



Central Artery/Tunnel Parcel 2 Park Design Project Kick-off Meeting

Wednesday, August 14th, 6:00–7:30 p.m.

Location: Courtyard by Marriott Boston Downtown/North Station,
107 Beverly Street,
Boston, MA 02114

Project Team Attendees:

- Claire Agre, Design Principal, Unknown Studio (Landscape Architecture Consultants)
- Meg Baldwin, Landscape Designer, Unknown Studio (Landscape Architecture Consultants)
- Sara Cohen, Principal & Project Manager, ASK+ (Landscape Architecture Consultants)
- Rachel Lake, Marketing & Community Affairs Manager, Greenway Conservancy
- Rebecca McKevez, Capital Projects Manager, Greenway Conservancy
- Kennan Rhyne, Senior Planner II, BPDA (Parcel 2 Project Manager)
- John Romano, Director of the Office of Outdoor Advertising, MassDOT
- Lauren Shurtleff, Acting Director of Planning, BPDA
- Justin Slack, Tunnel Preservation Engineer, MassDOT
- Jill Zick, Landscape Architect, BPDA

City of Boston Attendees & Elected Officials:

- Maria Lanza, North End/West End/Waterfront Liaison for Mayor Martin J. Walsh, Office of Neighborhood Services
- Patrick Lyons, Director of Constituent Services, Office of State Representative Aaron Michlewitz

Public Attendees:

35 members of the public

Central Artery/Tunnel Parcel 2 Park Design Website: <http://bit.ly/greenway2>

- 8/14/2019 Meeting Agenda: <http://www.bostonplans.org/getattachment/72136902-98c4-4a3f-93e8-967bb863cd4e>
- 8/14/2019 Meeting Presentation: <http://www.bostonplans.org/getattachment/478b3277-b924-432c-ad04-f059e2a7d9c5>
- 8/14/2019 Meeting Feedback: <http://www.bostonplans.org/getattachment/73bbe041-a27a-4f2e-bf9b-45fa8da72730>

Meeting Summary:

Kennan Rhyne, BPDA, introduces the Project Team and explains their roles for the project.

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Rebecca McKevez, Greenway Conservancy, speaks to the Parcel 2 clean up that has occurred and explains that the Greenway Business Improvement District (Greenway BID) was responsible for funding the cleanup of the site and a new temporary fence and scrim that will soon be added. The objective of the fence and scrim is to mark the boundary of the Parcel 2 park, prevent parking on the site for the duration of the design effort and to provide information on how to get involved with the park design conversation over the next 8 months.

Kennan Rhyne runs through meeting presentation including site location and history, and an overview of the project scope, budget, and schedule (see separate presentation file, <http://www.bostonplans.org/getattachment/478b3277-b924-432c-ad04-f059e2a7d9c5>).

Public Questions & Comments

Question (Q): What is the situation with the traffic around the site, will the project include any traffic analysis?

Answer (A): Traffic Analysis is not part of the project scope or budget; however, in our September 9th meeting we will be looking at the site constraints, which will likely acknowledge the traffic occurring around the site.

Q: How long will the new fence be in place?

A: The new fence will be up for the duration of the design process – anticipated to last 8 months – until construction begins. The new fence and scrim will be in place soon, and the BID has designed an informative scrim (i.e., fabric wrap for the fencing) to let the public know about the park and how to be involved in the design discussion. The site will also have woodchips added and the Greenway will be going in periodically to keep the weeds down. The purpose of the fence is to keep cars out so that it is not abused as a convenient temporary parking area, as it had been prior to being used for construction lay-down space for The Beverly/Courtyard by Marriott and Connect Historic Boston Causeway Street projects.

Q: The Downtown North Association has in the past put together design concepts for the Bulfinch Triangle parcels. In that effort, Parcel 2 was contemplated as a very nice dog park. Is this idea still on the table?

A: The park design can accommodate dogs, however, the park is not envisioned to be a single user park. The park can incorporate a dog component, but should not be designed solely for dogs.

Q: Who will maintain the park?

A: The Rose Kennedy Greenway Conservancy

Q: Why can't the park be left open for community use in the interim period prior to construction?

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A: The design effort is separate from the temporary fencing around the park, so this request would need to be addressed by either the Greenway or the Greenway BID. Due to maintenance concerns and to ensure public safety, maintaining a closed site will provide protection from negative uses of the space until construction begins.

Q: Is it typical for the design and administration for a project to be 50% of the total construction value of that project?

A: We have a total of \$600,000 for the project's design, construction, construction administration and contingencies. We have assigned \$400,000 for the project construction because after much discussion, we understood that, although it is a small site, it does have tunnels below it, and a weight limit. This will not only impact the design, but will require a higher level of engineering to implement the final design, which is why the design fee was set at \$100,000. We also assigned \$100,000 to the Construction Administration because the Greenway, who will be bidding and overseeing the construction of the site and does not currently have adequate staffing levels to support this task. Therefore, the Greenway Conservancy will need to hire a part-time staff person to assign to the construction of the park. Additionally, that budget includes a higher construction contingency to cover any unforeseen issues that may present themselves during construction. The goal is to deliver a park for the \$600,000 total, maximum, budget, and considering the complexity of the site, we thought this was the most responsible allocation of the funds that are available.

Q: How can we better link this park back to the larger Greenway?

A: We understand that Parcel 6 is an impediment to the continuation of the Greenway, both visually and physically, but until that is realized under a separate effort; it is important that the Parcel 2 park design be able to stand on its own. If you would like more information on the planning that has taken place regarding Parcel 6, materials from the Ramp Parcel Study can be found on the BPDA website (<http://www.bostonplans.org/planning/planning-initiatives/greenway-ramp-parcel-study>).

Q: How does Portal Park fit in with all of this?

A: Portal Park is a MassDOT-owned and Department of Conservation & Recreation (DCR) maintained park on Causeway Street, located over the transition point of the Zakim Bridge as it enters the Central Artery mainline tunnel to the north of the Parcel 2 site. It is not part of the Rose Kennedy Greenway. That being said, this park design process will be considering the larger park network and how those close-by parks may influence the park design for Parcel 2.

Q: Can the park have vendors?

A: The park design may accommodate vendors, but considering the known weight constraints, they may need to be temporary and kept at the curbside (i.e., food trucks). The weight issue has already excluded some uses, such as fountains, because the constraints of the site make them infeasible to

include as a possibility. We do, however, support the idea to include temporary activation, whenever possible.

Q: Will there be any time constraints on the park's use? We have experienced some negative nighttime activity in a DCR park near us; the park is littered with needles in the morning.

A: The Greenway has park hours set from 7am to 11pm, so this would be the same. If you see needles in any park, please call 311 to report the location so that the appropriate owner can be contacted, and the site can be cleaned up as soon as possible.

Q: Crossing the traffic to get to the site is difficult today, are you concerned about creating a park there?

A: Yes, the traffic is a concern, but that is true with or without the park.

Q: Can we think about a re-design of the street pattern? We need a longer term solution to the streets, otherwise, it will be a free-for-all.

A: That has already been discussed as a part of the North Station Area Mobility Action Plan completed by the Boston Transportation Department (BTD) with the BPDA, which is available on the BPDA's website (<http://www.bostonplans.org/planning/planning-initiatives/nsamap2016>).

Q: Can the park be put in the center of a rotary?

A: No, but we can design the park with a consideration of the traffic that we know is surrounding the site today.

Q: Where do you envision the entry of the park will be?

A: We will be studying this with the designers through this process, but there are certainly opportunities for park entries at the existing crosswalks.

Q: Will this site tie into the Government Center Garage project's open space?

A: Again, this park design process will be considering the larger park network and how the close-by parks may influence the park design for Parcel 2, but there will be no formal connection.

Q: Will there be a Parcel 6 "spruce up" to cover the exposed tie rods? Can we use some of this money to do that work?

A: The money available for this project is part of development project mitigation that was specifically assigned to Parcel 2, so it must be used for the park design and construction of Parcel 2. It cannot be used on other, even adjacent, sites.

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Kennan Rhyne invited meeting participants to share their initial feedback regarding the park site on the boards posted around the room (see attached PDFs for the results of that activity, <http://www.bostonplans.org/getattachment/73bbe041-a27a-4f2e-bf9b-45fa8da72730>).

The meeting concluded at 7:30 pm.

Next Public Meeting

Parcel 2 Design Workshop
September 9, 2019 from 6–8 PM
Courtyard by Marriott
Downtown/North Station
107 Beverly Street
Boston, MA 02114

Questions, Comments

Kennan Rhyne
kennan.rhyne@boston.gov or 617-918-4421

Share Your Ideas

Tweet your ideas for Parcel 2 to the BPDA (@bostonplans) using the hashtag #GreenwayP2

Correction—8/29/2019

A correction was made on 8/29/2019. The previous version of this file mistakenly attributed maintenance of Portal Park to MassDOT. DCR maintains Portal Park.

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