA is proposing a brisk policy change, rather than a formal rulemaking that critics prefer and that could take years to complete.

Rep. James Moran, D-Va., proposed legislation to require a rulemaking because 170 buildings are affected in his state. Airlines must already ensure there is a safe, alternate route if a plane loses an engine, which is why the policy has traditionally been considered an economic debate, Moran said.

A public-comment period, which has already been extended once, ended Monday.

FAA doesn't directly restrict the height of buildings, but issues a "determination of hazard" when buildings are too tall near airports. At that point, local zoning boards are reluctant to approve construction and buildings can become unaffordable because of higher insurance costs and smaller size.

Summarizing the FAA proposal is difficult because most airports have a variety of flight paths. But one example is that at 10,000 feet from the end of a runway, the current building height limit of 250 feet would be reduced to 160 feet, according to the Weitzman report.

"Certainly it's understandable that there might be some accommodation for disaster scenarios," said Bazeli, the study author. "The real concern here is that there is a really significant impact on property owners and communities and cities, and that certainly wasn't fully vetted in 2012 when it was originally proposed."

The proposal affects communities differently.

Hawaiian Airlines "wholeheartedly supports" the proposal, according to Daniel Lyons, the airline's senior director of operations analytics. All Honolulu flights departing from one runway must turn to the right because of rising terrain and a 447-foot antenna 2 miles from the runway, but then cranes at a container terminal create another obstacle for wide-body planes, Lyons said.

"If the trend continues of increasing obstacles on departure paths where no alternative (one-engine) path exists, at some point, federally funded runways will no longer be viable for commercial airline operations," Lyons said.

But Jack Longino, mayor of College Park, Ga., which contains several concourses of Atlanta's Hartsfield-Jackson International Airport, urged the FAA to drop the change. FAA's purpose isn't for the safety of passengers or airlines, but an attempt to reduce the economic impact on airlines that can't load their aircraft to maximum capacity, he said.

Arizona has interests on both sides of the debate.

But four Arizona lawmakers — Republican Reps. Paul Gosar, David Schweikert, Matt Salmon and Trent Franks — said 75 existing and proposed buildings in their state would be hurt.

In Phoenix, the Maricopa County Court Tower and the Virginia G. Piper Sports and Fitness Center would be unable to add equipment or signs to the top of their buildings, the lawmakers said. In Tempe, the proposed Sky Tower would exceed the proposed limit by 217 feet, lawmakers said.

"At a time when the U.S. economy is just starting to turn around, the proposed (one engine) policy threatens to derail much needed economic development," the lawmakers said.

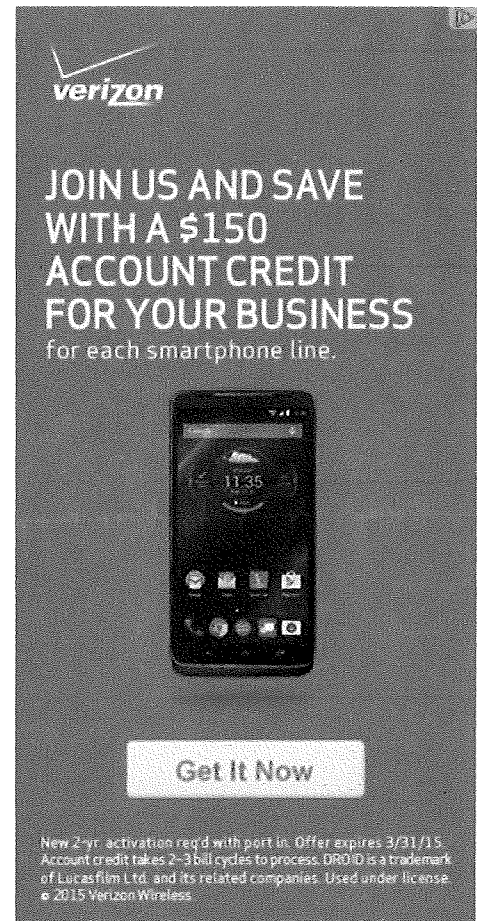
Another hot spot for the debate is Virginia's Arlington County, which surrounds Washington's Reagan National airport.

Rosslyn, along the airport's northern glide path, anticipates 4.5 million square feet of office space and 1,000 new housing units over the next 25 years. The skyline is "meaningful and much-valued asset," according to the Rosslyn Business Improvement District, but the FAA proposal "will hamper development and reduce property values."

But Don Gay, an electronics engineer from Arlington who lives 200 yards from the airport, supported the policy change.


"Safety must be foremost in this decision; not the financial interests of developers and the temporary creation of jobs," Gay said. "There are other places where buildings can be constructed. When aircraft accidents occur adjacent to airports, it will not be the developers who will be subjected to scrutiny and criticism, but the FAA."

Read or Share this story: <http://usat.ly/1rLaPG0>



verizon

**JOIN US AND SAVE  
WITH A \$150  
ACCOUNT CREDIT  
FOR YOUR BUSINESS**  
for each smartphone line.



**Get It Now**

New 2-yr. activation req'd with port in. Offer expires 3/31/15. Account credit takes 2-3 bill cycles to process. DROID is a trademark of Lucasfilm Ltd. and its related companies. Used under license. © 2015 Verizon Wireless

**USA NOW**

# *Equity Residential Garden Garage Project—W.E.P. petition for BRA*

Stop by the Community Room to sign

---

## **Background Information**

Equity has proposed to demolish the garden garage and replace it with the construction of a 46 story building and a below-ground, five-level parking garage for **842** vehicles. Many WEP and West End neighborhood residents have expressed concerns with the proposed Garden Garage Project.

## **Among the Concerns at WEP are:**

- Possible **structural damage** to WEP during and after construction
- Possible opening of WEP **courtyard as public** through way for pedestrian traffic connecting Staniford Street to Thoreau Path
- Towering height of the proposed building (**4.5** times the height of WEP)
- Increased **traffic** and **safety** concerns
- WEP easement garage to be shared w/**additional 482** apartments for move in/move out, trash storage/removal and daily deliveries

If you share the above mentioned or any other concerns, please take a moment to sign the petition. This is your chance to have your voice/concerns heard. Every signature counts!

Volunteers will be in the Community Room Thursday thru Sunday.  
Below are some of the designated times; hours may be extended without notice.

---

Thursday, April 9th 4pm-8pm    Friday, April 10th 5-8pm  
Saturday, April 11th 9-10am, 6-8pm    Sunday, April 12th 6-8pm

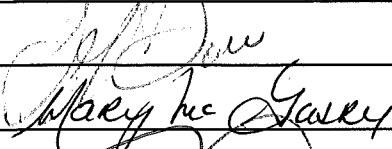
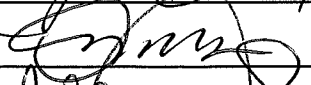
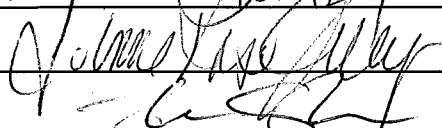
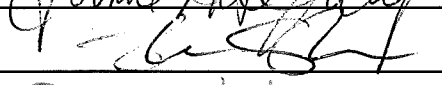

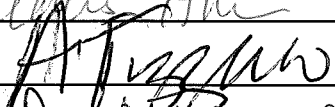

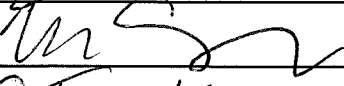
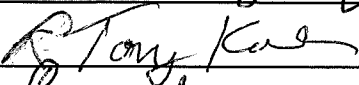
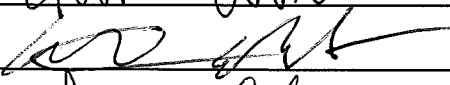
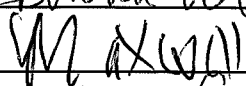
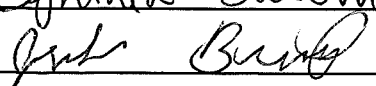


WEST END  
PLACE

# Proposed Development Plan for the demolition of story building with 842

Signature	Address	Comment
James Nugent		possible structural damage to LEP, too tall
Michael Dyer		
Glenn Thompson		
Alvin L...	150 Stanford #233	Low traffic and safety concern
Sharon	150 STANFORD #107	
B O Z...	150 STANFORD #500	
Angela Rotondo	150 Stanford St #405	Traffic Study Please
Rita McPherson	150 S/2 1/2 1/61	
Jim H...	150 Stanford St.	
Eugene Civili	150 Stanford St. (731)	Congestion, Dust, Breathing problems
John G...	" "	
Carol A. Klein	150 Stanford #817	Don't want Court Yard opened - too big
Reeshema Adams	150 Stanford St. #706	Too tall!
Ron Rotondo	150 STANFORD ST #405	Too tall
Patricia English	150 Stanford St # 730	Concern About quality
Suzanne White	150 STANFORD ST. 605	DO NOT WANT WALKWAY AND GARAGE SHARED - BUILDING TOO HIGH
James A. Meloy	150 Stanford St.	Too High
James A. Meloy	150 Stanford St. 422	
James A. Meloy	" "	
James A. Meloy	" "	
James A. Meloy	712	

I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.

Signature	Address	Comment
	150 Stanford St #408	
Mary Mc Garry	150 Stanford St. #629	
	150 Stanford St. #623	
Alleen Dini	150 Stanford St. #520	
Karen Helfin	150 Stanford St. #904	
Betty Heflin	150 Stanford St. #703	
Juanita Ashley	150 Stanford St. 701	
	150 Stanford St. #823	
	150 Stanford St. 809	
Rees Hall -	" " 908	
	" " 908	
	150 Stanford #707	
Fred	150 Stanford #707	
	150 Stanford #920	100% renters is bad for the neighborhood
	150 Stanford #818	
	150 Stanford St. #911	
Lisa Gannon	150 Stanford St. #814	100% renters is bad for the neighborhood
Glenn Gannon	150 Stanford #413	" " 1)
	150 Stanford #1005	" " "
Donna Adams	150 Stanford St #400	traffic, congestion, too high
	150 Stanford St #320	
Cynthia Salerno	150 Stanford St. 624	no traffic in our courtyard
	150 Stanford St	
Tina Robinson	150 Stanford St #332	
Asia Ferrycon	150 Stanford St #332	

I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.

Signature	Address	Comment
Karl Lutz	150 Stanford St #314	Safety a gate & parking
Jane MacNeil	150 Stanford St. #907	
Mary Devos	150 Stanford St. #324	
Angelina DeMunio	150 Stanford St. #215	Let us Breathe
Shawn Seow	150 Stanford #630	please listen + accomodate
Lin Fan	150 Stanford #901	
Michelle Pratte	150 Stanford #732	
Prophet 2M	150 Stanford #208	Keep the gate closed!!
Wing T. Walking	150 Stanford #862	Star Quality Home Reviews
DUANE LUCIA Duane Licia	150 STANFORD #589	THE EASMENT CAN NOT WORK
B. [unclear]	150 Stanford St 511	
Qi Hall	150 Stanford 922	
Jim Hall	150 Stanford 922	
DAVID MURPHY	150 STANFORD ST #502	SAFETY + TRAFFIC ISSUE
[unclear]	150 Stanford St #1016	
Regi Manscales	150 Stanford St	Keep our place private
[unclear]	150 Stanford St	
Kina M. Ortiz-Rios	150 Stanford #412	
[unclear]	150 Stanford 414	
[unclear]	150 Stanford Street #610	
[unclear]	150 Stanford St #631	
Akira Harver	150 Stanford St #609	Safety Sign
[unclear]	150 Stanford St. #222	
Dorene Zinkhorn	150 Stanford St. #617	
[unclear]	150 Stanford St. #727	



**I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.**

[illegible]

**I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.**

[illegible]

**I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.**

[illegible]

[illegible][illegible]



**building with 842 parking spaces.**

[illegible]

**I, the undersigned West End resident, oppose the Amended Development Plan for Planned Development Area #7. The ADP would allow for the demolition of the Garden Garage and for the construction of a 46 story building with 842 parking spaces.**

[illegible]

April 9, 2015

Edward McGuire III, Project Assistant  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

**Subject: Comments regarding Equity Residential Proposal for an Amended & Restated PDA No. 7**

Dear Mr. McGuire and The Boston Redevelopment Authority,

Thank you for attending the community meeting at West End Place last week regarding the Equity Garden Garage Project. It was quite interesting to learn more about the proposed building project next to our home.

Living in the West End of Boston is an amazing experience. I have lived here for 13 years and have raised our 7 and 8-year-old sons entirely in this neighborhood to-date. We have enjoyed easy access to recreation and family living so close to work. The uniquely diverse neighborhood gives my family exposure to a diverse population including racial and socioeconomic diversity. Our neighborhood is also home to many elderly and disabled as well as servicing as a major thoroughfare for folks commuting via North Station. All in all, it is a lovely neighborhood and should serve as a "gold-standard" in urban living.

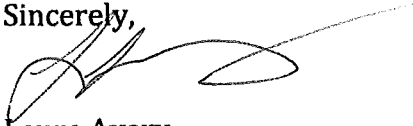
I am writing to voice concern regarding the Garden Garage building. Currently, our small neighborhood is undergoing extensive expansion. Boston Properties has plans for two large towers in front of the Garden, a new building is being built behind North Station, and numerous buildings have been built or renovated in the Bulfinch triangle. The current congestion is nearing maximum capacity. Traffic congestion during sporting and entertainment events already subjects us to painful gridlock and pedestrian safety concerns on an almost nightly basis. Resulting in personal inconvenience and safety concerns. Construction of an additional tower without commensurate enhancements to vehicle and pedestrian traffic flow could be the straw that breaks the already fragile backbone of the neighborhood.

In addition to traffic congestion, the tower height is a concern. The shadows and wind resulting from what will be the tallest tower by over 10 stories is another stress point. Many land owners purchased their property with belief that the neighborhood skyline wasn't going to end up with a competition amongst developers to erect taller and taller skyscrapers. We considered current ordinances when making an informed purchase of our current property who's price/value represents a major percentage of our financial assets.

Please consider the extensive building occurring around our neighborhood and North Station/Garden. The traffic and safety concerns are legitimate. The horn

honking and sound of block ambulances is already a reality in our neighborhood. Please consider mitigating the extent of the project in favor of a "right-sized" alternative.

Sincerely,

A handwritten signature in black ink, appearing to be 'Laura Avery', with a long, sweeping horizontal line extending to the right.

Laura Avery

Resident at 150 Staniford Street, West End Place



April 7, 2015

*Via Email and First Class Mail*

Johanna W. Schneider, Esq.  
Rackemann Sawyer & Brewster, P.C.  
160 Federal Street  
Boston, MA 02110-1700

Re: Garden Garage Project

Dear Ms. Schneider,

This firm represents the Hawthorne Place Condominium Trust ("Hawthorne"). I am writing with respect to the proposal of your client, Equity Residential ("Equity") to develop the "Garden Garage" in Boston's West End into a 46-story, 465-foot tall, 530,000 square-foot residential and commercial tower. In particular, the residents of Hawthorne Place, which abuts the property at issue, would like to request additional information so that they may effectively participate in the public review process relating to the proposal.

We understand that Equity has submitted an Amended and Restated Development Plan for Planned Development Area No. 7 for approval to the BRA. However, our clients do not have a copy of the 1972 Planned Development Area development plan that Equity is now seeking to amend and restate. We would appreciate it if you could provide us with a copy of that document. In addition, Equity's October 16, 2014 Notice of Project Change stated that Equity would be requesting modifications to the West End Urban Renewal Plan, and to the underlying provisions of the Zoning Code, to accommodate its proposal. To the extent Equity has developed such proposed alterations or amendments, we would appreciate receiving a copy of them as well.

Thank you for your consideration of these requests.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'DRubin', written over a horizontal line.

Diane Rubin

DRR/dmo

cc: Brian Golden  
Erico Lopez  
Edward McGuire, III  
Jeffrey J. Pyle, Esq.

Direct Dial: 617-456-8042  
Email Address: drubin@PrinceLobel.com