

Dock Square Garage Public Comments via website form 2018-04-18

Date	First Name	Last Name	Organization	Opinion	Comments
2/22/2018	Mary Beth	Sweeney		Oppose	I am in shock that this massive building has gotten this far in development. It is far too close to historic Faneuil Hall. So, school groups, locals, and tourists will be walking down the cobblestones at Faneuil and will look up into apartments??? Furthermore, this building will completely ruin the view from the North End parks of the Greenway, and for that matter, ruin the view of the downtown skyline for the entire North End. Thousands upon thousands of locals and tourists enjoy the Greenway each year and one of its major draws is the amazing view of downtown and the Custom House Clocktower. PLEASE reconsider the height of this building!! It does not have the support of myself and my neighbors in the North End. Thank you, Mary Beth Sweeney
3/7/2018	Robert	Tullis		Oppose	Ugh! It's terrible. Street deadening, and it looks like it landed from Mars, squashing the existing garage which is actually pretty nice as garages go. No contextual approach to the design at all. It emphasizes the super-block nature of the site, which instead the design should be trying to de-emphasize. This is an egregious example of designing for the glamour shot "cover of the Rolling Stone" and not for the human being on the street. undifferentiated elevations (not facades) give nothing for the eye to linger on and the human to relate to. Please stop the madness.
3/14/2018	Charles	McQuillan		Support	As a former resident of the North End, and a proponent of exciting design in Boston, I love what's being suggested for this site! Really interesting reuse of the garage, and I love the stepped form of the residential part of the project. For a site that is so prominent along the Greenway, it's exciting to imagine that the hulking, brick garage will be more imaginative and inviting to passersby if renovated. Great stuff!
3/19/2018	Cyrus	Tehrani		Support	I fully support this project as proposed. We need to be creating dense housing downtown in order to make other neighborhoods more affordable, which will end up reducing displacement in Boston's outlying neighborhoods. The project also creates 25 income-restricted homes, which is an important public benefit along with the market rate housing the project adds. Aesthetically, this is a huge improvement on the current garage. This project will liven up the current area both with its design and with the new residents it will bring to the neighborhood. Please approve this project as proposed.



Martin J. Walsh
Mayor

Article 37 Interagency Green Building Committee

February 28, 2018

FDG DS Owner One, LLC and FDG DS Owner Two, LLC
45 Main Street, #800
Brooklyn, NY 11201

Re: Dock Square Garage, 20 Clinton Street

Dear Jonathan Landau and John Matteson,

The Boston Interagency Green Building Committee (IGBC) has reviewed the Project Notification Form (PNF) submitted in conjunction with this project for compliance with Boston Zoning Article 37 Green Buildings.

The PNF indicates that the project will use the LEED v4 BD+C rating system. Additionally, the project team has committed to:

1. Achieving a minimum green building outcome of 47 confirmed LEED points.
2. Reducing carbon impacts by improving the performance of the all buildings 14.1% beyond code.

The IGBC accepts the rating system selection.

During construction the IGBC has found that many buildings find they are not able to achieve all of the credits they are committed to at the design phase. The indicated 47 confirmed points puts this project dangerously close to below LEED certifiable. The IGBC strongly encourages the project to pursue the 2050 carbon free strategies indicated in the Climate Change Preparedness Checklist, as well the “maybe” credits indicated in the LEED checklist. These include:

- Pursue the 15 maybe points indicated in the Optimize Energy Performance credit through passive strategies and improved envelope performance.
- Pursue the Renewable Energy Production credit. Please include system(s) location, size, and output information along with any related analysis.

Given the importance of this project and the imperative to reduce environmental impacts related to the built environment, the IGBC requests the project team pursue LEED Gold at minimum, and identify any obstacles to earning the necessary credits.

The IGBC requests that your project make full use of utility and state-funded energy efficiency and clean/renewable energy programs to minimize energy use and adverse environmental impacts. Please provide the IGBC information about all assistance and support, including whole building energy modeling, afforded to the project throughout the design process.

Please check the [Article 37 Green Building and Climate Resiliency Guidelines](#) page for updated information. Projects must demonstrate compliance with Zoning Article 37 prior to obtaining building permits. The following documents must be submitted to your BPDA Project Manager and the IGBC for review and approval:

- Design / Building Permit Green Building Report, including an update LEED Checklist, final building energy model, and supporting information as need to demonstrate how each prerequisite and credit will be achieved.
- An Excel (.xls) version of the updated LEED Checklist.
- Updated Climate Change Checklist (please note that new Climate Change Checklist was approved in October 2017 and should be used for your next filing).
- Signed Design Affidavit.

Please respond to IGBC comments within three weeks including timing for the provision of the requested information and items. Please let me know if you have any questions or if I can be of any assistance.

Sincerely,
Benjamin Silverman, LEED Green Associate
On behalf of the Interagency Green Building Committee

Cc: Michael Rooney, BPDA Project Manager



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

Dear Michael,

4/27/18

Please accept this as support the proposed redevelopment of the Dock Square parking garage. We feel that it will transform a utilitarian parking garage into a building that deserves its location adjacent to Faneuil Hall Marketplace.

The parking garage is a necessary resource in the Market District. It is an important garage that serves residents, tourists, and employees of surrounding businesses. It is important to us that the garage remain in operation during construction.

We feel this development proposal will add to the Boston housing inventory and assist in adding to the Mayor's goal of 53,000 housing units. It will improve upon the existing streetscape along Surface Road and Clinton Street. It will also add new residents to the Market District that will undoubtedly support the local vendors at the marketplace.

We appreciate the effort that was put in to the design of the building to protect views of the Custom House and prevent shadows where possible.

It was much appreciated that the developers sat down with us and listened to our various concerns, especially keeping the tour bus parking functional during and after construction. We look forward to working with the developers to help mitigate issues.

This project will help Boston to continue its development growth and will serve as a job generator for the next two years and beyond.

We urge you to support this proposal.

Thank you very much.

Sincerely,

Joseph M. O'Malley
General Manager
Faneuil Hall Marketplace

Linda DeMarco
President
FH Merchants Association



Michael Rooney <michael.rooney@boston.gov>

Letter of Support: Dock Square Garage

1 message

Nowak, Christina

Fri, Apr 27, 2018 at 2:58 PM

To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

To whom it may concern,

As a young professional living in Boston, I am in support of the proposed redevelopment of Dock Square Garage. This garage is an eyesore to the city of Boston, with tour buses often idling along the side of this looming structure.

The proposed redevelopment of the Dock Square parking garage transforms a traditionally utilitarian parking garage with no architectural interest, into a building that deserves its location adjacent to the Rose Kennedy Greenway. The Greenway was a beautiful addition to the world class city of Boston – we should continue to improve upon the surrounding area's aesthetics. The proposed structure is uniquely designed, a welcome renovation to enlighten this section of Boston.

This proposed structure both provides improved function and appearance, as the parking garage is a necessary resource in the Faneuil Hall area (I have used it on several occasions, especially during the winter when parking is difficult to find), while the effort acknowledges the much-needed addition to the Boston housing inventory. This brilliant effort provides construction jobs to the employees of the Boston trades, as well as housing (including 25 moderately priced units per the City's Inclusionary Development Policy), while maintaining parking functionality.

I urge you to approve this project so that we can all witness the transition of a blemish of a building into a new [multi-functional] icon on the Boston skyline.

Thank you very much.

Sincerely,

Christina Nowak



Michael Rooney <michael.rooney@boston.gov>

North End Parking Garage

1 message

Alicia Delgado

Wed, Apr 25, 2018 at 7:54 PM

To: michael.rooney@boston.gov

Dear Michael Rooney,

As a young professional living in the North End, I am in support of the proposed redevelopment of Dock Square parking garage. This garage is left over from the days of the elevated highway, designed for utility not aesthetics. Being that is now a location adjacent from Rose Kennedy Greenway to Quincy Market is a great are to create a transitional space for tourists and residents.

The proposal to re-do the architecture of the garage will be a great improvement and an opportunity to create the needed residential spaces. And, the landscape plan will help break up the monotony of the sidewalk and add some shade to give some relief to the block. I am hopeful that some type of activation will occur within the surface artery side of the garage, with art, or retail space to again improve upon the current sterile environment. Additionally, I am a proponent of the proposed design of the housing above the garage, offering a modern addition, but one that respects the North End park and maintains a view of the Custom House. This project will add to the inventory, potentially freeing up units in the North End, creating a greater opportunity for young professionals like myself to live in the city.

I understand that some residents would like this garage to be demolished and for the developer to start with a clean slate. But, I understand the need for parking spaces, especially in this area, this is why a mix use building would generate more space for the different residents, tourists and professionals in this area.

Feel free to contact me if you have any question.

Best Regards,
Alicia J Delgado



Michael Rooney <michael.rooney@boston.gov>

Dock Square Garage Redevelopment

1 message

Connor Byrne

Tue, Apr 24, 2018 at 2:20 PM

To: michael.rooney@boston.gov

Dear Mr. Rooney,

I am a young professional living in Boston (District 1), writing to you to express my support for the dock square garage redevelopment project. Boston is in the midst of a housing shortage and every unit of new housing, regardless of price, will help to solve this problem. I cannot in good faith oppose any housing project in the city and **I find it hard to believe that elected officials can consciously do the same**. Another problem that currently plagues the city is a lack of parking. I believe public transportation investments (which are best left to a separate discussion) are the solution to traffic issues, however, the existing garage serves a large portion of the North End as well as the Quincy Market area. Thus, it is an important piece of infrastructure that should be left operational for the foreseeable future.

Before analyzing the proposed design, the benefits of this project far outweigh any negatives. For many years, Boston's urban core was gutted with its residential base fleeing for the suburbs. Challenging economic conditions combined with nearsightedness from the then-BRA resulted in scars being torn across our city, dividing neighborhoods and leaving many areas in need of transformation. Fortunately, the tides changed, and Boston has now become an excellent place to work AND live. This demand to be in Boston has left us with the housing shortage that we are currently in as new condos and apartments cannot be built fast enough for the demand. The dock square project is an important piece of this puzzle and would bring housing to an area of downtown that badly needs it.

Now, looking at the design and carefully analyzing its context, I can confidently say that the architects have done a fantastic job respecting the adjacent Quincy Market and improving the streetscape. It's no surprise that, currently, the garage is an eye-sore in an area of the city that should not stand for such lifelessness along the ground level. The form of the new design slopes upward, minimizing its vertical mass. This reduces its visibility from Quincy Market, while the garage portion is re-clad and ground-level amenities added improving the area around the project. It is located north of Quincy Market so shadows are not an issue (unlike the existing 60 State Street tower). The overall design is striking and progressive, but respects its context. For a city claiming to be innovative, I am tired of seeing dull glass boxes being built, and this design is anything but a dull glass box. In my mind, and in the minds of many other people I have spoken to that take interest in the development of Boston, this project will unequivocally improve the area, while at the same time becoming an architectural gem for our city.

Do not let the chance to help solve the Boston housing crisis be squandered. Do not allow yet another wonderful design find its way to the trash heap. We live in a beautiful city, let's continue to push forward!

Sincerely,
Connor Byrne

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Connor Byrne | [MDS](#) | [Roger Williams University](#) | [M. Arch, December 2016](#)

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BOSTON PRESERVATION ALLIANCE

April 13, 2018

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Mr. Michael Rooney
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Via email: Michael.Rooney@boston.gov
Re: Dock Square Garage, 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 36 Organizational Members, 104 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.

In reviewing the Dock Square Garage project we are disappointed to find a proposal so insensitive to one of the most historic areas of the city and surprised that it has moved forward into the Article 80 process. We would have expected the Boston Planning and Development Agency (BPDA) to have guided the proponent towards a more appropriate proposal for this historically sensitive site, though perhaps guidance was given but not incorporated. If the proponent had been in contact with the Alliance in advance we would have alerted the team to the serious concerns outlined below. We greatly appreciate the fact that the Boston Civic Design Commission (BCDC) was vocal in the many ways they found the proposal inappropriate and we are aware of strong opposition from the general public as well.

At this stage the Alliance feels that the most appropriate response is for the proponent to carefully contemplate this opposition, develop a new concept and PNF, and to reinstate the Article 80 process with a different proposal that incorporates the feedback they have received. To contribute to that feedback, we present the following challenges and opportunities:

Executive Director

Gregory J. Galer, Ph.D.

Challenges

- The project site is in the heart of Boston's downtown, surrounded by some of our *nation's* most historic buildings and spaces. There are few locations in the city that have a more prominent relationship with Boston's most historically significant places, as the Massachusetts Historical Commission noted during the review process for the adjacent Haymarket Hotel project. The site is

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458

bostonpreservation.org

adjacent to Quincy Market, near the Blackstone Block, in the view shed of the Custom House Tower, and just across the Greenway from the historic North End. Any development on this site must be sensitive to this treasured and valuable historic environment. The current proposal is neither contextual nor appropriate. While the existing garage contributes very little to the urban realm, its presence also does not detract from it. The proposal is overwhelming, distracting, and visually incongruent and we feel would not be a benefit to the historic urban landscape.

- We are beginning to see a trend of glassy box additions atop existing buildings. The Congress Square project, for example, adds a glass addition to a historic building not far from this site, although in the far more visually constrained and congested Financial District. While we feel this approach can succeed in certain, infrequent scenarios, it is not a precedent or a regular methodology that would be advantageous for the city. We strongly advise the BPDA to discourage large, glass additions to existing buildings, especially very prominent and visible buildings like Dock Square Garage. We do not want to be a city of either planar or wildly-shaped “glass hats.”
- There are existing zoning regulations and guidelines in place to which new development should adhere. This project site falls within the Greenway Overlay District which includes Building Design Guidelines (Section 49A-7) which this proposal clearly violates. The site is also within the Markets Protection Area which restricts building height to 65’ and FAR to four. Though the current garage is already slightly above those restrictions, the proposal more than doubles those limits which is unacceptable. We encourage the BPDA to reject proposals that so blatantly violate local guidelines and protection area restrictions. The heights proposed are far in excess of what is appropriate or allowable for this site.
- We wholeheartedly disagree with statements in the proponent’s PNF that the proposal “respects the scale and architecture of the existing neighborhood and adjacent landmarks” and “preserves views to the Custom House Tower.”

Opportunities

- Though there is an inventory form for the garage in the Massachusetts Cultural Resource Information System, we do not feel that the current structure is or will be historically significant, nor does it currently contribute to the character, history, or sense of place of its historic surroundings. Therefore, we do feel that there is an opportunity at this site to create a new presence that would connect Quincy Market to the historic Blackstone Block, the Greenway, and the North End, consistent with the Greenway District Guidelines. With an abundance of pedestrian activity and vibrancy surrounding this site, there is opportunity to make a connection with the north façade of Quincy Market, possibly allowing for more permeability to the market

building in the future. Where the parking garage currently presents a flat, expressionless face on all fronts, perhaps a new or redesigned building could communicate with its neighbors on all sides. In those goals we agree with the proponent. However, we feel that the proposal does not accomplish these goals and is a missed opportunity to significantly improve this site in meaningful ways.

- We recognize the many physical and structural challenges of redeveloping a parking garage. However we also feel that adding extensive height to facilitate private, high end residential and the many negative elements it introduces in this historic area is not offset by anything close to equivalent public benefit.
- While we understand the current demands for parking in the Downtown area, we would like for the developer to explore and present any opportunities to replace the current garage with a new building that includes underground parking, or significantly fewer parking spaces. Ideally this location would include public spaces, restaurants, and/or retail on at least the first and second floors throughout the building to better participate in its urban environment. We urge the BPDA to require the proponent to explore other options for this site that contribute more to the city than what is currently proposed.

While there are clearly a number of failures in this proposal, we look forward to a revised concept that takes into consideration the concerns and recommendations of the community, BCDC, and the BPDA. As stated, we feel that the proponent should abandon this proposal and return at a later date with a new, revised proposal. Otherwise, we strongly urge the BPDA to extend the Article 80 process and postpone the comment deadline so that the proponent may present revisions for public feedback.

We look forward to continuing the dialogue about this important site.

Thank you,



Greg Galer
Executive Director

CC:

Brona Simon, Massachusetts Historical Commission
Rosanne Foley, Boston Landmarks Commission
Victor Brogna

Jared Alves
Master of Civic Design and Urban Planner
222 North Street #1
Boston, MA 02113

April 9, 2018

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

RE: Dock Square Garage

Dear Mr. Rooney:

The Dock Square Garage is a 1970s throwback to a time when vacant lots and garages lined both sides of the elevated highway. With the highway gone and Greenway in bloom, these lots are now contributing to the revival of Boston by helping to meet the considerable demand for housing, offices, and retail/restaurants. These changes are welcome and overdue, but this proposal is deficient.

The applicant employs fashionable sustainability language (LEED certifiable construction, adherence to Smart Growths standards, etc.) and claims that it will remedy an “inactive edge in an otherwise active corridor” by “invigorat[ing] the site itself and enhanc[ing] the experience of the surrounding area.” These are grand words, but they do not match the proposal.

Ground floor activation through retail/restaurant uses is essential to invigorating the streetscape. However, the applicant does not propose any new ground floor uses, and actually proposes to shrink the current restaurant by 46 percent. If built as proposed, people walking along Clinton, North, and John F. Fitzgerald Surface Road will still confront a deadening, multi-story garage wall—no matter the style of new cladding or window boxes proposed to cover the existing façade. Leaving the ground floor inactive is not part of the City’s vision for the parcel.

The City identified the intersection of Clinton and the Surface Road as a “critical juncture” that needs a restaurant/retail use in this parcel “to strengthen connectivity between the parks and Quincy Market.”¹ Unfortunately, the applicant proposes no such use and instead retains a three lane garage entrance that is inhospitable to people walking along Clinton Street. Further, the applicant argues that bisecting the pedestrian plaza at the intersection of North and Clinton Streets with a new residential pick-up/drop-off lane will somehow make the space “more welcoming and usable to the public” as opposed to less accessible and encircled by vehicular traffic.

The reason for failing to design an active ground floor for the building is that the applicant intends to retain 682 of its existing 698 parking spaces. This substantial number of spaces has little connection to the 195 residences proposed to top the structure. As even the applicant notes in the Project Notification Form, the City has set a maximum of 0.5 to 1 parking spaces per residence in this district. Even if the residences claimed the 195 spots at the high-end of that range, the 8,000 sq. ft. restaurant would certainly not need the remaining

¹ Greenway District Planning Study Use and Development Guidelines, August 2010.

487 parking spaces. Surely, a creative engineer could find a way to squeeze in active ground floor uses—even if the bays are shallow—at the cost of some of those surplus parking spaces.

In particular, sacrificing a handful of parking spaces on the Surface Road side of the garage would leave room for retail/restaurant space(s) to front the Greenway. The partially below grade and unused space at the corner of North Street and Surface Road should also serve as a retail/restaurant space. In addition, the existing restaurant needs a second entrance capping Blackstone Street to further maximize activity on the North Street side of the building. These are small ways to make preserving nearly 700 parking spaces more palatable.

Still, reducing the number of parking spaces downtown, where alternative transportation options are abundant, remains an essential way to decrease greenhouse gas emissions. According to a November 2017 article in the *Boston Globe*, transportation emissions now account for 40 percent of our Commonwealth's greenhouse gas emissions. Massachusetts has set goals of reducing greenhouse gas emissions by 25 percent below 1990 levels by 2020 and by 80 percent by 2050. Governor Baker and Mayor Walsh have committed to these goals and have both signed onto the Paris Climate Agreement. The City of Boston has also called for “dramatic mode shifts” away from cars and towards sustainable transportation in Go Boston 2030.

Building to LEED standards is not enough, because retaining a tremendous number of parking spaces will simply encourage continued car usage and outweigh any benefits from the efficient energy usage of the building itself. Moreover, the recent flooding in the Seaport, North End, and West End demonstrate that climate change is occurring now and that meaningful action to discourage driving is needed today.

Drivers want to park downtown, but the Planned Development Area process affords the City the opportunity to decide the best uses of land in return for substantial zoning relief. Retaining the lion's share of this garage in such a prominent parcel is not the best use of the land and hardly represents the transformation, invigoration, and benefits that the applicant contends will come from this project. Instead of accepting this proposal, the City should:

- Mandate a redesign that provides significant ground floor retail/restaurant coverage;
- Stipulate a long-term development plan to convert the upper parking decks into habitable space; and
- Reject the plans to retain the wide garage entrance and bisect the pedestrian plaza with a new car drop-off lane.

The proposed height is acceptable in a downtown neighborhood and including residences that range in size from studios to four bedrooms is welcome. However, without substantial changes to the ground floor, the City must oppose this project.

Sincerely,

Jared Alves



Michael Rooney <michael.rooney@boston.gov>

dock square garage projectg

1 message

Archrml1

Thu, Mar 29, 2018 at 2:06 PM

To: Michael.Rooney@boston.gov

I tried to comment on this project earlier but I don't think I got through.

I find this project objectionable on many counts.

The decorating of the existing garage in vertical panels does not enhance the pedestrian scale of the building. It does the exact opposite by creating a larger scale quality to the base.

The brick base obviously is more pedestrian oriented and also more "familiar" to the area.

This concept of introducing foreign elements for no purpose other than to be different, is an advertising gimmick and has no place in this location next to quincy market..

This confirms the statement. Is nothing sacred.

The top of this building continues this philosophy of "look at me"

The fact that the tallest part of the building is closest to quincy market even at the expense of decreasing their own sunlight into their own rooms demonstrates to what extent this building want to Scream for attention.

It seems that we should have learned something from "Learning from Las Vegas" that replicating it at the expense of authentic pedestrian experience is not good planning and certainly not good urban design.

I can not believe that the design review process of the BPDA would allow this project to get this far. I realize that design has been downgrading at the BPDA but Isn't anyone concern with urban design.

It doesn't appear so.

Robert Lauricella

Hello Mike: Thanks for your response. I am assuming that this is going forward in some form, so here is my comment.

Rather than the various heights and recesses that are in the design, **build straight up from the garage using the entire length and width of the building.** Take advantage of the gain in floor space on each level (with atriums and other features for sunlight) and use that gain to knock down the height. Add roughly 4 full floors using the entire area (they would need to be slightly recessed, most likely). **I don't know the measurements of the building, but I am willing to bet that the total square footage of 4 additional full floors would roughly equal what is in the design.** On top of the building, be creating and build beautiful roof area (both from the street and from the roof) that will be appreciate by both neighbors and tenants.

On top of that, I would say try to find a way to make the upper and lower halves of the building more consistent in appearance.

Lastly, I would say to be honest in the design about the size and scope of the building and don't try to hide it with "tricks" for the eye.

Thanks for listening.

Joe



Michael Rooney <michael.rooney@boston.gov>

Fwd: A Shadow on the Custom House Tower

Victor BrognaTo: michael.rooney@boston.gov, Ann DeLuca
, Sal Whooley

Tue, Mar 6, 2018 at 5:19 PM

, Tenant Association Mercantile
, Steven Vilkas

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

From: **Victor Brogna**

Date: Tue, Mar 6, 2018 at 5:16 PM

Subject: A Shadow on the Custom House Tower

To: Michael Christopher <michael.christopher@boston.gov>



Hello Michael,

This is the rendering I mentioned when we spoke at the Winthrop Square Garage meeting last evening. It comes from the BPDA's email notice of a public meeting on the proposed Dock Square Garage project to be held in the Piemonte Room on March 13 from 6:00 to 8:00. I received the email on March 1.

As I mentioned last evening, the proposed addition to the garage casts a large shadow on the Custom House Tower. Additionally, the rendering shows the entire existing brick garage being re-clad in a non-bricklike material. I had recalled reading somewhere that the material was proposed to be glass, but here it appears to be some sort of a tile-like material.

Last evening I mentioned that the brick garage as it now exists is respectful of its close neighbor, Faneuil Hall Marketplace. The North Market Building, just across the relatively-narrow Clinton Street, is all brick. Brick is contextual relative to its surroundings, whereas tile is not. Personally, I can't understand why anyone would want to change the pedestrian experience at street level from contextual brick to non-contextual tile. It seems to me that, as has been done successfully on other downtown buildings, the brick garage could be treated as the existing podium on which the new tower of modern design could be built, leaving the street level pedestrian experience unchanged.

I also mentioned that, if the expense of re-cladding the garage were to be eliminated, there would be a construction cost saving. To the extent that the currently proposed height of the building is dictated by the need to produce the income necessary to recover construction costs, a reduction in construction costs could result in a reduction in the height of the

5/8/2018

City of Boston Mail - Fwd: A Shadow on the Custom House Tower

new tower. A reduction in height would have the beneficial effect of reducing the shadows cast on the Custom House Tower.

These are my current thoughts on the project, which I hope you can pass on to the BPDA staff which will be involved in design review during the Article 80 process. I am looking forward to the public meeting on March 1, and learning more about the details of the project.

Victor