

**MASSACHUSETTS  
CONVENTION CENTER  
AUTHORITY**

March 16, 2017

Philip Cohen, Project Manager  
Boston Planning & Development Agency  
Boston City Hall, 9<sup>th</sup> Floor  
Boston, MA 02201

Re: 1000 Boylston Street Project  
Boston MA

Dear Mr. Cohen:

On behalf of the Massachusetts Convention Center Authority's ("Authority"), staff have reviewed the Project Notification Form ("PNF") submitted to the Boston Planning & Development Agency (BPDA) on January 3, 2017 for the above referenced project.

As you are aware the Authority, owns and operates the John B. Hynes Veterans Memorial Convention Center ("Hynes Convention Center") located at 900 Boylston Street. Additionally, Authority staff have attended the Citizens' Advisory Committee meetings and have met with the project developer to better understand the overall project and identify any potential adverse impacts to the Hynes Convention Center operations.

Overall the Authority conditionally supports the proposed project for a number of reasons, including, but not limited to the fact that the project shall knit or reconnect the urban fabric of the Boylston Street streetscape above the air rights parcel and over the turnpike extension and rail track, with new public amenities such as sidewalks, lighting and public amenities consistent with the Boston Transportation Department's ("BTD") Complete Streets Guidelines.

For the record, the developer, Weiner Ventures has had an ongoing open and transparent dialogue with the Authority as they have moved forward on the project. To that end, the Authority has voiced its concerns about the negative impact the proposed project may have on Cambria Street and the Hynes Convention Center loading dock operations.

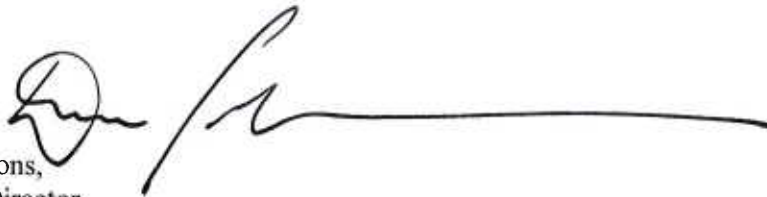
The PNF, section 4.3.4, describes the location of the projects' loading docks as follows: *three dedicated off-street loading docks will be provided for the Project. Two of the docks will accommodate single-unit trucks and the third dock will provide a compactor. Trucks will back into the loading docks from Cambria Street, which is a low-volume dead-end street.*

Contrary to the ENF's description of Cambria Street as a "low-volume dead end street", the Authority outlines its concerns are as follows:

1. Hynes Loading Docks. As the BPDA and the Boston Transportation Department are well aware Cambria Street is the main and only artery through which substantial commercial freight is moved into the Hynes Convention Center loading docks. Within the past year alone the Hynes Convention Center loading dock, freight and truck trips, exhibitor move-in and out trips averaged close to 19,000 trips per year. Additionally the Hynes Convention Center food and beverage operations also utilize these loading docks. The various freight trucks servicing the Hynes Convention Center are generally 75 feet in length.
2. Hynes Calendar. The Hynes Convention Center 2016 event calendar was one of its busiest years, with 109 events, 240,000 attendees and 2,789 exhibitors and an overall economic impact of \$310 million dollars.
3. Discontinuance of Cambria Street. The proposed project has also called for the discontinuance of Cambria Street. The Authority has serious concerns about said discontinuance including the negative impacts related to freight traffic, parking and queuing on trucks as they enter the Hynes Center loading docks, Dalton Street garage egress and ingress and the potential impacts caused by such traffic impacts Cambria and Boylston Street.
4. 1000 Boylston Projects' Cambria Street Loading Docks. The Authority has serious reservations about the proposed locations of the project's three loading docks along Cambria Street and the adverse impact to Cambria Street traffic, congestion, adverse impacts to the Hynes Convention Center Loading docks and especially proponents' plan that trucks servicing its loading docks will back into said loading docks. A key factor in the overall operations of the Hynes Convention Center is the ability to move freight into and out of the facility in an efficient manner. With multiple events and move-outs and move-ins, efficient movement of freight and traffic along Cambria Street is an essential factor in the overall success of events at the facility.
5. Cambria Street Air Rights Parcel. The proposed project calls for a spanned building over Cambria Street and the "Scotica" parcel. The Authority has concerns about the clearance over Cambria Street and the ability of large freight trucks to pass the span.
6. Cambria Trip Generation Data. Additionally, the Authority would like to see the proponent provide specific trip generation data on the impact that the Project's Cambria loading docks will have on operation of Cambria Street and the impacts on the Hynes Convention Center.

In closing, the Authority has always been supportive of our neighbors and abutters and we look forward to working with the developer, the BPDA and various City of Boston agencies on this project.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David Gibbons', followed by a long horizontal line extending to the right.

David Gibbons,  
Executive Director

cc: Brian Golden, Executive Director, BPDA  
Lauren Shurtleff, Senior Planner, BPDA