Draft Project Impact Report

Submitted Pursuant to Article 80 of the Boston Zoning Code

120 KINGSTON STREET

Boston, Massachusetts

Submitted to:

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Submitted by:

Hudson Group North America LLC
441 Atlantic Avenue
Swampscott, MA 01907

Prepared by:

Daylor Consulting Group, Inc.

In Association With:

Elkus|Manfredi Architects
Candace Jenkins, Historic Consultant
Carol R. Johnson Associates, Inc.
Earth Tech
Edra Spa, Italy
Haley & Aldrich, Inc.
Howard/Stein-Hudson Associates, Inc.
McNamara Salvia, Inc.
Nauset Strategies, Inc.
Rubin and Rudman LLP
RWDI USA LLC
Skanska USA Building Inc.
Tech Environmental, Inc.
R.G. Vanderweil Engineers Inc.

October 19, 2007

Job # 1.2653.00

Table of Contents

APPENDICES

LIST OF FIGURES

LIST OF FIGURES (CONTINUED)

LIST OF FIGURES (CONTINUED)

LIST OF TABLES

LIST OF TABLES (CONTINUED)

1.0 EXECUTIVE SUMMARY

1.1 Introduction/Project Overview

Hudson Group North America LLC (the "Proponent") is proposing a mixed-use development, referred to as the *120 Kingston Street* project, with up to 180 residential units, accessory retail, and parking located within the Chinatown neighborhood of Boston (the "Project"). The Project is bounded by Kingston Street to the west, Essex Street to the north, and the Chinatown Park and Rose Kennedy Greenway ("Greenway") to the east and south (the "Project Site") (see **Figures 1-1** and **1-2**).

In accordance with the Article 80 Large Project Review requirements of the Boston Zoning Code, this Draft Project Impact Report ("DPIR") is being submitted for *120 Kingston Street* in accordance with the Scoping Determination issued by the Boston Redevelopment Authority ("BRA") on May 11, 2007. A copy of the Scoping Determination is included in **Appendix A** of this DPIR.

In the past months, since the filing of the Project Notification Form ("PNF"), the *120 Kingston Street* development team has focused on enhancing the design concept to suit the unique location of this Project along the Greenway. The team has devoted much effort to the seamless integration of public and private land along the Chinatown Park, with the idea of enhancing the pedestrian experience. Recent modifications to the Project include revisions to the building's massing and footprint resulting in a smaller quarter circle footprint along the Greenway; the addition of stone and masonry to achieve residential characteristics; a reduction in height in line with mid-rise towers of the area; and the expanded reconstruction of the Auchmuty Building façades to include the full extent of the Kingston and Essex Street elevations. These design changes and other details are addressed in this DPIR. Ongoing collaboration with the BRA Urban Design staff and the community has produced a sleek design that complements the building's distinctive setting.

In the last decade, ideas embracing sustainability and green building have emerged at the forefront of 21st century urbanism. **Modern design is evolving to acknowledge the benefit of tall, slender buildings that facilitate increased density in proximity to transportation hubs. It is the developer's intention that *120 Kingston Street*, with its innovative design and location at the edge of Chinatown, will contribute to Boston as the City becomes a paradigm for smart growth in the years to come.**

1.2 Project Outreach and Oxford Ping On Affordable Housing Development

Throughout early neighborhood outreach and as part of the Article 80 development review process, the Proponent met directly with many residents and activists of Chinatown to learn first-hand of their concerns and priorities. These meetings involved neighborhood groups and community members, among them local restaurant and construction workers, and new immigrants (see also **Section 2.5**, Public Review Process of this DPIR).

Across the board, a pressing issue that has been raised is that Chinatown is in need of affordable housing in order to shield tenants from rising rents. As noted in the PNF filing, to comply with the Mayor's Executive Order relative to the City's Inclusionary Development Policy, as amended on May 16, 2006, and to meet this need for affordable housing, the Proponent has proposed to collaborate with the Chinese Economic Development Council, Inc. ("CEDC"), to develop approximately 47 units of housing (not including one unit for a resident manager) on a site containing approximately 6,400 square feet of vacant and underutilized land between Oxford Street and Ping On Street in Chinatown. This project is referred to as the Oxford Ping On Affordable Housing Development.

As requested in the BRA Scoping Determination for *120 Kingston Street*, a further description of the proposed affordable housing project and the contribution of the *120 Kingston Street* development is presented in this DPIR (see **Section 3.7** and **Appendix B**). A separate Article 80 filing will be made by the CEDC for the Oxford Ping On Affordable Housing Development. Together, these two projects will contribute to bringing residents back to Chinatown and creating much needed high-quality affordable rental units.

The Proponent will continue to meet with public agencies, residents, activists, and other interested parties during the Article 80 review period. Hudson Group North America LLC looks forward to ongoing collaboration with the BRA, the Impact Advisory Group ("IAG"), interested parties, and other City agencies.

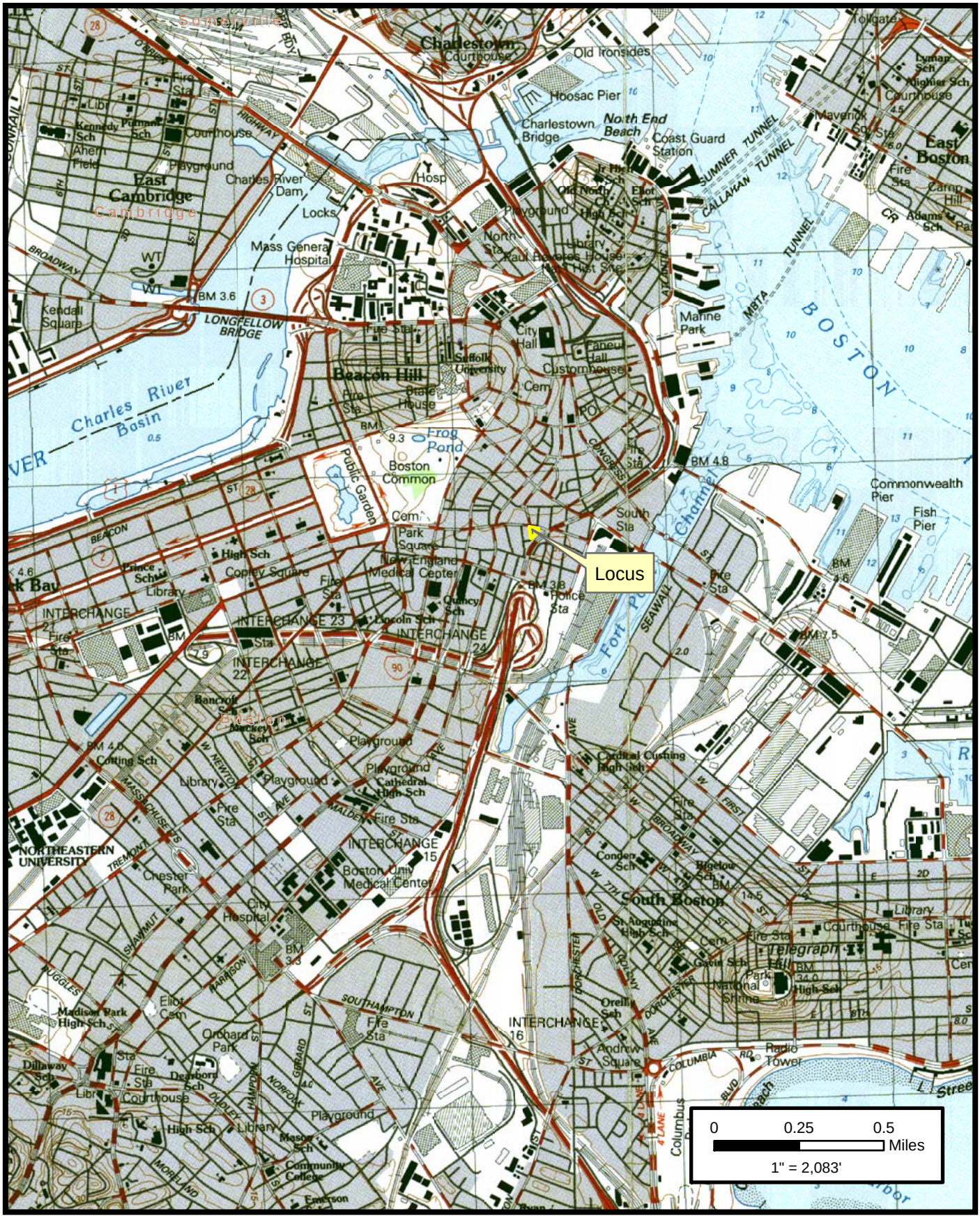
1.3 Project Background

BRA Review

Hudson Group North America LLC initiated the Article 80 Large Project Review process by submitting a Letter of Intent to file a Project Notification Form to the BRA on January 16, 2007. The Letter of Intent proposed a building with about 300,000 gross square feet of space with a height of approximately 380 feet to the pinnacle (including two levels of mechanical space) or 325 feet to the top of the highest occupied floor. The overall height reduction from the Letter of Intent filing to the DPIR project is approximately 60 feet or a 16% reduction.

On March 20, 2007, Hudson submitted the Project Notification Form ("PNF") pursuant the Section 80B of the Boston Zoning Code. The public notice for the filing of the PNF was published in the Boston Herald on March 20, 2007. This initiated a public comment period with a closing date of April 20, 2007, which was subsequently extended to April 27, 2007. The BRA's Article 80 neighborhood meeting was held on April 12, 2007 at the Doubletree Hotel at 821 Washington Street, Boston.

In consideration of the public and agency comments attached to the Scoping Determination and the ongoing Article 80 review process, the Project team has continued to develop the Project program and design. It is the hope of the Proponent that the analysis presented in this DPIR addresses the issues raised by those commenting on the Project during the Article 80 review process, and that the BRA, after reviewing public and agency comments, will issue a Preliminary Adequacy Determination Waiving Further Review pursuant to the Article 80 process.



Daylor Consulting Group Inc.
Ten Forbes Road Braintree, MA 02184 781 / 849-7070

Project Locus

120 Kingston Street
Boston, Massachusetts

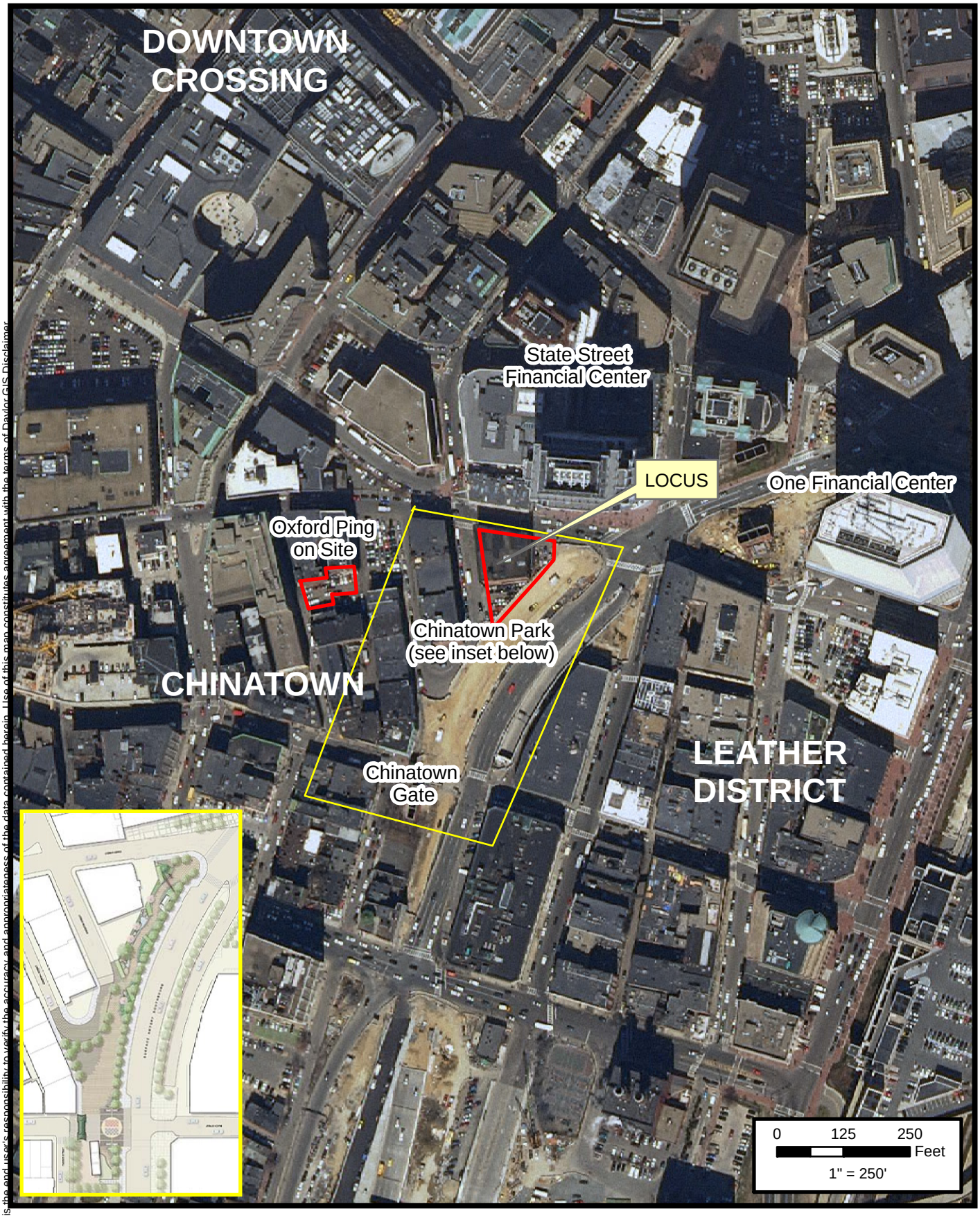
11/14/06

Source: MassGIS, USGS

Figure 1-1

Created by: ELJ

2653_USGS.mxd



Daylor
Ten Forbes Road • Braintree, MA 02184

Project Aerial (2005)

120 Kingston Street
Boston, Massachusetts

09/06/07

Source: MassGIS

Figure 1-2

Created by: AMS

2653_Aerial2007.mxd

MEPA Review

On April 2, 2007, Hudson filed an Environmental Notification Form ("ENF") (EOEA No. 13999) with the Executive Office of Environmental Affairs, Massachusetts Environmental Policy Act ("MEPA") office. The public notice was published in the Environmental Monitor, initiating a 20-day public comment period. At the MEPA Site Visit on April 25, 2007, MEPA requested additional information on the relationship between the *120 Kingston Street* project and the Oxford Ping On Affordable Housing Development, as well as a summary of cumulative infrastructure impacts of both projects. Consequently, the ENF review period was extended to May 15, 2007.

Hudson submitted this additional information, and, after the close of comments, MEPA issued a Certificate on the ENF on May 25, 2007, stating that the Project does not require the preparation of an Environmental Impact Report.

1.4 Summary of Project Impacts and Mitigation

1.4.1 Urban Design

Members of the *120 Kingston Street* design team have attended a number of meetings with the BRA Urban Design staff to implement design improvements and respond to those issues raised in the PNF comment letters. **Section 4.0** presents the urban design elements of the Project in detail, including design drawings by Elkus|Manfredi, Architects, and Carol R. Johnson Associates, Landscape Architects.

The proposed *120 Kingston Street* design was developed in response to its unique and prominent site location along the Rose Kennedy Greenway and adjacent to the new Chinatown Park. The building design strives to mediate the various scales of the surrounding Chinatown neighborhood, the Financial District high-rise and mid-rise towers, and park elements scattered along the Greenway. It also helps define the northeast corner of Chinatown while anchoring the Chinatown Park at its Essex Street gateway.

The current schematic design shifts the massing of the building away from Chinatown Park, and proposes reductions to the total massing, height, project square footage buildout, floor area ratio ("FAR"), and typical floor plate. **The Greenway side of the building is now proposed to be a simple convex surface that curves away from the Park while visually and physically expanding the open space adjacent to the Park**. The revised proposal calls for the removal of most of the Chinatown Park separating wall, and the extension of landscaping elements to the *120 Kingston Street* building's edge, resulting in the addition of approximately 2,000 square feet of open space directly adjacent to Chinatown Park.

To better integrate the existing building façades into the overall Project design, the full extent of the Kingston and Essex Street façades will be reconstructed and incorporated into the proposed design (see also **Section 8.0**, Historic Resources, for more information). Other design refinements to the Project have eliminated the tapered profile of the tower, resulting in a more slender tower extending straight up from grade, while utilizing setbacks and an extension at the building's base facing the Greenway. This base extension will accommodate the parking entrance ramp on Kingston Street and break down the building scale at pedestrian level. With the Greenway Elevation curvature simplified to shift massing away from Chinatown Park, the design changes are intended to mitigate the impacts on the Greenway side of the structure.

1.4.2 Sustainable Design

As outlined in **Section 4.6** of this DPIR, the Proponent will implement sustainable design and energy conservation measures as part of the Project. Early efforts have focused on the review and evaluation of the requirements of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures. The City seeks to actively promote opportunities for decreasing energy and water usage and costs, improving the efficiency

and longevity of building systems, and decreasing the burdens imposed on city infrastructure, the environment, and public health.

The Proponent is committed to pursuing U.S. Green Building Council ("USGBC") Leadership in Energy and Environmental Design ("LEED") certification for the proposed building. The Project has excellent proximity to the Massachusetts Bay Transportation Authority ("MBTA") Red, Green, Orange, and Silver Lines and the bus terminal and AMTRAK at South Station, and provides opportunities for smart growth.

1.4.3 Transportation Impacts

Section 6.0 of this DPIR presents the comprehensive transportation study completed for the proposed Project based on the specific scope of work issued by the Boston Transportation Department ("BTD") and Boston Redevelopment Authority ("BRA"), and in conformance with the BTD *Transportation Access Plan Guidelines* (2001). The study analyzes existing conditions within the Project study area, as well as conditions forecast to be in place under the five-year planning horizon of 2012.

The Project involves construction of up to 180 residential condominium units, ground-floor restaurant or retail space (approximately 4,300 square feet), and parking for up to 150 vehicles within an on-site, valet-managed parking garage. Parking provisions are consistent with BTD guidelines for the area (0.5–1.0 spaces per residential unit). Because of the Project's transit-oriented nature and close proximity to offices, shopping, and restaurants located throughout the Financial District and Downtown Crossing, many residents will choose to walk or use public transportation rather than use their automobiles.

The analysis employs mode use data for the area surrounding the Project Site based on 2000 U.S. Census data and BTD data for Area 2, and identifies the number of trips generated by the Project. Because of the convenient location of the Project Site to MBTA rapid transit, MBTA bus, downtown, and transit-oriented marketing by the Project Proponent, transit and walk trips to and from the Project Site account for between approximately 60% and 70% of residential and restaurant peak-hour trips.

The Project will add up to 330 vehicle trips on a daily basis, including 165 vehicles entering and 165 vehicles leaving; 6 entering and 19 leaving during the a.m. peak hour; and 24 entering and 15 leaving during the p.m. peak hour. No credit was taken for trips associated with the former textile use. Due to the low volume of traffic associated with the Project (25 vehicle trips during the a.m. peak hour and 39 vehicle trips during the p.m. peak hour (not taking into consideration the vehicle trips from the former use), vehicular conditions in the area will not be significantly impacted.

The Existing, No-Build, and Build conditions were analyzed for each study area intersection. Due to the negligible volume of traffic generated by the Project, the LOS will only change at two intersection approaches as a result of small increases in vehicle delay. The

existing transit service and sidewalks will also adequately serve the demand of the new transit and pedestrian trips generated by the Project.

All vehicular access and egress to the proposed building will be provided on Kingston Street. The previous design initially presented in the *120 Kingston Street* PNF had proposed to provide vehicular access to the parking garage on Essex Street and egress on Kingston Street. Based on discussions with BTD and BRA, and due to concerns related to pedestrian/vehicular conflicts adjacent to Chinatown Park, merging, and proximity to the Essex Street/Lincoln Street/Surface Road intersection, the Project team eliminated the curb cut on Essex Street.

The Proponent is committed to implementing a transportation demand management ("TDM") program that supports the City's efforts to reduce dependency on automobiles by encouraging alternatives to driving alone, especially during peak travel periods. Proposed measures include, but are not limited to, provision of free Charlie Cards to residents for a period of up to six months, on-site bicycle storage, and an on-site shared car service such as Zipcar™. In addition, the Proponent will provide a shuttle service on a "cost plus zero basis" (i.e., not-for-profit) for building residents. Unlike a taxi service, the shuttle will not provide exclusive service, but rather shared (carpooled) rides when possible—thus further minimizing vehicle trips to and from the building and reducing the need to own a vehicle.

Upon an approved application to BTD, up to two parking spaces located along the east side of Kingston Street, adjacent to the proposed building, will accommodate a valet and shuttle service zone. The valet zone would serve patrons associated with the restaurant use; vehicles would be parked in a nearby commercial parking garage. A separate, valet-managed service would operate the building's parking garage but would not require an on-street valet zone. The Proponent will work with BTD to identify the most appropriate solution for valet and shuttle service activities.

All loading and service activity associated with the Project will be accommodated on-site within a designated, enclosed loading and service area. Access to the loading area will be provided on Kingston Street. In comparison to the former textile use, the proposed residential and restaurant uses will generate fewer loading/service vehicles and will not require vehicles as large as required for the previous use (i.e., 46-foot vehicles or occasionally 55-foot tractor-trailers).

1.4.4 Quantitative Pedestrian-Level Wind Analysis

Rowan Williams Davies & Irwin Inc. ("RWDI"), the Project's wind engineers, completed a quantitative (wind tunnel) analysis of the potential pedestrian level wind impacts. The purpose of this analysis is to determine potential pedestrian level winds adjacent to, and in the vicinity of, the Project Site; to identify any areas where wind velocities may be expected to exceed comfortable levels; and to provide recommendations for minimizing potential adverse effects, if any. After consultation with the BRA, RWDI identified and

measured possible wind conditions at 88 locations at, and in the vicinity of the Project Site, for the No Build and Build Configuration, including 16 locations in Chinatown Park.

The BRA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design guidance criterion states that an effective gust velocity of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific locations is based on the work of W. H. Melbourne, who established a set of criteria to categorize the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking.

Based on the results of RWDI's analysis, no dangerous conditions were predicted in either the No Build or Build test configuration for any season. In addition, based on annual wind speeds, the effective gust criterion was satisfied at all 88 sensor locations in both configurations. The proposed development does not negatively impact the adjacent Chinatown Park, and, at four Park locations, wind conditions actually improved. The measured wind speeds at 10 of the sensor locations in the Park remain unchanged from the No Build Configuration. Only two locations in the Park showed slight deterioration from a sitting to standing comfort level.

With regard to the sidewalk locations across from the Project Site on Essex Street, there were some marginally increasing wind speeds above the No Build Configuration. In addition, some reductions in wind speed were noted at portions of the sidewalks along State Street Financial Center and at the corner of Essex and Lincoln Streets.

Overall, wind conditions except in few limited locations were considered comfortable for either sitting, standing or walking for the typical spring, summer, fall and winter seasons, and on an annual basis. To reduce wind speeds at the areas with uncomfortable wind conditions, wind control measures in the form of dense landscaping may be considered.

1.4.5 Shadow Analysis

Section 5.2 of this DPIR provides a shadow analysis describing and graphically depicting the anticipated shadow impacts from the Project during the morning (9:00 a.m.), midday (12:00 Noon), and mid-afternoon (3:00 p.m.) time periods during the vernal equinox (March 21), summer solstice (June 21), autumnal equinox (September 21), and winter solstice (December 21). The early evening time period (6:00 p.m.) is shown for June 21 and September 21. For each time of day, shadows are depicted for the No Build and Build Conditions.

Under the No Build Condition, the existing Auchmuty Building, at six stories, casts shadow on portions of the adjacent Essex and Kingston Street sidewalks, and, at various time periods, shadow falls onto portions of the façades of existing buildings. In addition, the Auchmuty Building's existing shadow is cast on the Chinatown Park in June and September at 6:00 p.m.

Under the Build Condition, in the mornings, new shadows cast by the Project fall towards the 109-125 Kingston Street building and buildings to the northwest. There are small areas of sidewalks in the area which are affected by new shadows, primarily adjacent to shadows from existing buildings. At 9:00 a.m., shadows from the Project do not fall on the Essex Street façade of the 88 Kingston Street building, except in December. By mid-day, shadows fall to the north, and, at 12:00 Noon, new shadows are cast onto the Essex façade of the 88 Kingston Street building and its roof, portions of the Kingston Street sidewalks, and a narrow band of the Essex Street sidewalks.

As a result of the slender profile of the *120 Kingston Street* building (as compared to a wider building profile), shadows move more quickly, so that by 3:00 p.m., shadows are moving away from the 88 Kingston Street building, and new shadows fall on a portion of the open space area adjacent to the State Street Financial Center and the building's façade. In the summer, this late afternoon shadow falls on the Chinatown Park at the northern end; however, by 6:00 p.m., the majority of the Park is in shadow from existing buildings. Shadows at the 6:00 p.m. time period also extend towards the Leather District, including Lincoln Plaza and towards One Financial Center.

With respect to the vegetation in Chinatown Park, the trees and shrubs within the majority of the Park will continue to receive the same amount of sunlight throughout the year in the Build Condition as in the No Build Condition. In the northern (Essex Street) corner of the Park, as noted, there will be an increase in shadow at certain mid-afternoon times in the middle of the summer, but the shadowed area is predominantly paved, and the Park plantings will receive more than adequate amounts of sunlight during the earlier parts of the day. None of the Park plantings require full sunlight all day throughout the year.

It is noted that the Project does not cast new shadows on the Chinatown Gate at any of the time periods.

1.4.6 Daylight Analysis

Section 5.3 of this DPIR presents the daylight study performed to determine the extent to which the Project restricts the amount of daylight reaching streets or pedestrian ways in the immediate vicinity of the Project Site. Daylight obstruction increases at the Project Site because the existing six-story Auchmuty Building and existing parking lot area are replaced with a taller structure. The proposed new building will have a daylight obstruction value on Essex Street of 90.8%, higher than the as-of-right value of 81.8%; however this value falls between the range of the two site context daylight obstruction values of 81.1% and 92.1%.

On Kingston Street, daylight obstruction for the proposed building design (77.2%) is higher than the existing condition (62.2%) but is lower than the as-of-right configuration (82.4%). Daylight obstruction for the Project is 87.3% along the Chinatown Park pathway, higher than the existing or as-of-right configuration, but in the range of values for buildings constructed in Boston.

1.4.7 Solar Glare Analysis

An analysis of the potential solar glare impacts from the Project is provided in **Section 5.4** of this DPIR. The analyses demonstrate that the potential for reflected sunlight from the proposed *120 Kingston Street* project to impact drivers and pedestrians along nearby streets is minor. Potential solar glare impacts will be reduced and mitigated by the careful selection of the exterior building materials and use of low-reflectivity glass windows as opposed to highly reflective "mirror-type" glass. Along the Greenway elevation, the façade is proposed to have a curved face, which will consist mainly of low-reflective glass windows. Overall, the most significant predicted solar glare impacts would be limited to the drivers on Surface Road approaching the Project Site during late afternoons. However, due to the directions of one-way travel on nearby affected streets, much of the potential ground-level glare from the proposed Project will be outside of drivers' range of vision. In addition, because of the curved façade, any reflected sunlight will be spread over a large area, reducing the apparent size and intensity of any spots of glare visible at ground level.

1.4.8 Air Quality Analysis

Section 5.5 of this DPIR provides the results of the air quality analyses to evaluate the existing air quality in the Project area, predicts the worst-case air quality impacts from the Project's parking garage and fuel combustion equipment, and evaluates the potential impacts of Project-generated traffic on the air quality at the most congested local intersection.

Recent representative air quality measurements from Massachusetts Department of Environmental Protection monitors reveal that the existing air quality in the Project area is in compliance with Massachusetts and National Ambient Air Quality Standards (NAAQS) for all of the criteria air pollutants.

The worst-case air quality impacts from the Project's parking garage and fuel combustion equipment will not have an adverse impact on air quality. The maximum carbon monoxide ("CO") concentrations inside the parking garage are predicted to be substantially lower than any of the indoor air quality guideline concentrations. The maximum one-hour and eight-hour ambient carbon monoxide ("CO") impacts, at all locations around the Project Site from motor vehicles operating inside the garage, and the Project's fuel combustion equipment, including conservative background CO concentrations, are predicted to be safely in compliance with the NAAQS for CO.

A microscale CO air quality analysis was conducted for the one intersection in the Project area that meets the BRA selection criteria. The microscale air quality analysis demonstrates that the worst-case air quality impacts from motor vehicles will generally improve slightly in 2012, for both the Build and No-Build cases, compared to the 2007 Existing case. The analysis shows that without mitigation the worst-case CO impacts for the 2012 Build case are the same as those predicted for the 2012 No-Build case and the worst-case impacts for

all three cases are safely in compliance with the NAAQS for CO at all modeled receptors. The *120 Kingston Street* project will generate a small amount of traffic and will not have a significant impact on local air quality.

1.4.9 Noise Analysis

Section 5.6 presents the results of a noise study designed to determine whether the operation of the proposed Project will comply with the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and Housing and Urban Development ("HUD") Residential Site Acceptability Standards.

This acoustical analysis involved five steps: (1) establishment of pre-construction ambient sound levels in the vicinity of the Project Site; (2) identification of potential major noise sources; (3) development of noise source terms based on manufacturer specifications (where available) and similar project designs; (4) conservative predictions of maximum sound level impacts at sensitive locations using industry standard acoustic methodology; and (5) the incorporation of mitigation measures to ensure compliance with applicable City of Boston noise regulations, ordinances and guidelines and with the DEP Noise Policy.

Nighttime ambient baseline sound level (L_{90}) monitoring was conducted at locations deemed to be representative of the nearby residential areas, during the time period when human activity is at a minimum and any future noise would be most noticeable. The nighttime L_{90} values measured in the Project area ranged from 55 to 59 dBA.

A sound level measurement was also taken in front of the Project Site during the morning peak traffic period to estimate the existing day-night average sound level (L_{dn}) in the Project area. The estimate of the L_{dn} demonstrates that the existing sound level in the Project area complies with HUD Site Acceptability Standards for residential projects.

The potential significant sources of exterior sound from the Project have been identified and their impacts modeled at five sensitive locations surrounding the Project. The modeling shows that the Project, with a minimal amount of mitigation, will not have an adverse impact on noise levels and will be designed to comply with City of Boston and Massachusetts DEP noise regulations and standards.

The Proponent is committed to implementing certain sound level mitigation measures (i.e. specification of low-noise mechanical equipment and silencers, acoustical shielding, and operational restrictions for the emergency generator, as necessary, to comply with the applicable sound level limits as defined in this report. With the mitigation outlined in **Section 5.6**, the Project will not create a noise nuisance condition and will be designed to fully comply with the most stringent sound level limits set by the Massachusetts DEP Noise Policy, City of Boston Noise Regulations, and the HUD Residential Site Acceptability Standards.

1.4.10 Solid and Hazardous Materials

The Proponent will implement measures to handle the anticipated generation, storage, and disposal of solid waste generated by the Project. Operational measures have been considered which will be employed to promote waste reduction and recycling. The Project will accommodate recycling measures meeting or exceeding the City's recycling guidelines. In addition, the disposal and construction contracts will include specific language to ensure the contractor's compliance with City and State regulations. Demolition and construction debris will be recycled to the maximum extent possible.

A Phase I Environmental Site Assessment ("ESA") report, dated July 2006, was completed for the development parcel by Lightship Engineering. The report identified no significant environmental issues related to the potential presence of oil and hazardous materials and the property is not a Listed Disposal Site.

1.4.11 Flood Hazard Zone, ACECs, and Wetlands

Federal Emergency Management Agency's ("FEMA") Flood Insurance Rate Maps ("FIRM") for the City of Boston (Community Panel 250-286-0010C, effective date April 1, 1982) were reviewed to determine whether the Project Site lies within the 100-year flood plain. It is noted that no portion of the Project Site lies below the 100-year flood plain as shown on the FIRM map.

There are no wetlands as defined by the Massachusetts Wetlands Protection Act or Areas of Critical Environmental Concern ("ACECs") located on the Project Site.

1.4.12 Water Quality Resources

No negative impacts to water quality are anticipated from the development of the Project. Land not occupied by the existing building is paved, and therefore the construction of the proposed building and associated paved surfaces are not anticipated to result in substantial changes in site permeability or the amount of stormwater runoff.

The Project Site is located within the City's Groundwater Conservation Overlay District. The Boston Water and Sewer Commission requires that the site design include specific provisions for the recharge of groundwater via temporary storage and infiltration of stormwater runoff from the Project Site (see **Section 7.4.1** of this DPIR). Site and roof runoff will be directed to a storage/infiltration system designed specifically for the Project Site. Further, the site drainage system will be separated from the sewer system as required by the Boston Water and Sewer Commission ("BWSC").

Catch basins installed within the Project Site will have plaques that state: "Don't Dump – Drains to Boston Harbor". The Project design will meet the applicable standards of the Massachusetts Department of Environmental Protection's 1996 Stormwater Management Policy.

1.4.13 Geotechnical/Groundwater Impacts

Existing subsurface conditions and geotechnical impacts of the Project are discussed in **Section 5.10** of this DPIR. Review of readily available subsurface data indicates a general subsurface profile of about 5 to 20 feet of fill over marine sand and clay, glacial till and bedrock. An observation well near the Project Site identifies groundwater approximately 10 to 12 feet below ground surface.

The building is proposed to have two basement levels, extending close to the property lines. Temporary earth support systems will be designed and installed for excavation of the underground parking levels. Basement areas will be waterproofed. It is anticipated that drilled shaft foundations extending to bedrock, or a similar drilled-in pile system, will be utilized for foundation support of the new building.

Construction dewatering will be required within the limit of excavation and designed to control limited seepage and precipitation. No adverse impacts on adjacent buildings, the CA/T tunnel, or utilities are anticipated during the construction phase of the Project. Provisions will be incorporated into the design and construction specifications to limit potential impacts to adjacent structures and utilities.

1.4.14 Construction Impacts

Section 5.11 of this DPIR describes the proposed Project's construction activity and steps that will be taken to avoid or minimize environmental and transportation related construction impacts. The Proponent will employ a Construction Manager who will be responsible for developing a construction phasing and staging plan and for coordinating all construction activities with the appropriate regulatory agencies.

The Construction Manager will be required to comply with all applicable state and local regulations governing construction of the Project. A Construction Management Plan ("CMP") will be developed in consultation with and approved by the Boston Transportation Department ("BTD"), prior to the commencement of construction. The Construction Manager will be bound by the CMP, which will establish the mitigation guidelines for the duration of the Project and will include specific phasing and logistics plans to minimize impacts on abutters. The CMP will include specifics regarding sidewalk closures, pedestrian re-routings, encroachments in the public way, and barrier placements deemed necessary to ensure public safety around the site perimeter.

A number of measures to mitigate air quality and noise impacts will be taken by the Proponent's Construction Manager. Measures to reduce emission of fugitive dust and minimize impacts on the local environment may include the use of wetting agents to control and suppress dust; covering construction vehicles fully; and removing construction debris regularly.

Potential mitigation measures to reduce construction-related noise impacts include, for example, the use of mufflers on all equipment, and muffling enclosures on running equipment.

In addition, seismic monitoring will be installed as part of this Project. This equipment is intended to monitor impacts to the surrounding structures from construction activities.

1.4.15 Infrastructure Systems

Section 7.0 of this DPIR addresses the Project's impact on the capacity and adequacy of existing water, sewage, stormwater, energy and electrical communications utility systems, and includes a discussion of the proposed groundwater recharge at the Project Site to comply with Article 32, Groundwater Conservation Overlay District requirements.

The Proponent and its consultants have initiated contact with the Boston Water and Sewer Commission ("BWSC") to understand and evaluate the water, storm drain, and sanitary sewer systems, and to design the Project to prevent disruption of utility services. Further meetings and discussions will be scheduled as building design and permitting progress.

The proposed connections to the water, storm drain, and sanitary sewer systems will be designed in conformance with the BWSC's design standards, Water Distribution System and Sewer Use Regulations, Requirements for Site Plans and Groundwater District Requirements. Separate sanitary sewer and storm drain connections will be provided. The Proponent will submit a site plan to the BWSC's Engineering Services Division for review and approval when the design of the Project is 50% complete. A General Service Application will be obtained prior to construction. The site plan will show the location of water, storm drain, and sanitary sewer systems which serve the Project Site and the location of existing and proposed water, storm drain, sanitary sewer connections and groundwater recharge/stormwater infiltration facilities.

1.4.16 Historic Resources

Historic resources in the Project vicinity and potential impacts of the Project are discussed in **Section 8.0** of this DPIR. The new design proposes the retention of the two existing dressed façades along the Kingston and Essex Street elevations which will be accomplished by the removal and reconstruction of the façades in accordance with the following protocol. Key character-defining elements of the façades will be removed, salvaged to the extent possible, and stored off-site pending completion of the new structure. Components that cannot be salvaged due to deterioration, crumbling, or cracking will be replicated using materials matching the size, color and "texture" of the original materials to perpetuate the historic character of the once-thriving Textile District. The façades will be recreated to represent the original Auchmuty Building as it looked prior to the implementation of modifications in 1946 to accommodate the Dainty Dot showroom.

The Project replaces the unattractive south and east façades of the existing building that currently overlook the Greenway as well as the black-painted glass storefront areas, a loading dock, and surface parking located along Essex Street, with a contemporary residential building that is the visual terminus at the east end of Avenue de Lafayette. Design changes seek to integrate the new construction with the dressed façades of the Auchmuty Building, the Textile District, the overall pedestrian scale, urban context, and building "texture."

To better integrate the existing building façades into the overall Project design, tower façades have been set back and broken down into multiple components with edges and windows aligned to corresponding podium components. Tower elevations have transformed from glass curtainwall into punched window openings set within masonry "grids" to create a "texture" similar to the existing building and other small scale masonry buildings throughout the area.

The Proponent will continue to consult and review the Project with the BRA, the Boston Landmarks Commission, and the Massachusetts Historical Commission.

2.0 GENERAL INFORMATION

2.1 Applicant Information

2.1.1 Project Proponent

The principals of Hudson Group North America LLC (the "Proponent") have been active in the real estate markets of the United States, Canada, United Kingdom, and Israel for over thirty years. The Proponent is primarily involved in real estate developments (both residential and commercial), and investments in income-producing properties. Specifically, its principals have invested in real estate in the following markets: New England, Florida, Montreal, London (England), Zurich (Switzerland), and Tel-Aviv (Israel).

Ori Ron, Managing Partner for North America, has over 30 years of real estate development and construction experience, including 16 years in the Boston real estate market. Mr. Ron is skilled in the process of land and real estate purchasing, planning and permitting, construction, and sales. Hudson Group North America LLC's familiarity with the 120 Kingston Street property is enhanced by its experience of developing over 50 residential and commercial condominiums in the nearby Leather District in 1996 and 1997. The firm's track record, financial strength, ability to work with city governments and neighborhood associations, combined with its extensive expertise in real estate development and construction, provides a solid background for carrying out and completing the development of *120 Kingston Street* and working with the Chinese Economic Development Council, Inc. on the development of affordable housing at the Oxford Ping On site.

2.1.2 Development Team

Project Name and Location:	120 Kingston Street, Boston, MA
Proponent:	Hudson Group North America LLC 441 Atlantic Avenue Swampscott, MA 01907 Tel: (781) 581-5618 Fax: (781) 598-9050 *Ori Ron, Managing Partner* *oskar55@comcast.net*
Architect:	Elkus|Manfredi Architects 300 A Street Boston, MA 02210 *Howard Elkus, Principal* *Tel: (617) 426-1300 Fax: (617) 426-7502* *elkus@elkus-manfredi.com* *Sam Norod, Principal* *Tel: (617) 368-3342 Fax: (617) 426-7502* *snorod@elkus-manfredi.com* *Jeff Sakowitz, Project Manager* *Tel: (617) 368-3322 Fax: (617) 426-3744* *jsakowitz@elkus-manfredi.com* *Makoto Miyake, Project Architect* *Tel: (617) 368-3395 Fax: (617) 426-3744* *mmiyake@elkus-manfredi.com*
Interior Design:	Edra Spa Furnishings and Interior Design Via Livornese Est 106 I–56030 Perignano / Italy *Valerio Mazzei, President* *Franca Altieri, Sales Management* *Tel: +39 (587) 616-660 Fax: +39 (587) 617-500* *altieri.franca@edra.com* Design team: *Daniel W. Schindler, dip Arch SIA (Switzerland), Project Manager* *Tel: +41 (79) 279-7663 Fax: +39 (587) 617-500* *daniel.schindler@edra.com* *Arch. Massimo Morozzi, Art Director edra* *Leonardo Volpi, Product Responsabile edra* *leonardo.volpi@edra.com*

Landscape Architect:	Carol R. Johnson Associates, Inc. 115 Broad Street Boston, MA 02110 Tel: (617) 896-2500 Fax: (617) 896-2340 *Chris Jones, Principal, cjones@crja.com* *Tel: (617) 896-2575* *Kathleen Lynch, klynch@crja.com* *Tel: (617) 896-2603*
Legal Counsel:	Rubin and Rudman LLP 50 Rowes Wharf Boston, MA 02110-3319 Tel: (617) 330-7000 Fax: (617) 330-7550 *James H. Greene, Esq.,* *jgreene@rubinrudman.com* Tel: (617) 330-7097 Fax: (617) 439-9556
Government and Community Relations Consultant:	Nauset Strategies, Inc. 66 Long Wharf, 5th Floor Boston MA 02109 Tel: *(617)* 523-3097 Fax: *(617)* 523-6739 *Michael Vaughan, President* *mvaughan@nausetstrategies.com*
Environmental and Permitting Consultant:	Daylor Consulting Group, Inc. 10 Forbes Road Braintree, MA 02184 Tel: (781) 849-7070 Fax: (781) 849-0096 *Mitchell Fischman, AICP, Project Manager* *Tel: (781) 884-2553, mfischman@daylor.com* *Maggie Schmitt, AICP, Assistant Project Manager* *Tel: (781) 884-2533, mschmitt@daylor.com*
Transportation Planner/Engineer:	Howard/Stein-Hudson Associates, Inc. 38 Chauncy Street, 9th Floor Boston, MA 02111 Tel: (617) 482-7080 Fax: (617) 482-7417 *Jane Howard, Principal* *jhoward@hshassoc.com* *Joseph L. SanClemente, Traffic Engineer* *jsanclemente@hshassoc.com*

Historic Preservation Consultant:	Candace Jenkins 17 Slade Street Belmont, MA 02478 Tel/Fax: (617) 484-2395 *cgjenkins@comcast.net*
Geotechnical Consultant:	Haley & Aldrich 465 Medford Street, Suite 2200 Boston, MA 02129 Tel: *(617)* 886-7400 Fax: *(617)* 886-7708 *Marya E. Gorczyca, Vice President,* *Tel: (617) 886-7408* *mgorczyca@haleyaldrich.com* *Bradford J. Adlinger, P.E.* *Tel: (617) 886-7532* *badlinger@haleyaldrich.com*
MEP/FP Engineer:	R.G. Vanderweil Engineers, LLP 274 Summer Street Boston, MA 02210 Tel: (617) 423-7423 Fax: (617) 423-7401 *Gary Vanderweil, Design Principal* *gvanderweil@vanderweil.com* *Joseph Tremblay, PC* *Tel: (617) 956-4788* *jtremblay@vanderweil.com* *Julie Paquette, Sustainability Engineer* *Tel: (617) 956-4759* *jpaquette@vanderweil.com*
Pre-Construction Advisor:	Skanska USA Building, Inc. 253 Summer Street Boston, MA 02210 Tel: (617) 574-1400 Fax: (617) 574-1399 *Kerim Evin, Senior Vice President* *Tel: (617) 574-1499 Fax: (866) 308-4755* *kerim.evin@skanskausa.com* *Laura Onessimo,* *Director of Business Development* *Tel: (617) 574-1451 Fax: (866) 214-9299* *laura.onessimo@skanskausa.com*

Structural Engineer:	McNamara/Salvia, Inc. 160 Federal Street, 5th Floor Boston, MA 02110 Tel: (617) 737-0040 Fax: (617) 737-0042 *Joseph Salvia, CEO* *salvia@mcsal.com* *Robert McNamara, President* *Tel: (617) 850-4141* *rjm@mcsal.com* *Adam McCarthy, Principal* *Tel: (617) 850-4110* *mccarthy@mcsal.com*
Air Quality/Noise Consultant:	Tech Environmental, Inc. 1601 Trapelo Road, Suite 327 Waltham, MA 02451 Tel: (781) 890-2220 Fax: (781) 890-9451 *Robert Rossi, Ph.D. (extension 111)* *rrossi@techenv.com*
Wind Consultant:	RWDI USA LLC 10165 USA Today Way Miramar, Florida 33025 Tel: (954) 431-6800 x 5201 Fax: (954) 431-6844 *Mark P. Chatten, M.Eng., P.Eng., Associate, Project Manager* *Mark.Chatten@rwdi.com* *Michael Ratcliffe, Ph.D., P.E. Technical Coordinator* *Michael.Ratcliff@rwdi.com* (519) 823-1311, x2427
Solar Glare Consultant:	EarthTech 300 Baker Avenue Concord, MA 01742 Tel: (978) 371-4325 Fax: (978) 371-2468 *Christopher Williams,* *Christopher.Williams@eartthtech.com*

2.2 Legal Information

Legal Judgments or Actions Pending Concerning the Proposed Project or Project Site

The Proponent is not aware of any legal judgments or actions pending which involve the Project or Project Site.

History of Tax Arrears on Property Owned in Boston by the Applicant

The Proponent owns no real estate in Boston on which real estate tax payments are in arrears.

Evidence of Site Control over the Project Area

The Project Site consists of a parcel of 14,447 square feet, purchased by Hudson Group North America Real Estate Trust, Ori Ron Trustee, in a deed dated August 29, 2006, and recorded at the Suffolk Registry of Deeds, Book 40282, Page 202, on August 29, 2006 (see also **Figure 4-9**, Site Survey Plan).

Nature and Extent of Any and All Public Easements (not including utility easements)

There are no public easements on, over, or under the Project Site.

2.3 Regulatory Controls and Permits

Zoning District

The Project Site is located within the Chinatown District of the Boston Zoning Code ("Code") as established by Article 43 of the Code, effective May 19, 1990. As noted, the Project Site is a parcel of triangular-shaped land containing approximately 14,447 square feet of land area and upon which there is situated a six-story building containing approximately 62,150 gross square feet. The building is presently vacant and was previously used for warehousing and storage. On both sides of the building, there are two surface parking lots with 36 commercial parking spaces, as well as attendant booths. Article 43 of the Code classifies the existing warehouse use as a Conditional Use and the existing parking lot use as a Forbidden Use.

The Chinatown District zoning establishes various subdistricts and protection areas within Chinatown. The Project Site is located within the general Chinatown Commercial Subdistrict along Essex Street and within the Restricted Parking District of the Code. Proposed projects within such districts are subject to Article 43 of the Code and the recent Article 37 of the Code with respect to Green Buildings, as well as the underlying provisions of the Code applicable to Restricted Parking Districts. Additionally, the Project Site is within the recently-approved Groundwater Conservation Overlay District, Article 32 of the Code, and requires the issuance of a conditional use permit from the Board of Appeal ("ZBA"). The proposed Project will be required to comply with the Section 32-6 Standards of the Code.

Proposed Project Uses

As described herein, the proposed Project consists of a portion of a six-story redeveloped building with two below-grade basement levels, a new building element at a height of approximately 299 feet (27 stories) plus one mechanical penthouse level, containing up to 180 residential units**,** approximately 150 enclosed accessory parking spaces and approximately 4,300 square feet of retail space within 332,370 square feet of gross building area.

In accordance with the provisions of Section 43-19.4, General Use Restrictions, the proposed Project uses (residential, retail space and accessory parking for residential use only) are Allowed Uses as noted in Table F and as limited to certain floors as noted in Table E of Article 43 of the Code. Specifically, accessory parking use for residential use only is allowed in accordance with Section 43-19.5 of the Code.

Section 43-19.1 of the Code sets forth requirements for certain neighborhood business opportunities for projects of 50,000 square feet or more, which are available for lease other than for residential purposes. Since the proposed Project will contain less than 50,000 square feet of retail use, the provisions of Section 43-19.1 of the Code are not applicable. Additionally, Section 43-19.2 of the Code requires certain day care facilities for projects exceeding the height and FAR limits of Article 43 and having a gross floor area, not devoted to residential uses, equal to or exceeding 100,000 square feet. Since the proposed Project has an area dedicated to retail uses of less than 100,000 square feet, the provisions of Section 43-19.2 of the Code are not applicable.

Additionally, the provisions of Section 43-19.3 of the Code with respect to the expansion of existing businesses in the Commercial Chinatown Subdistrict do not apply to the proposed Project since the existing uses (warehouse and parking) of the Project Site are not described as Allowed Uses in Table E of Article 43 of the Code.

Dimensional Requirements

Section 43-6.1 of the Code establishes for the Commercial Chinatown Subdistrict a height of 80 feet and an FAR of 6.0 for projects not subject to Section 80B, Large Project Review. For projects which are subject to Section 80B, the height and FAR may be increased to 100 feet and 7.0 respectively. For projects within a PDA area of the Chinatown district, additional substantial increases in height and FAR are generally allowed in order "to establish a more flexible zoning law and encourage large-scale private development on underutilized sites in the Chinatown District while insuring high-quality design by providing planning and design controls; to build affordable housing; to encourage the creation of affordable housing and open space; to create community facilities; to provide for neighborhood economic development and commercial expansion which is compatible with adjacent uses; to provide connections from Chinatown to adjacent areas of the city…." Although the Project Site is not within an area where PDAs are allowed, the proposed Project provides similar planning and design controls under Section 80B, Large Project Review.

The proposed Project has a gross building area of approximately 332,370 square feet within a site of 14,447 square feet and a height measured from grade at Kingston Street of 299 feet, both as defined under Section 2-1(23) of the Code. Although the proposed Project is subject to the definitions set forth in Section 2-1 of the Code, it does not have the direct benefit of the corresponding Section 15-1 of the Code, relating to the exclusion of parking areas from the calculation of FAR. Furthermore, if the proposed Project could benefit from the parking regulations applicable to residential uses and the Section 80B requirements applicable to the adjoining Leather District or the adjoining South End, North End and Bay Village Neighborhood zoning districts, the parking areas would be excluded from the FAR calculation, and the FAR would equal approximately 16.7, as noted in **Table 2-1** as follows.

Table 2-1: Summary of Floor Area Calculations				
Level	**Use**	**Approximate Gross Building Area**	**Exclusions**	**Approximate Zoning gsf**
Basement 1	Parking (9 cars) Mechanical	13,820	13,820	0
Basement 2	Parking (35 cars)	13,820	13,820	0
1	Retail, Lobby, Loading	12,280	500 (1)	11,780
2	Parking (33 cars)	12,550	12,550 (2)	0
3	Parking (33 cars)	12,100	12,100 (2)	0
4	Parking (20 cars)	6,400	6,400 (2)	0
	Residential	5,130	580 (1)	4,550
5	Parking (20 cars)	6,400	6,400 (2)	0
	Residential	5,130	580 (1)	4,550
6	Residential	11,530	1,180 (1)	10,110
7	Residential	10,445	725 (1)	9,720
8	Residential	10,445	725 (1)	9,720
9	Residential	10,810	725 (1)	10,085
10	Residential	10,810	725 (1)	10,085
11	Residential	10,810	725 (1)	10,085
12	Residential	10,810	725 (1)	10,085
13	Residential	10,810	725 (1)	10,085
14	Residential	10,810	725 (1)	10,085
15	Residential	10,810	725 (1)	10,085
16	Residential	10,810	725 (1)	10,085
17	Residential	10,810	725 (1)	10,085
18	Residential	10,810	725 (1)	10,085
19	Residential	10,810	725 (1)	10,085
20	Residential	10,810	725 (1)	10,085
21	Residential	10,810	725 (1)	10,085
22	Residential	10,810	725 (1)	10,085
23	Residential	10,810	725 (1)	10,085
24	Residential	10,810	725 (1)	10,085
25	Residential	10,810	725 (1)	10,085
26	Residential	10,530	725 (1)	9,805
27	Residential	10,530	725 (1)	9,805
Penthouse	Mechanical	7,490	7,490	0
Total:		**332,370 ±**	**90,885 ±**	**241,485 ±**

Floor Area Ratio (FAR) = 241,485 / 14,447 = 16.7. The calculation of FAR without an exclusion for parking areas on Levels 2-5 would result in a zoning gsf of 275,330 and an FAR of 19.1.

Notes: (1) Mechanical risers; elevator shafts (except at L1)

(2) Mechanical risers; elevator shafts, parking area

Notwithstanding the foregoing, the proposed Project will require zoning relief from the ZBA for density and height. The proposed Project will also be subject to Section 43-20 of the Code, which establishes specific design requirements for projects within the Chinatown District. The application of the specific subsections of this requirement will be reviewed by the architectural team to determine during the design review procedure whether the proposed Project will require additional zoning relief from the provisions of Article 43.

Parking Requirements

Section 43-23 of the Code, Off-Street Parking, provides that the off-street requirements of Article 23 shall apply in the Chinatown District. The proposed Project contains a residential use and such use is not exempt from the parking requirements notwithstanding the provisions of the Restrictive Parking District. Although the proposed Project must comply with the Article 23-1 parking requirements, which establish a parking ratio based on an FAR, the underlying FAR for the Commercial Chinatown subdistrict (6 or 7) is not referenced in Section 23-1 of the Code. To the extent that the proposed Project need comply with the closest FAR requirement of Section 23-1 of the Code, which is 5.0, then the proposed Project would require 0.4 parking spaces per unit, or 72 spaces for 180 units. Alternatively, if the parking requirements of the adjoining Leather District or the adjoining South End, North End and Bay Village Neighborhood zoning districts were considered, then the required number of parking spaces could be determined to be from 126 to 180 spaces. The proposed Project does provide up to 150 parking spaces accessory to the residential use. Furthermore, since Article 23 does not require parking for retail uses, parking has not been provided for the retail use.

Section 43-25 of the Code, Off-Street Loading, allows the determination of off-street loading facilities and the design thereof to be determined through the Large Project Review process of Article 80. Since the proposed Project is subject to Section 80B, the determination of loading facilities and the design thereof will be regulated through such process.

To the extent that the proposed Project will require zoning relief, such zoning relief will be determined conclusively through the Article 80 Review process and through modifications to the Code provisions of Article 43 and other provisions of the Code by the ZBA. Additionally, to the extent that Article 37 of the Code, Green Buildings, applies to the proposed Project, the Proponent will comply with such requirements. The proposed Project will also be subject to the Mayor's Executive Order on affordable housing.

2.3.1 List of Permits or Other Approvals Which May Be Sought

The construction of the Project is subject to Large Project Review under Article 80 of the Boston Zoning Code, as well as the public review process of the City's Board of Appeal. **Table 2-2** provides a list of permits based on Project information currently available.

It is expected that the application schedule for permits will extend into early 2008.

Table 2-2: Anticipated Permits or Approvals*

Agency Name	Permit or Action
State and Federal	
Massachusetts Executive Office of Environmental Affairs, Massachusetts Environmental Policy Act (MEPA)	MEPA Review – Certificate on the ENF issued on May 25, 2007 that no Environmental Impact Report required
Massachusetts Department of Environmental Protection, Division of Water Pollution Control	Compliance Certificate
Massachusetts Department of Environmental Protection, Division of Air Quality Control	Notice of Commencement of Demolition and Construction; Notice of Asbestos Removal
Massachusetts Water Resources Authority	Temporary Construction De-Watering Permit
Massachusetts Historical Commission	Review in accordance with 950 CMR 71.00
Massachusetts Turnpike Authority	Permission for Connection to Chinatown Park
Federal Aviation Administration	Determination of No Hazard to Air Navigation
Local	
Boston Redevelopment Authority	Article 80 Review and Execution of Article 80 Agreements; Green Buildings (Article 37)
Boston Civic Design Commission	Schematic Design Review
Boston Landmarks Commission	Boston Landmarks Review
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Zoning Board of Appeal	Zoning Relief; Conditional Use Permit under Article 32, Groundwater Conservation Overlay District (GCOD)
Boston Water and Sewer Commission	Local Sewer and Water Tie-in Approval: Drainage Discharge Permit; Article 32, GCOD Compliance
Boston Department of Public Works	Curb Cut Permit; Street Opening Permit; Street/Sidewalk Occupancy Permit
Boston Public Improvements Commission	Specific Repair Plan/Maintenance Agreement
Boston Parks Commission	Review within 100 feet of parkland
Boston Air Pollution Control Commission	Confirmatory Approval of Exempt Parking Spaces
Boston Public Safety Commission Committee on Licenses	Permit for Storage of Fuel in Tanks; Parking Garage License
Boston Fire Department	Flammable Storage Permit
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction Related Permits

*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

2.3.2 Massachusetts Environmental Policy Act ("MEPA") Review

On April 2, 2007, Hudson Group North America LLC ("Hudson") filed an Environmental Notification Form ("ENF") (EOEA No. 13999) with the Executive Office of Environmental Affairs, Massachusetts Environmental Policy Act ("MEPA") office. The public notice was published in the Environmental Monitor, initiating a 20-day public comment period. At the MEPA Site Visit on April 25, 2007, MEPA requested additional information on the relationship between the *120 Kingston Street* project and the Oxford Ping On Affordable Housing Development, as well as a summary of cumulative infrastructure impacts of both projects. Consequently, the ENF review period was extended to May 15, 2007.

Hudson submitted this additional information, and, after the close of comments, MEPA issued a Certificate on the ENF on May 25, 2007, stating that the Project does not require the preparation of an Environmental Impact Report.

2.4 Public Benefits

In addition to the direct benefits accruing from the collaboration with the Chinese Economic Development Council, Inc. ("CEDC") for the development of approximately 48 affordable housing units (including the resident manager unit), the *120 Kingston Street* project is expected to provide the following benefits to the City and its residents:

- Creating a lively, mixed-use development that includes residential and retail uses, close to centers of employment and public transportation that will overcome the blighted conditions of the unattractive "dead" walls facing the Greenway currently existing on the Project Site;

- Replacing the existing unattractive south and east façades of the Auchmuty Building that currently overlook the Greenway, with a contemporary residential building that represents a future landmark;

- Adding approximately 2,000 square feet of open, landscaped space adjacent to Chinatown Park due to the proposed modifications to the Chinatown Park separating wall, and the extension of landscaping elements to the edge of the *120 Kingston Street* building;

- Removing the existing black-painted glass storefront areas, a loading dock, and surface parking located along Essex Street and providing a new streetscape;

- Reconstructing all of the existing Auchmuty Building façades along Essex and Kingston Streets;

- Providing active ground-floor uses, including retail uses along Essex Street, one of twelve Crossroads as identified in the Boston Crossroads Initiative;

- Helping to return this portion of Chinatown to "24/7" use with new residential housing;

- "Adopting" the island at the intersection of Kingston Street, Essex Street, and Avenue de Lafayette, and contributing to the provision of upgraded landscaping, paving and lighting in this area;

- Enhancing the City of Boston's real estate tax base, based upon the post-completion value of the property; and

- Creating approximately 225 construction-period jobs, as well as permanent jobs at the Project Site, for both the retail component and the completed building.

2.5 Public Review Process

Members of the Project team have attended meetings with and/or conducted public outreach with the Boston Redevelopment Authority, other public agencies, elected officials, and interested parties in the local community, including neighborhood associations, business organizations, and abutters. These meetings will continue as the Project design moves forward.

Public Agencies and Officials

- Boston Civic Design Commission
- Boston Environment Department
- Boston Landmarks Commission
- Boston Redevelopment Authority
- Boston Transportation Department
- Boston Water and Sewer Commission
- Executive Office of Energy and Environmental Affairs, MEPA Office

Community Groups and Other Organizations

- Boston Preservation Alliance
- Chinatown Business Association
- Chinatown Coalition (TCC)
- Chinatown Main Street, A Boston Main Streets Initiative
- Chinatown Resident Association
- Chinatown/South Cove Neighborhood Council
- Chinese Consolidated Benevolent Association of New England
- Chinese Economic Development Council, Inc.
- Chinese Progressive Association
- Downtown Crossing Association
- Greenway Conservancy
- Lafayette Lofts Condominiums
- Leather District Neighborhood Association
- Mayor's Central Artery Completion Task Force

3.0 PROJECT DESCRIPTION

3.1 Existing Project Site

The Project Site is an irregular, triangular-shaped parcel of approximately 14,447 square feet in the Chinatown neighborhood of Boston, bounded by Chinatown Park (which is part of the Rose Kennedy Greenway), Surface Road, Kingston Street, and Essex Street. The parcel is presently occupied by a vacant six-story building containing approximately 62,150 gross square feet (previously used for warehousing and storage), two surface parking lots with 36 commercial parking spaces, and attendant booths.

The original parcel was bisected by a 1950's land taking by the Commonwealth of Massachusetts that required demolition of approximately 57% of the building. This included three bays of the building on Kingston Street, five bays on Tufts Street, and six bays on Essex Place, as well as total demolition of all other buildings on the block to create the Central Artery (Interstate 93). The current blighted condition of the existing south and east rough brick walls, lacking trim and windows, resulted from this land taking.

For more information on the existing Auchmuty Building, please refer to **Sections 8.3** and **8.4** of this DPIR.

3.2 Project Surroundings

This Project Site is within the Chinatown neighborhood and is in close proximity to the Financial District and the Leather District neighborhoods. It is directly adjacent to Chinatown Park. This linear park extends from Essex Street southerly past Kingston Street and Edinboro Street to the Chinatown Gate at the corner of Surface Road and Beach Street at the southern end of the Rose Fitzgerald Kennedy Greenway.

Across Essex Street to the north is the 37-story, 503-foot high, State Street Financial Center (One Lincoln Street) and the eight-story Lafayette Lofts condominiums at 88 Kingston Street. Further to the northeast, along Surface Road and the Greenway, is 125 Summer Street, with 22 stories and 300 feet, and the 46-story, 590-foot high, One Financial Center office building.

Across Kingston Street to the west is a block of five- to six-story brownstone/brick commercial buildings of various architectural styles including Second Renaissance and Romanesque Revival. The buildings between the Chinatown Gate and the Project Site are a mix of five- to six-story, primarily masonry, commercial structures. A new 22-story building has been proposed for Parcel 24 in Chinatown, located south of Kneeland Street between Surface Road and Hudson Street.

On the opposite side of Surface Road, approximately 180 feet to the east, is the six-story, curved-front, Lincoln Street parking garage and the Leather District neighborhood. The Leather District neighborhood includes a number of low- and mid-rise brick commercial, industrial, and residential structures in the blocks bounded by Surface Road, Essex Street, Atlantic Avenue and Kneeland Street. Lincoln Plaza is approximately 240 feet across Surface Road and Lincoln Street to the east. South Station is located beyond the Leather District, three blocks from the Project Site. In June

2006, the Boston Redevelopment Authority approved the South Station Air Rights Project, consisting of a 40-story, 675-foot high, office tower, a nine-story office building, and a 13-story mixed-use building that will include a 200-room hotel in addition to up to 195,000 square feet of residential space.

The Theater District and Boston Common are five blocks west on Essex Street. Also in the area of Essex and Washington Streets are the Ritz-Carlton Hotel & Towers, the recently-opened Archstone Boston Common, and the BRA-approved Kensington residential development. The Downtown Crossing shopping district is approximately six blocks from the Project Site on Avenue de Lafayette and Washington Street.

3.3 Project Description

120 Kingston Street is a redevelopment of the site occupied by the vacant Auchmuty Building (also referred to as the former Dainty Dot Hosiery building), at the intersection of Kingston and Essex Streets in the northeast corner of Boston's Chinatown neighborhood. The dressed existing Auchmuty Building façades facing Kingston and Essex Streets along with the prominent building corner will be reconstructed using salvaged stone and brick details combined with new brick masonry infill matching the size, color and "texture" of the original materials to perpetuate the historic character of the once-thriving Textile District. A new mixed-use development will rise behind it with up to 180 residential units (Levels 4 through 27), a street-level residential lobby, and street-level retail or restaurant space along Essex Street and wrapping around the corners onto Kingston Street and along the edge of Chinatown Park.

The pie-slice shaped plan is directly derived from the irregular site configuration. Rectilinear façades are proposed to line Kingston and Essex Streets. The podium will be built out to the property lines along the streets to maintain the urban fabric characteristic of the surrounding areas. The overall first floor coverage will be approximately 85% of the lot. The façade overlooking the Greenway will be a convex-shaped curve responding to the larger scale of the open parkway spaces beyond. The curvature will help pull the massing away from the adjacent Chinatown Park and will visually expand the landscape area as well as the open area above.

The existing 6- to 8-foot masonry separating wall serving as a visual barrier to the blank fire walls of the Auchmuty Building overlooking the Park are proposed be removed to better integrate the Park and the Project Site. The combination of new architecture and landscape design eliminates the existing blight caused by the "dead" walls and surface parking lots behind the Park.

All vehicular access is proposed to be located on Kingston Street. Up to 150 parking spaces will be provided for residents only in two levels below-grade and in all or portions of Levels 2 through 5 above-grade. The parking garage will be accessed by way of a dedicated driveway at the far south end of the building. A single-lane ramp leads to a basement level valet drop-off area and elevator lobby.

Car pick-up/egress and service access are located in a common area between the garage entrance and residential lobby pedestrian entrance which is situated in the middle of the block.

The total gross floor area of the proposed development is approximately 332,370 square feet.

3.4 Modifications to the Project Since the PNF Submission

Members of the *120 Kingston Street* design team have attended a number of meetings with the BRA Urban Design staff and others to implement design improvements and respond to those issues raised in the comment letters on the PNF. **Section 4.0** presents the urban design elements of the Project in detail, including design drawings by Elkus|Manfredi Architects and Carol R. Johnson Associates, Landscape Architects.

The current schematic design introduces a simplified convex geometry that reduces and shifts the massing of the building away from Chinatown Park. The revised design also reduces the building's height, typical floor plate, floor area ratio ("FAR"), and overall total project square footage buildout. Setbacks are incorporated into the Kingston and Essex Elevations to provide greater emphasis for the podium and existing building. Further, the revised proposal calls for the removal of most of the Chinatown Park separating wall and the extension of landscaping elements to the building's edge to address the building's relationship to the Park, and results in the addition of approximately 2,000 square feet of usable open area.

To better integrate the existing building façades into the overall Project design, the full extent of the Kingston and Essex Street façades will be reconstructed and incorporated into the proposed design (see also **Section 8.0**, Historic Resources, for more information). Design refinements to the Project have also eliminated the tapered profile of the tower resulting in a more slender tower extending straight up from grade, while utilizing setbacks and an extension at the building's base facing the Greenway. This base extension will accommodate the parking entrance ramp on Kingston Street and break down the building scale at pedestrian level. Simplifying the Greenway Elevation curvature, and shifting the massing away from Chinatown Park will not only expand the visual open area and the Park landscape, but along with the relocation of the public terrace adjacent to the proposed restaurant space at grade, will enhance the overall pedestrian experience and integrate the public and private spaces along the Park.

Overall, a number of more specific modifications are noted below:

- Convex Curvature – Dual curvature of the Greenway Elevation revised to single curve, resulting in more slender proportions, and physically and visually expanding the open area adjacent to Chinatown Park by approximately 2,000 square feet.

- Auchmuty Building Façade Reconstruction – Expanded reconstruction scope to include entire existing dressed façades along Kingston and Essex Streets.

- Reduced Height – Reduced the building height from 325' to 299' (not including 21' high mechanical penthouse);

- Reduced Floor Plate –Reduced the typical floor plate from 11,280 gsf to 10,810 gsf.

- Reduced Gross Floor Area – Reduced the building gross area (above grade) from approximately 341,400 gsf to 304,730 gsf.

- Relocated Parking Garage Entrance – Relocated the parking garage entrance from Essex Street to Kingston Street, thereby enhancing pedestrian activity on Essex Street, a Crossroads street.

- Reduced Parking Spaces – Reduced the number of proposed parking spaces from 160 to 150 in a revised design for parking.

- Added Second Basement Level for Parking – Added a second basement level, which facilitated the elimination of parking from Level 6, and the addition of more residential units on this floor of the building.

- Enhanced Residential Presence on Essex Street – Created additional residential presence on Essex Street through the relocation of residential space within the building so that residences on Levels 4 and 5 are shifted around partially onto Essex Street.

- Relocated Public Terrace – Relocated the proposed public terrace from an area overlooking Chinatown Park's water feature to the northeast corner of the Project Site at grade adjacent to the potential restaurant area.

- Building Materials – Replaced glass curtain wall with masonry elements and punched window openings at the Greenway/Essex corner and Kingston and Essex elevations for "texture", scale, and residential characteristics.

- Eliminated Building Balconies – Removed the proposed building balconies overlooking Chinatown Park and the Kingston/Essex corner, to be replaced, along the Greenway elevation, with a unique backdrop featuring folded glass planes and integrated lighting set into a granite wall. This feature will diminish the apparent mass of the wall and provide a unique visual element.

3.5 Project Data/Approximate Dimensions

Table 3-1: Summary of Project Dimensions		
	PNF Project	**DPIR Project**
Lot Area (in square feet):	14,447 sf	14,447 sf
Gross Floor Area (gsf)		
Residential:	258,000± gsf	232,115± gsf
Retail:	4,700± gsf	4,300± gsf
Lobby/BOH/Mechanical:	38,600± gsf	33,115± gsf
Parking gsf:	54,700± gsf	62,840± gsf
Total:	**356,000± gsf**	**332,370± gsf**
(Zoning) Gross Floor Area:	270,230± gsf	241,485± gsf
Number of Residential Units:	180 units	<180 units
Floor Area Ratio:	18.7	16.7
Height to Top of Highest Occupied Floor[1]:	325 feet	299 feet
Number of Stories (not including one mechanical level):	29 stories	27 stories
Parking Spaces		
Below-Grade:	18	44
Above-Grade:	142	106
Total:	**160 spaces**	**150 spaces**

3.6 Project Development Schedule and Construction Cost

A preliminary estimate indicates that the construction cost of the Project will be approximately $95 million. Construction is scheduled to begin in the second quarter of 2008.

[1] The overall height reduction from the January 2007 Letter of Intent, proposing a total height of 380 feet, to the DPIR height of 320 feet, including mechanicals, is 60 feet, or a 16% reduction.

3.7 Relation to Oxford Ping On Affordable Housing Development

Appendix B contains a text description of, and the proposed urban design plans for, the Oxford Ping On Affordable Housing Development proposed by the Chinese Economic Development Council, Inc., ("CEDC"). This proposed project is two blocks west of 120 Kingston Street, on Chinatown's Oxford Street. A separate Article 80 filing will be submitted shortly by the CEDC for the Oxford Ping On Affordable Housing Development. This development will result in 47 high-quality affordable rental units, and one additional unit for a resident manager.

As currently proposed, this affordable housing development will include very low income (30% AMI), Section 8, and 60% AMI units serving individuals and families with low annual income. The estimated 47 affordable units created, represent more than 26% of the 180 market condominiums proposed at 120 Kingston Street. This number translates to 20 more affordable units (or 74% more) than the 27 off-site affordable units required under the City's Inclusionary Development Policy.

Over the past year, Ori Ron, Managing Partner of Hudson Group North America LLC, has met directly with a cross-section of residents and activists in Chinatown to learn first-hand of their concerns and priorities. During this period, meetings were conducted with neighborhood groups and community members, including local restaurant workers, construction workers and new immigrants. Across the board, the feedback received has emphasized that Chinatown is in need of more high-quality affordable housing in order to shield tenants from rising rents.

The Proponent is committed to actually participating in the creation of affordable housing units together with the CEDC, rather than limited involvement through a financial contribution to the City's housing creation funds. The challenge to any successful affordable housing development in Chinatown is locating and obtaining control over scarcely-available land in this area. As part of this collaborative arrangement, the Proponent will make available to the CEDC four parcels of land totaling approximately 6,400 square feet, on Oxford and Ping On Streets in immediate proximity to the location where Chinatown was first settled in the 1880's. Furthermore, the Proponent has chosen not to engage in a separate commercial development on the two lots it controls (4,400 square feet), but will rather combine these lots with two adjacent parcels totaling 2,000 square feet owned by the Chinese Consolidated Benevolent Association ("CCBA") to create a combined parcel of approximately 6,400 square feet. On September 6, 2007, the CCBA Board of Directors voted in favor of selling these two adjacent lots to Hudson Group North America LLC for the purpose of developing affordable housing.

The total 6,400 square feet will be deeded to the CEDC, subject to approval by the BRA of the Proponent's affordable housing plan.

The Proponent will be engaged in the actual development activities by making its expertise in design and construction management available to the CEDC, to ensure quality and timely completion of the development. The Proponent is both committed to participating in, and privileged to contribute to the creation of affordable housing and will continue to work together with the dedicated team of the CEDC to achieve the goal of delivering to the neighborhood affordable housing well above and beyond the requirement as outlined in the Mayor's Executive Order relative to the City's Inclusionary Development Policy.

4.0 URBAN DESIGN COMPONENT AND SUSTAINABLE DESIGN

4.1 Introduction

The following discussion on urban design responds to the requirements contained in the BRA Scoping Determination (see **Appendix A**) and presents details of the Project design. Where the submission requirements ask for large-scale plans or models that would not conveniently fit in this report, reduced copies are contained within, or full-size copies will be submitted to the BRA under separate cover, as well as certain other materials required by the Scoping Determination.

It should also be noted that the Project commenced its review with the Boston Civic Design Commission ("BCDC") in April 2007. Further review with the BCDC Design Subcommittee is expected after the submission of this DPIR prior to returning to the full commission.

4.2 Project Concept

The proposed *120 Kingston Street* design was developed in response to its unique and prominent site location along the Rose Kennedy Greenway and adjacent to the new Chinatown Park. The building design strives to mediate the various scales of the surrounding Chinatown neighborhood, the Financial District high-rise and mid-rise towers, and park elements scattered along the Greenway. It also helps define the northeast corner of Chinatown while anchoring the Chinatown Park at its Essex Street gateway.

In addition, reconstruction of the existing Auchmuty Building façades along Kingston and Essex Streets reinforces and perpetuates the legacy of the historical Textile District that dominated the area prior to the Central Artery construction in the late 1950's and early 1960's. A major project benefit is that the redevelopment of the *120 Kingston Street* site will result in the removal of the blight created by two rough brick walls overlooking Chinatown Park and the adjacent surface parking lots, which have been perceived as an eyesore at this location since the 1950's.

4.3 Reconstruction of the Auchmuty (Dainty Dot) Building

The question has been raised as to whether the existing Auchmuty Building could be retained and potentially could accommodate vertical expansion.

A structural evaluation of existing conditions has concluded that the existing shallow granite foundations bearing on poor quality clay, timber framing and masonry load-bearing walls, are not capable of supporting additional floors and loads resulting from vertical expansion as well as compliance with current applicable building codes. Reusing the existing building or adding floors would require very costly augmentation of existing foundations, shoring of existing structure, and replacement of existing columns with larger sections. A significant amount of interior structure would need to be modified to accommodate new stair and elevator cores. Existing masonry walls would require extensive strengthening to develop adequate lateral resistance as required by current building codes. The inefficiency of a small footprint is another contributing factor to cost premiums.

Also, as noted, the two "dead" walls, formerly a party wall and an interior fire wall, that were never meant to be exposed, overlook the new Chinatown Park and present an unattractive face to public view. The thicknesses of these two walls taper to as little as 12 inches, further compromising the structural integrity of the building.

Extensive deterioration of the building materials (wood, stone, concrete, masonry, and steel – some of which has lost 100% of its cross-section) throughout the interior spaces and exterior façades and roof exemplifies the lack of maintenance and repairs over the past 50 years.

Because of the compromised integrity of the building structure and unsightly appearance of the exposed fire walls on the south and east elevations (resulting from previous demolition of approximately 57% of the building's mass for the Central Artery construction in the 1950's), only the façades along Kingston and Essex Streets were considered for preservation.

In consideration of these issues, the revised design (as described in the following **Section 4.4**) proposes the retention of the two existing dressed façades along the Kingston and Essex Street elevations which will be accomplished by the removal and reconstruction of the façades in accordance with the protocol described below. Maintaining the façades in place during construction will not be possible since the required external bracing would encroach onto Essex Street and create significant traffic and construction logistics issues. Internal bracing is not an option now that the tower has shifted away from Chinatown Park toward the Kingston/Essex corner. Therefore, key character-defining elements in the façades will be removed, salvaged to the extent possible, and stored off-site pending completion of the new structure. Components that cannot be salvaged due to deterioration, crumbling, or cracking will be replicated using materials matching the size, color and "texture" of the original materials. The restored and replicated façade elements will then be reassembled on the new structure in combination with new brick and mortar infill.

Upon completion, the newly reconstructed façades will regain the stature enjoyed by the Auchmuty Building prior to the 1946 renovations and subsequent years of neglect and disrepair. Active storefronts recreated to reflect the original design will replace the opaque black-painted storefronts (**Figures 4-3f** and **4-3g**) and the abandoned basement entrance on Kingston Street covered with red-painted plywood (**Figure 4-3h**) while significantly enhancing the pedestrian experience around the Project Site.

4.4 Building Design

4.4.1 Height and Massing

The transitional character of the Project Site requires the design to respond simultaneously to relationships to the Greenway and Chinatown Park, the Chinatown neighborhood, the Financial District with its high and mid-rise buildings, and the Leather District located approximately 240 feet across Surface Road. Since the previous PNF design, the design team adopted the **concept of a convex geometry on the Greenway Elevation to reinforce a slender building character** while the overall height was reduced, and the overall massing has been refined to create the appearance of multiple building components relating to architectural context and pedestrian scale.

Starting with its prominent location along the Greenway and adjacent to Chinatown Park, the distinctive curving glass and masonry façade will define the building design. While responding to its position at the bend in the Greenway and Surface Road, the Southeast (Greenway) Elevation will be comprised of clear low-emissivity (low-E) glass to maximize its transparency from this direction. The façade will set back horizontally at its north end and across the top to create more slender vertical proportions in the elevations (see **Figures 4-8a** and **4-8b**). This setback plane will be comprised of punched window openings set in a granite field to further differentiate the building masses. The rooftop mechanical penthouse will set back again to further restrict visibility from the pedestrian level. The convex geometry is a simplification of the dual curvature of the previous design, as submitted in the PNF, which will result in a more slender building profile.

Combined with shifting the tower toward the Kingston/Essex corner, the new curvature will help to visually expand the open space at all levels. The podium will step out to accommodate internal functions, but the setbacks will provide pedestrian-scale elements as viewed from Chinatown Park. A backdrop wall featuring folded glass planes and integral lighting set into a granite wall will replace the projecting residential balconies which were part of the previous PNF plan.

Two floors have been eliminated to reduce the building height from 325 feet to 299 feet, comparable to numerous other mid-rise buildings in the area.[2] Typical floor plates were reduced to approximately 10,800 gross square feet in an effort to create the most slender proportions possible. When compared to other similar height buildings in the area (i.e. 125 Summer Street), these other buildings have floor plates ranging from two to three times this size. The overall area reduction will result in a floor area ratio ("FAR") of 16.7, down from

[2] The overall height reduction from the January 2007 Letter of Intent, proposing a total height of 380 feet, to the DPIR height of 320 feet (including the 21-foot high mechanical penthouse) is 60 feet, or a 16% reduction.

18.7 in the PNF submission. A second basement level has been added to maintain the targeted parking capacity while removing above-grade spaces at Level 6 to accommodate lowering the residential levels closer to the ground.

The transformation of the Kingston and Essex Street Elevations responds to comments regarding sensitivity to the Auchmuty Building, pedestrian scale, urban context, and building "texture" (see **Figure 4-8c**). The full extent of the Kingston and Essex Street façades will be reconstructed and incorporated into the proposed design. To better integrate the existing building façades into the overall Project design, tower facades have been broken down into multiple components with edges and windows aligned to corresponding podium components. Tower façades will be set back 3 feet from the podium planes below, and Levels 7 and 8, above the existing 6-story structure, will step back five feet to create a visual separation that reinforces the prominence of the podium. To recall the rounded corner of the Auchmuty Building, the Kingston/Essex corner of the tower will be curved, but stepped back approximately 16 feet diagonally from the corner.

Glass and aluminum curtainwall matching the system incorporated into the Greenway Elevation will extend around the building to create continuity while providing a background onto which will be applied a masonry "grid" with small punched window openings. These scale elements create a "texture" that responds to the existing building, adjacent masonry structures, and the residential nature of the Project.

4.4.2 Exterior Building Materials and Architectural Elements

Multiple materials and wall systems will be integrated into the building façades to emphasize the various scales as they relate to the architectural context. The curved Southeast (Greenway) Elevation will be comprised of clear glass with flush vertical joints and narrow horizontal painted metal spandrels to maximize transparency along the Greenway and respond to the linear character of the Greenway. Spandrels at the floor levels will be edged with deep metal trim to provide strong shadow lines on the façade and create a horizontal grain across the vertical tower element.

The glass and aluminum curtainwall "field" along the Greenway is proposed to be bordered along its northern edge and top by a light grayish-green thermal-finish Brazilian granite wall with large punched window openings that will maximize views from the interior while contrasting with the adjacent glass wall. The solid corner will visually anchor the building to the ground at the northeast corner. Stone cladding on the stepped podium will express the transformation from the natural park landscape elements at the ground, including trees and boulders, to the smooth glass wall of the tower. Folded translucent glass panels and unique lighting will be set into the stone wall to soften the backdrop for Chinatown Park.

Materials on all elevations are consistent, but patterns incorporated into the West (Kingston) and North (Essex) Elevations will contrast with the Greenway Elevation in response to their exposure to the smaller scale of the Chinatown neighborhood. The contrasting colors will reinforce the prominence of the existing brownstone structure. Masonry (precast) "grids" with punched window openings will comprise a majority of the façades above the podium which address the masonry buildings characteristic of the neighborhood. These grids will match the color and "texture" of the granite used throughout and will be trimmed around the window openings with an accent finish similar to ivory-colored Portuguese limestone.

In addition to adding more residential use on the Essex Street and Greenway sides of Level 4 and 5, all parking on Level 6 has been eliminated. To prevent views of the interior parking and vehicles on Levels 2 through 5 in the building, exterior elevations will be comprised of window units (with translucent or opaque glass) consistent with adjacent occupied areas. From the exterior, these levels will appear similar to residential uses on the upper levels.

4.4.3 Ground Floor Uses

Retail activity will comprise a majority of the building frontage at the ground level. Storefronts are proposed to occupy the entire Essex Street block and will wrap around the corners onto Kingston Street and along Chinatown Park. A public terrace will be located at the northeast corner between the retail/restaurant space and the Essex Street gateway. This space could be supported by the restaurant and provide an outdoor seating area for public use.

The building residences lobby is planned to be located in the middle of the Kingston Street block. Parking garage access/egress and service areas will be situated at the south end of the Kingston Street block.

4.5 Relation to Chinatown Park

A primary goal for the site and building design is to create a seamless integration between the Project and adjacent Chinatown Park. The Proponent is working with Carol R. Johnson Associates, Inc., the Landscape Architects for the recently-opened Chinatown Park, to achieve this important goal. Removing all or portions of the six-foot to eight-foot high masonry wall designed as a "temporary" mitigation measure to shield the unsightly "dead" walls of the existing Auchmuty Building and adjacent surface parking lots from the Park will be essential to the success of the plan.

Having received initial concurrence on the concept, the Proponent will be working with the Massachusetts Turnpike Authority, the Greenway Conservancy, and neighborhood groups to resolve the issues regarding removal of the wall and treatment of the space between the wall and property line. This redesign will allow the addition of approximately 2,000 square feet of open space area adjacent to the approximately 12,700 square feet of Chinatown Park directly adjacent to *120 Kingston Street*. Upon completion of the proposed development, the existing blight will be eliminated and the public and private spaces along the Park edge will merge into a single pedestrian-friendly zone.

Goals for the building massing on the Greenway side include:

- Reconfiguration of the building to mitigate visual and spatial impact on Chinatown Park. The Greenway side of the building is now proposed to be a simple convex surface that curves away from the Park while visually expanding the Park space.

- Removal of the masonry backdrop wall along the western edge of the Park to facilitate extension of the Park landscape to the building. The terrace at grade level will create a transition zone between the Park and proposed restaurant, which will be open to the public.

- Deletion of residential private balconies to eliminate public perception of privatizing the Park. Stepped podium elements have been added to break down the building scale at the pedestrian level.

Responding to comments by removing the Park wall and relocating parking garage access from Essex Street to Kingston Street enabled the design to incorporate a grade-level public terrace adjacent to the north end of the Park and the Essex Street gateway. This intimate space set between the building and two of the distinctive bamboo "screens," will provide a transition zone between the Park and potential restaurant space. A small portion of the existing granite seat wall is proposed to be removed to facilitate passage between the Park and terrace while preserving the border of the serpentine pathway. Contrasting paving will be used to give the terrace a unique identity and will extend to the Essex Street curb to help visually expand the Park boundary. A glass canopy will also help define the space while providing protection from the elements.

The building's residential balconies, proposed in the PNF, have been removed from the base of the Greenway Elevation overlooking the Park. Planting at the podium setback is planned to extend the landscape vertically.

Another innovative artistic design element proposed by the team is comprised of folded translucent glass planes (approximately 27 feet high and 60 feet long) and soft background lighting. The glass planes will be incorporated into the stone backdrop wall behind the Park's water feature. The result will soften the visual connection between the Park and the building by providing a unique visual element (see **Figure 4-21a**). Open space adjacent to the building will also be physically and visually expanded by the convex curvature of the building so that its vertical edges pull away from the Park. The building façade will anchor and define the western edge of the Park and reinforce its idyllic character within its urban setting.

A unique characteristic of this location is the vast open expanse which extends to the east and south as illustrated in the Site Plan (see **Figure 4-10**); the closest buildings in these directions across Surface Road are approximately 180 feet away (parking garage) and 240 feet away (Lincoln Plaza). Given the breadth of open space, the addition of this development should have a minimal impact at the pedestrian level and avoid creation of a perceived "urban canyon" effect. Removal of the eastern and southern rough brick walls of the Auchmuty Building, resulting from a land taking in the 1950's by the Commonwealth of Massachusetts and perceived by many to be an eyesore on the recently opened Chinatown Park, will greatly enhance and benefit the immediate surroundings.

4.6 Site Design

4.6.1 Vehicular Access and Egress

All vehicular site access and egress is now planned to be restricted to Kingston Street in response to various concerns regarding the previous design as submitted in the PNF. Concerns were raised that garage access in close proximity to the intersection of Essex Street and Surface Road would conflict with an already congested roadway condition, particularly if/when a car in the left lane on Essex Street might attempt to cross over to the right to access the garage.

From a pedestrian standpoint, removing the garage entrance from Essex Street will not only strengthen the physical and visual connection between the restaurant, public terrace, and Chinatown Park, but will also eliminate the visibility of vehicular access from the northern end of the Park.

The loading/service zone entrance and exit from the parking garage will remain at the south end of the block on Kingston Street to minimize interference with pedestrian and vehicular traffic. When occasional special events occur at the Kingston/Edinboro Street "loop," Kingston Street (currently one-way southbound) can be open to two-way traffic to facilitate building vehicular access and egress with minimal impact to the public gathering area.

4.6.2 Crossroads Initiative

Essex Street is one of the 12 key thoroughfares designated by the City of Boston to be included in the Crossroads Initiative. In addition to linking the Chinatown neighborhood and the new Chinatown Park with South Station and the Leather District, Essex Street is a major link between the Back Bay, Theater District, Chinatown, and Greenway. The Crossroads Initiative seeks to make this major spine more inviting to pedestrians. Pursuant to that goal, the proposed design maximizes active retail frontage along Essex Street as well as around the corners onto Kingston Street adjoining the building lobby, and along the Park. Paving along Kingston and Essex Streets will also be upgraded to improve the pedestrian environment. Large slabs of slate/bluestone and granite borders, reminiscent of previous generations of sidewalks in the area, are proposed to replace existing crumbled and uneven stone and concrete paving. Granite feature areas will accentuate building entrances.

The Proponent also has proposed "adopting" the island (actually a peninsula) at the intersection of Kingston Street, Essex Street, and Avenue de Lafayette (see **Figure 4-28**). This area would benefit from upgraded landscaping, paving and lighting to enhance the corridor extending from the Auchmuty Building to the Emerson's Paramount Theater which is further linked to Downtown Crossing. Sidewalk paving similar to the materials around the *120 Kingston Street* site would create a visual link across the Kingston/Essex intersection. Green space filled with low plantings would transform the current sea of

concrete and asphalt into a soft landscape while preserving the visual corridor along Avenue de Lafayette. Seating and "crosswalks" could be incorporated into the plan which would recall similar elements found in Chinatown Park. This space would be an ideal venue for a distinctive public sculpture punctuating the island.

4.6.3 Pedestrian Environment

Today, the pedestrian environment in the new Chinatown Park is influenced by the two "dead" walls resulting from the 1950's land taking for the Surface Artery construction. These façades facing Chinatown Park lack windows as they were originally a party wall and fire wall and were never meant to be exposed. The proposed *120 Kingston Street* development will replace these prominent eye sores that have dominated and blighted the area for the last 50 years and greatly enhance the pedestrian experience.

Significant changes have been incorporated into the Project design in response to public perception of the impact of the previous design on the pedestrian experience around the Project Site. **Figures 4-5, 4-6,** and **4-7** illustrate the proposed pedestrian views along the streets surrounding the Project. Along Essex Street, provision of active retail (restaurant) functions will dramatically enhance the pedestrian experience compared to existing conditions which include loading bays and opaque storefronts. Parking garage access has also been relocated to Kingston Street to eliminate visibility of vehicular access from the north end of the park, where there is already a significant amount of traffic on Essex Street, and eliminate conflicts with pedestrian flow along that street.

Interior parking at Level 6 was eliminated and a second basement parking level is proposed. Levels 2 through 5 will be visually and acoustically shielded from the street. Exterior elevations will be sealed and comprised of window units (with opaque glass) consistent with adjacent occupied areas. Louvers will be discretely incorporated into the Kingston and Essex elevations for ventilation, but requirements are minimal due to reduced idling and travel consistent with valet elevator operation.

The Kingston Street side of the building, which currently consists of boarded-up store fronts, will be lined with planters to compensate for a lack of street trees due to narrow sidewalks. Niches in the building entrance façade and setbacks at the service/garage entrance serve to widen the sidewalk as much as possible (approximately 3 feet) and create a zone for planters within the property line to avoid interference with the pedestrian pathway. Loading and vehicular circulation occurs completely within the building. These areas are separated from the sidewalk by glazed "residential" style sectional overhead doors to avoid a warehouse image. Translucent glazing will create a soft glow from the internal illumination at night.

Upgraded paving along the two streets will also contribute to enhancing the pedestrian environment in the area.

4.7 Urban Design Submission and Project Drawings

Design drawings depicting the Project and photographs of existing conditions are provided below.

Figure 4-1 **Aerial View**
Figure 4-2 **Site Context Plan**
Figure 4-3a **Existing Conditions Photograph**
Figure 4-3b **Existing Conditions Photographs**
Figure 4-3c **Existing Conditions Photographs**
Figure 4-3d **Existing Conditions Photographs**
Figure 4-3e **Existing Façade Details: Essex Street**
Figure 4-3f **Existing Façade Details: Essex Street**
Figure 4-3g **Existing Façade Details: Corner Entrance**
Figure 4-3h **Existing Façade Details: Kingston Street**
Figure 4-3i **Existing Conditions Photographs (Chinatown Park)**
Figure 4-4 **Perspective View (from Dewey Square)**
Figure 4-5 **Perspective View (from Avenue de Lafayette)**
Figure 4-6 **Perspective View (from Chinatown Park)**
Figure 4-7 **Perspective View (from One Lincoln Street)**
Figure 4-8a **Model Photograph**
Figure 4-8b **Model Photographs**
Figure 4-8c **Model Photographs**
Figure 4-8d **Model Photograph**
Figure 4-8e **Model Photograph (Oxford Street Housing)**
Figure 4-9 **Site Survey Plan**
Figure 4-10 **Site Plan**
Figure 4-11 **Basement Level 2 Plan**
Figure 4-12 **Basement Level 1 Plan**
Figure 4-13 **Street Level Plan**
Figure 4-14 **Level 2-3 Plan**
Figure 4-15 **Level 4-5 Plan**
Figure 4-16 **Level 6 Plan**
Figure 4-17 **Level 7-8 Plan**
Figure 4-18 **Level 9-25 Plan (Typical)**
Figure 4-19 **Level 26-27 Plan**
Figure 4-20 **Mechanical Penthouse Plan**
Figure 4-21 **Greenway Elevation**
Figure 4-21a **Enlarged Greenway Elevation**
Figure 4-22 **Essex Street Elevation**
Figure 4-22a **Enlarged Essex Street Elevation**
Figure 4-23 **Kingston Street Elevation**
Figure 4-23a **Enlarged Kingston Street Elevation**
Figure 4-24 **Building Section**
Figure 4-25 **Comparative Building Heights**
Figure 4-26 **Chinatown Park Interface Plan**
Figure 4-27 **Chinatown Park Interface Sections**
Figure 4-28 **Kingston/Essex/Avenue de Lafayette 'Island' Concept**

120 KINGSTON STREET
Boston, Massachusetts

Aerial View
Figure 4-1

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

N

120 KINGSTON STREET
Boston, Massachusetts

Site Context Plan
Figure 4-2

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

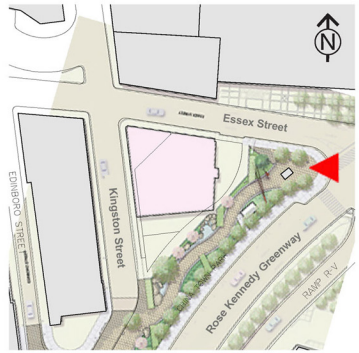
120 KINGSTON STREET
Boston, Massachusetts

Existing Conditions Photograph
Figure 4-3a

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

View from Corner at Essex St. & Kingston St.



Brick firewall exposed resulting from building demolition for surface artery construction (1952)

Billboard

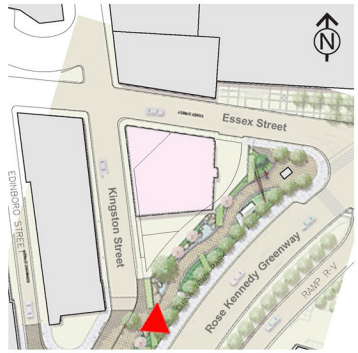
Loading Dock (not part of original bldg.)

Parking Attendant Shack

Surface Parking Lot

Greenway Elevation (East)

View from Corner at Essex St. & Kingston St.

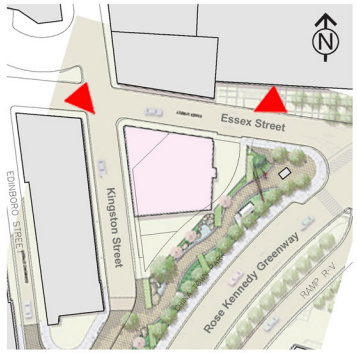


Interior brick firewall ("dead wall") exposed as result of partial demolition of exist. bldg. for surface artery construction (1952)

Billboard

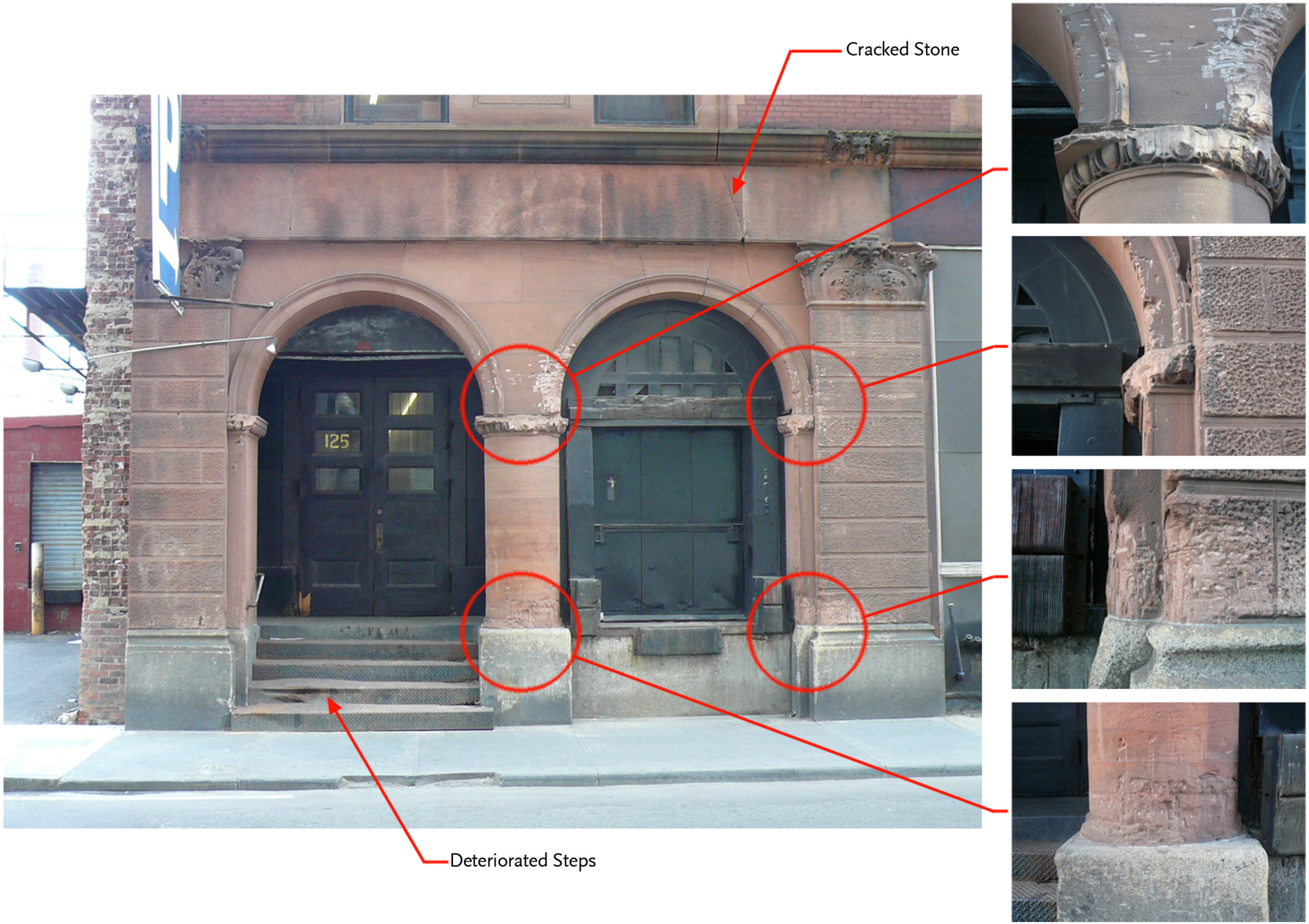
Surface Parking Lot / Parking Attendant Shack

Greenway Elevation (South)



Essex Street Elevation (North)

Kingston Street Elevation (West)



120 KINGSTON STREET
Boston, Massachusetts

Existing Facade Details
Essex Street
Figure 4-3e

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

- Notched Pilaster
- Opaque Metal Spandrel
- Stucco Plaster Infill

- Opaque Metal Spandrel
- Stucco Plaster Infill
- Stainless Steel Mullions

- Opaque Metal Spandrel
- Verdi Marble Base

120 KINGSTON STREET
Boston, Massachusetts

Existing Facade Details
Essex Street
Figure 4-3f

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

- Stainless Steel Mullions
- Verdi Marble Base

- Stainless Steel Mullions
- Stucco Plaster Infill

Sidewalk Level Entry
Original Steps removed

- Stucco Plaster Infill
- Stainless Steel Mullions
- Verdi Marble Base

120 KINGSTON STREET
Boston, Massachusetts

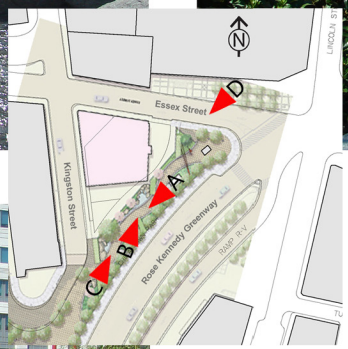
Existing Facade Details
Corner Entrance (Kingston/Essex)
Figure 4-3g

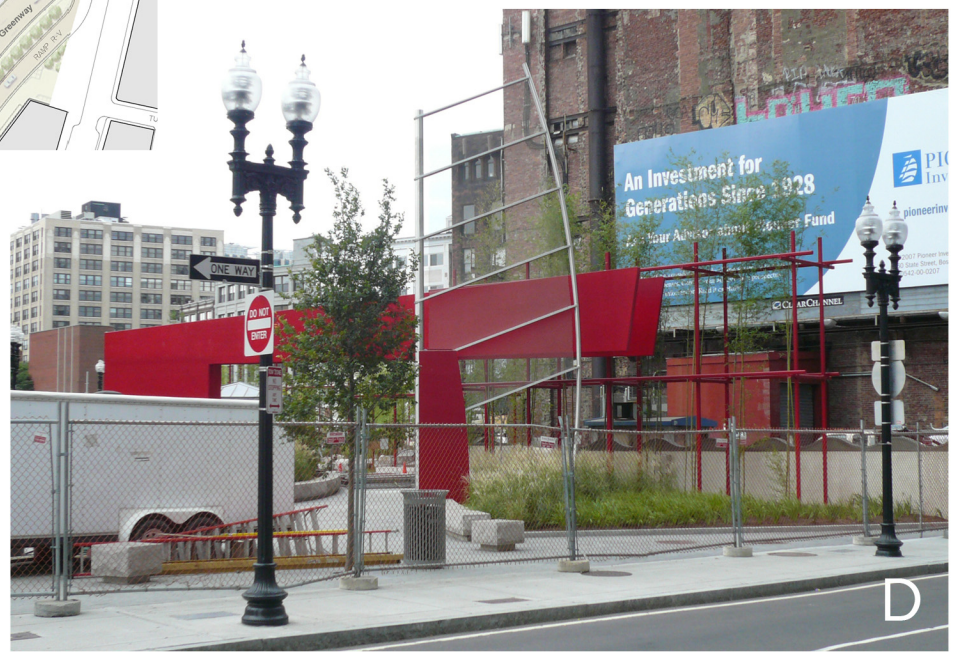
HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

- Stucco Plaster Transom
  (added 1946)
- Verdi Marble Trim

Added Basement Entrance
(1946)





120 KINGSTON STREET
Boston, Massachusetts

Existing Conditions Photographs
Chinatown Park
Figure 4-3i

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Perspective View
(from Dewey Square)
Figure 4-4

HUDSON GROUP NORTH AMERICA LLC

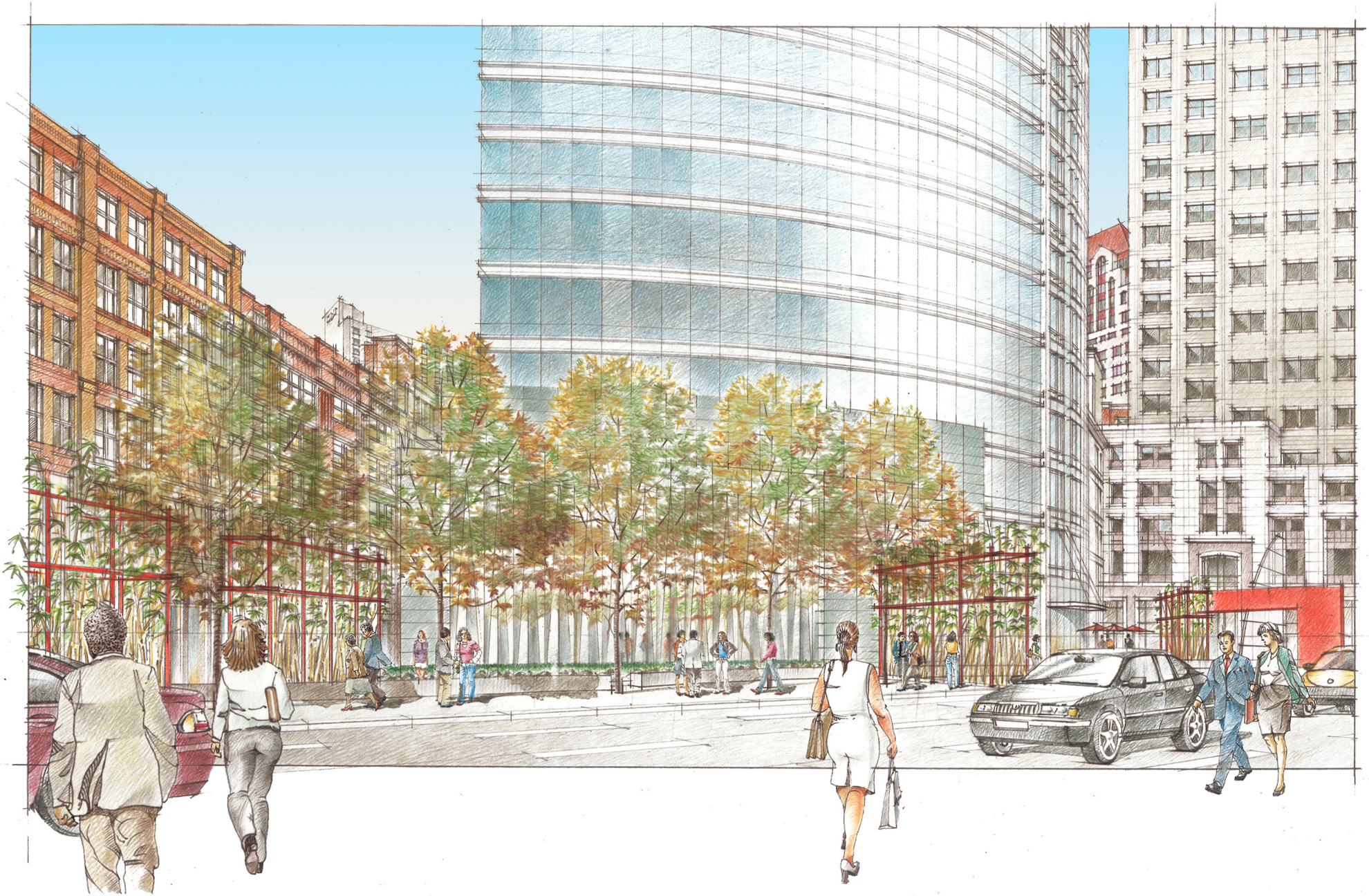
ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Perspective View
(from Avenue de Lafayette)
Figure 4-5

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS



120 KINGSTON STREET
Boston, Massachusetts

Perspective View
(from Chinatown Park)
Figure 4-6

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Perspective View
(from One Lincoln Street)
Figure 4-7

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Model Photograph
Figure 4-8a

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Model Photographs
Figure 4-8b

HUDSON GROUP NORTH AMERICA LLC

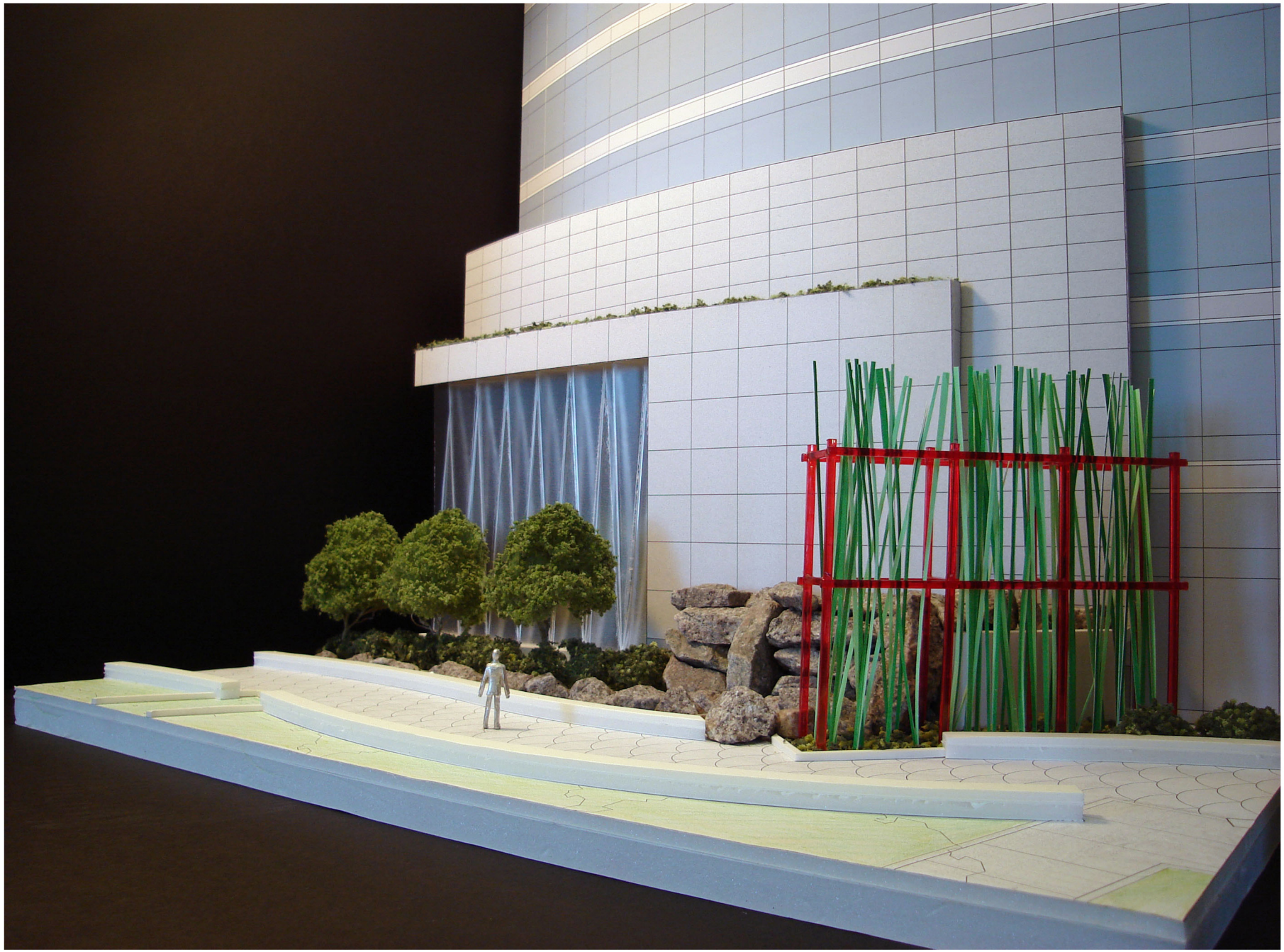
ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Model Photographs
Figure 4-8c

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS



120 KINGSTON STREET
Boston, Massachusetts

Model Photograph
Figure 4-8d

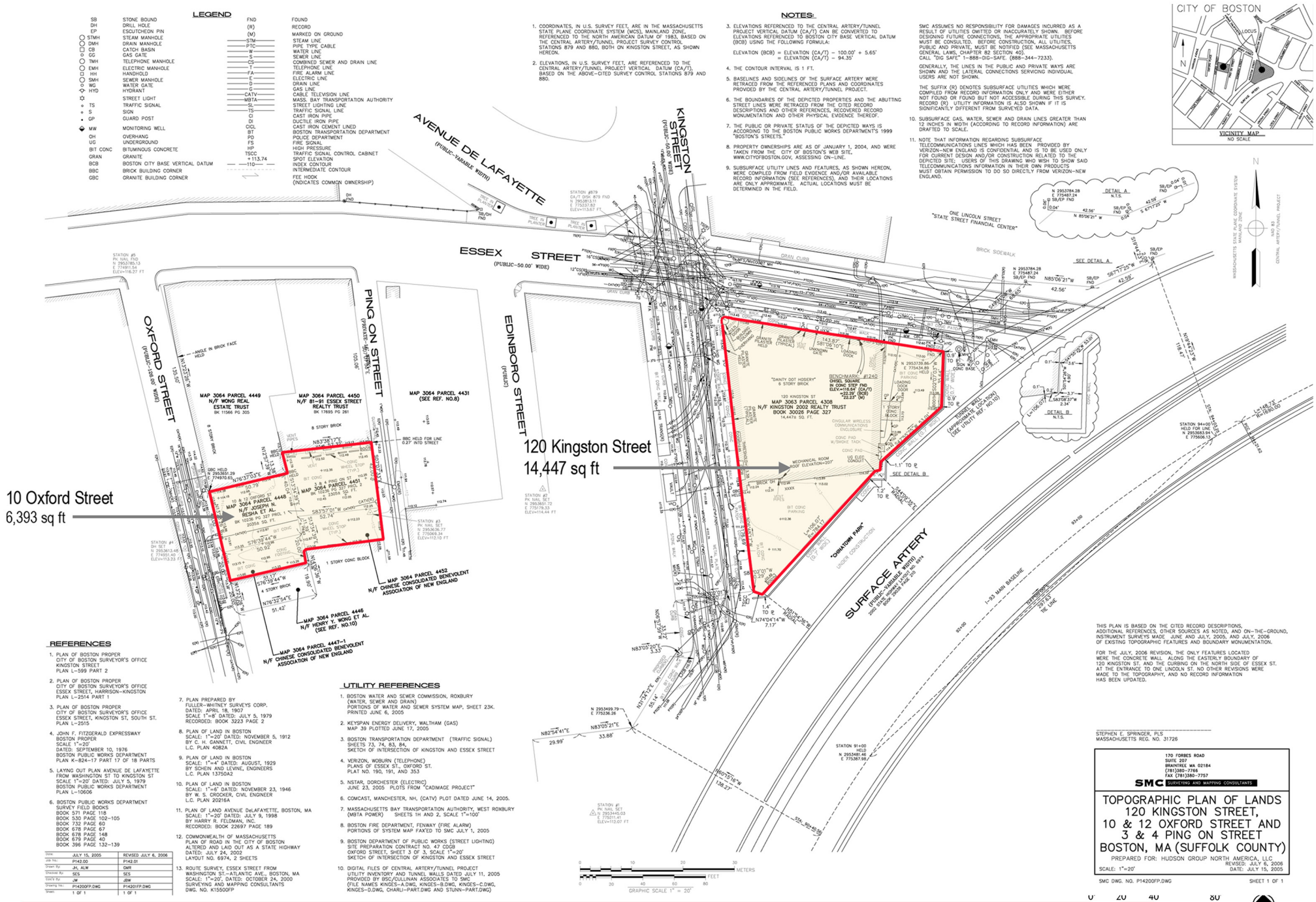
HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

120 KINGSTON STREET
Boston, Massachusetts

Model Photographs
Oxford Street Housing
Figure 4-8e

CEDC / HUDSON GROUP NORTH AMERICA LLC
Chia-Ming Sze Architect, Inc.



120 KINGSTON STREET

Boston, Massachusetts

Site Survey Plan
Figure 4-9

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

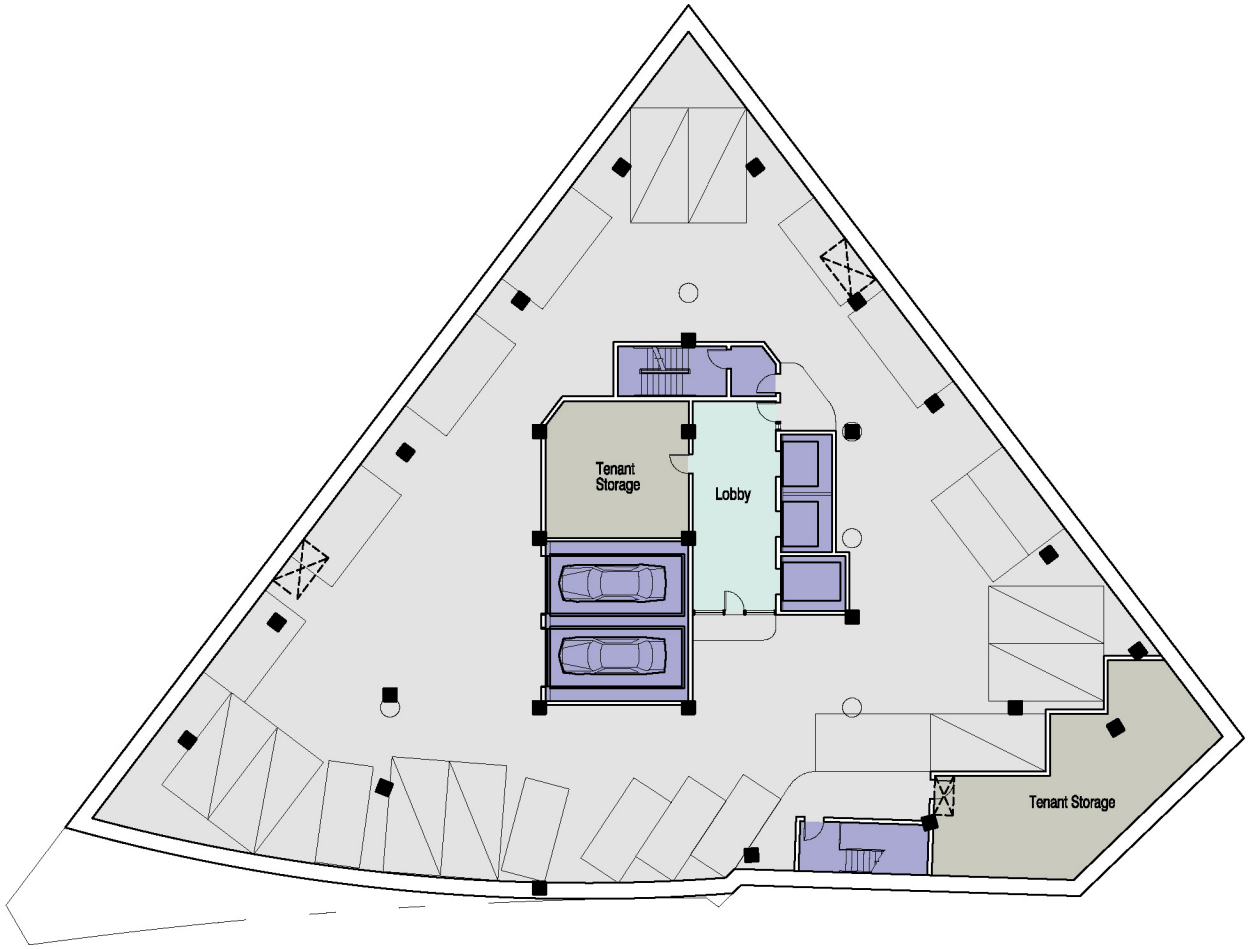
120 KINGSTON STREET

Boston, Massachusetts

Site Plan
Figure 4-10

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



B2: 13,820 SF

0' 7.5' 15' 30'

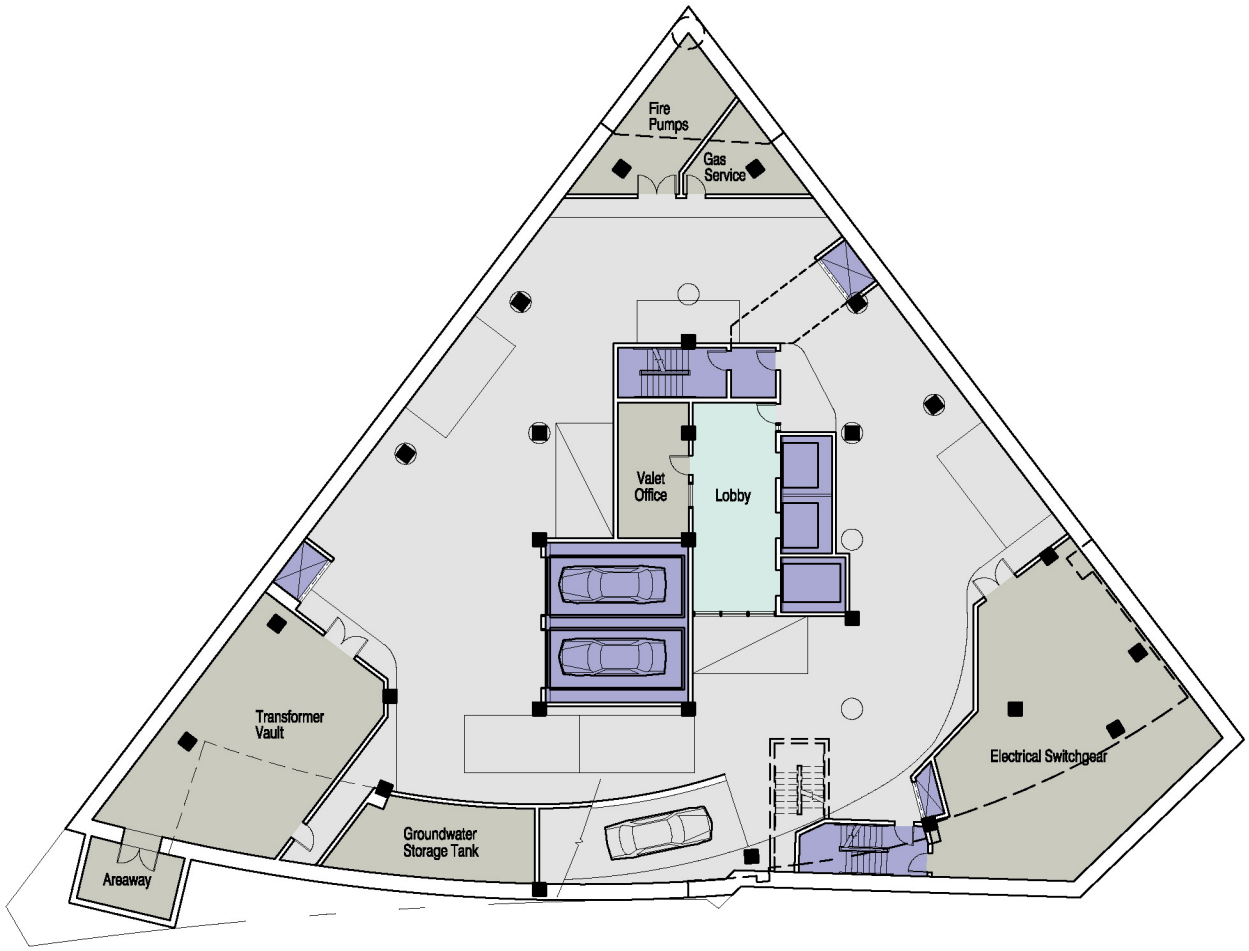
N

120 KINGSTON STREET
Boston, Massachusetts

Basement Level 2 Plan
Figure 4-11

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS



B1: 13,820 SF

0' 7.5' 15' 30'

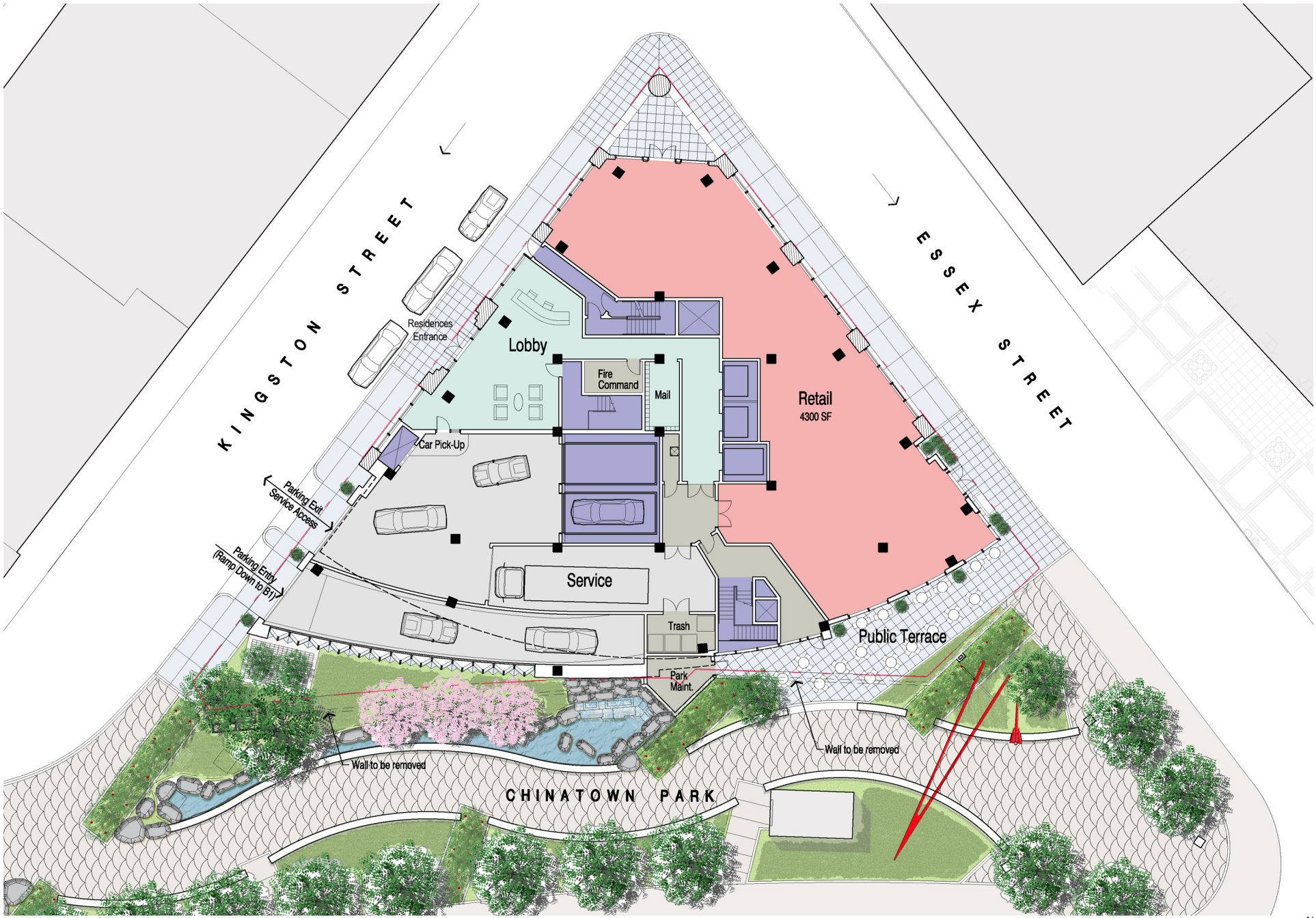
N

120 KINGSTON STREET
Boston, Massachusetts

Basement Level 1 Plan
Figure 4-12

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



120 KINGSTON STREET

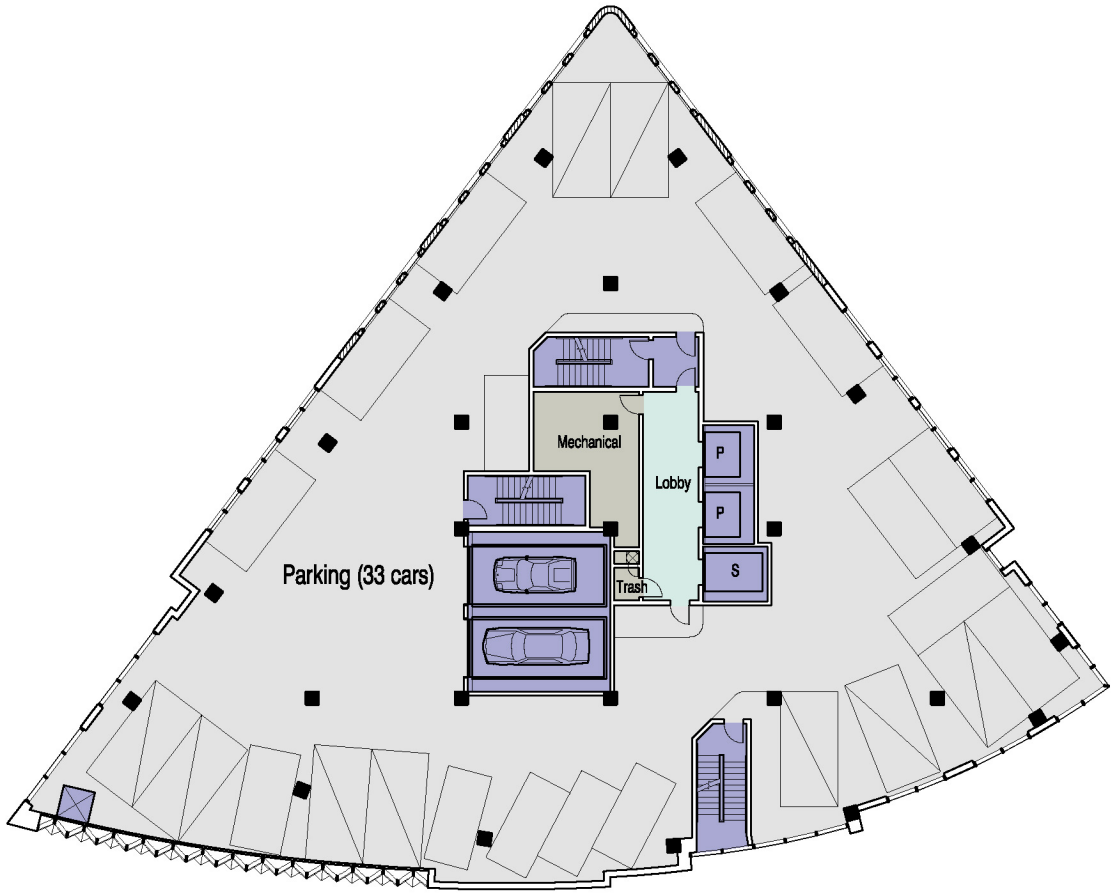
Boston, Massachusetts

Street Level Plan

Figure 4-13

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



L2: 12,685 GSF

0' 7.5' 15' 30'

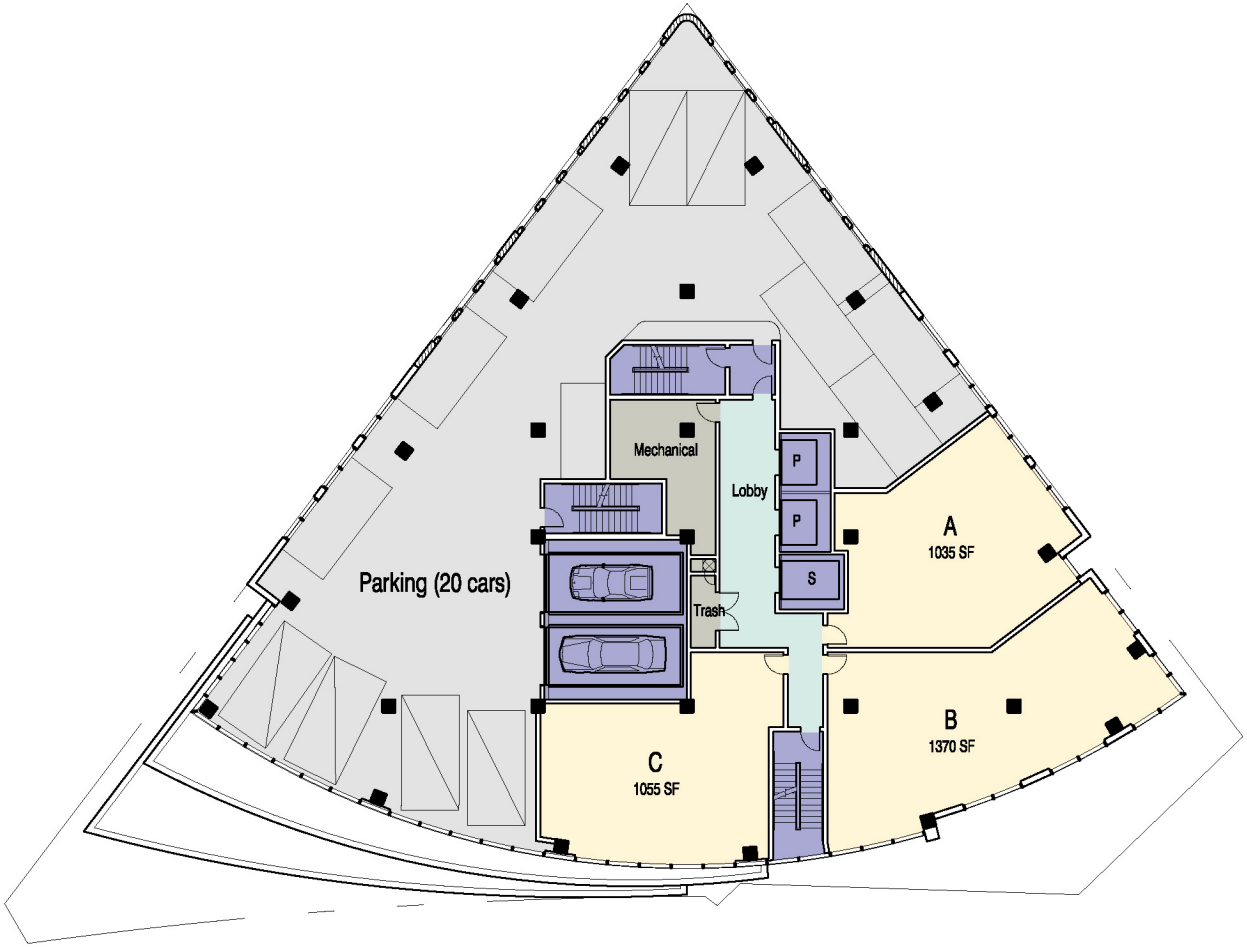
N

120 KINGSTON STREET
Boston, Massachusetts

Level 2 Plan (L3 similar)
Figure 4-14

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



L4,5: 11,530 GSF

Parking: 6400 SF
Residential: 5130 SF

0' 7.5' 15' 30'

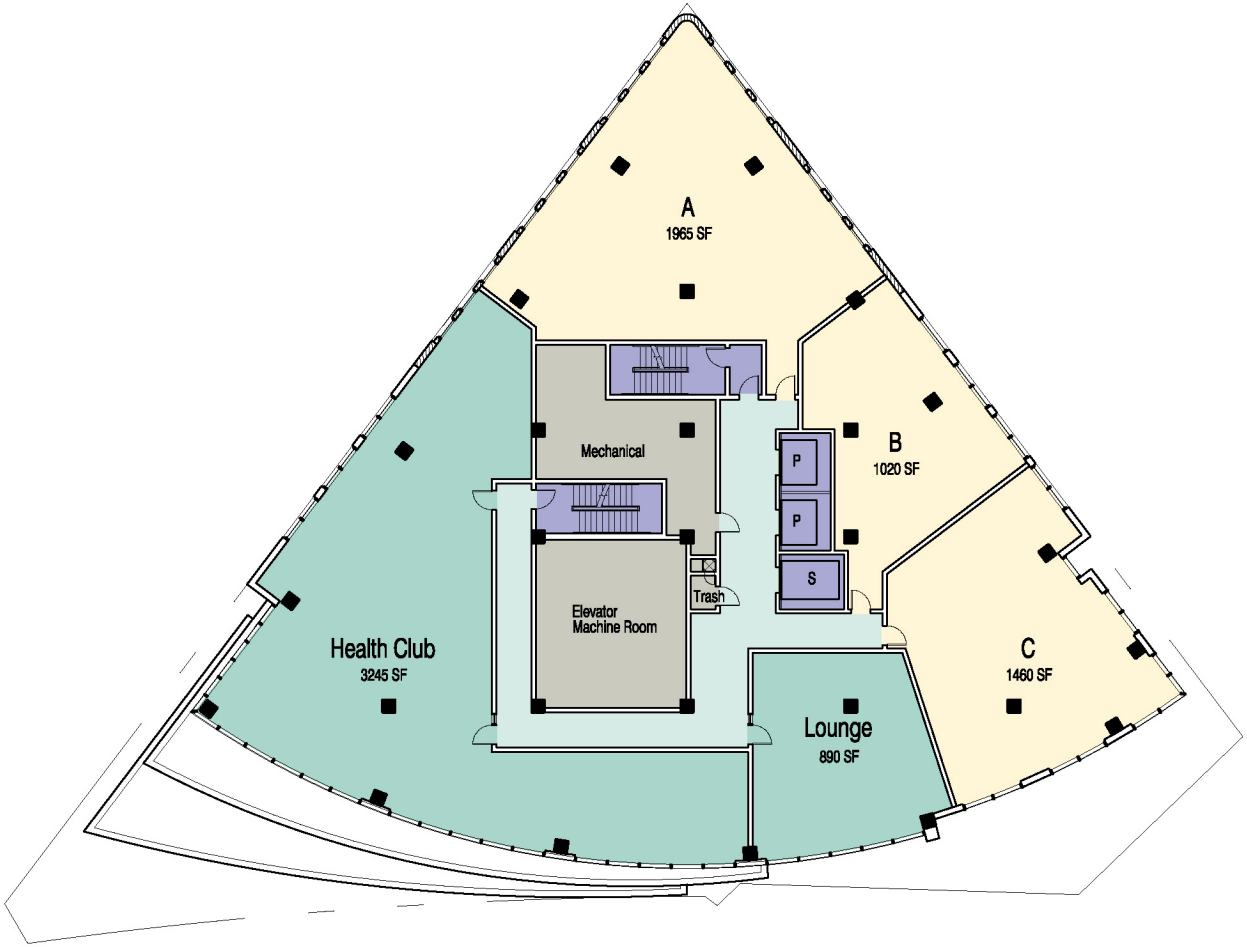
N

120 KINGSTON STREET
Boston, Massachusetts

Levels 4-5 Plan
Figure 4-15

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS



L6: 11,530 GSF

0' 7.5' 15' 30'

N

120 KINGSTON STREET
Boston, Massachusetts

Level 6 Plan
Figure 4-16

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

L7-8: 10,445 GSF

0' 7.5' 15' 30'

N

120 KINGSTON STREET
Boston, Massachusetts

Levels 7-8 Plan
Figure 4-17

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS

L9-25: 10,780 GSF

0' 7.5' 15' 30'

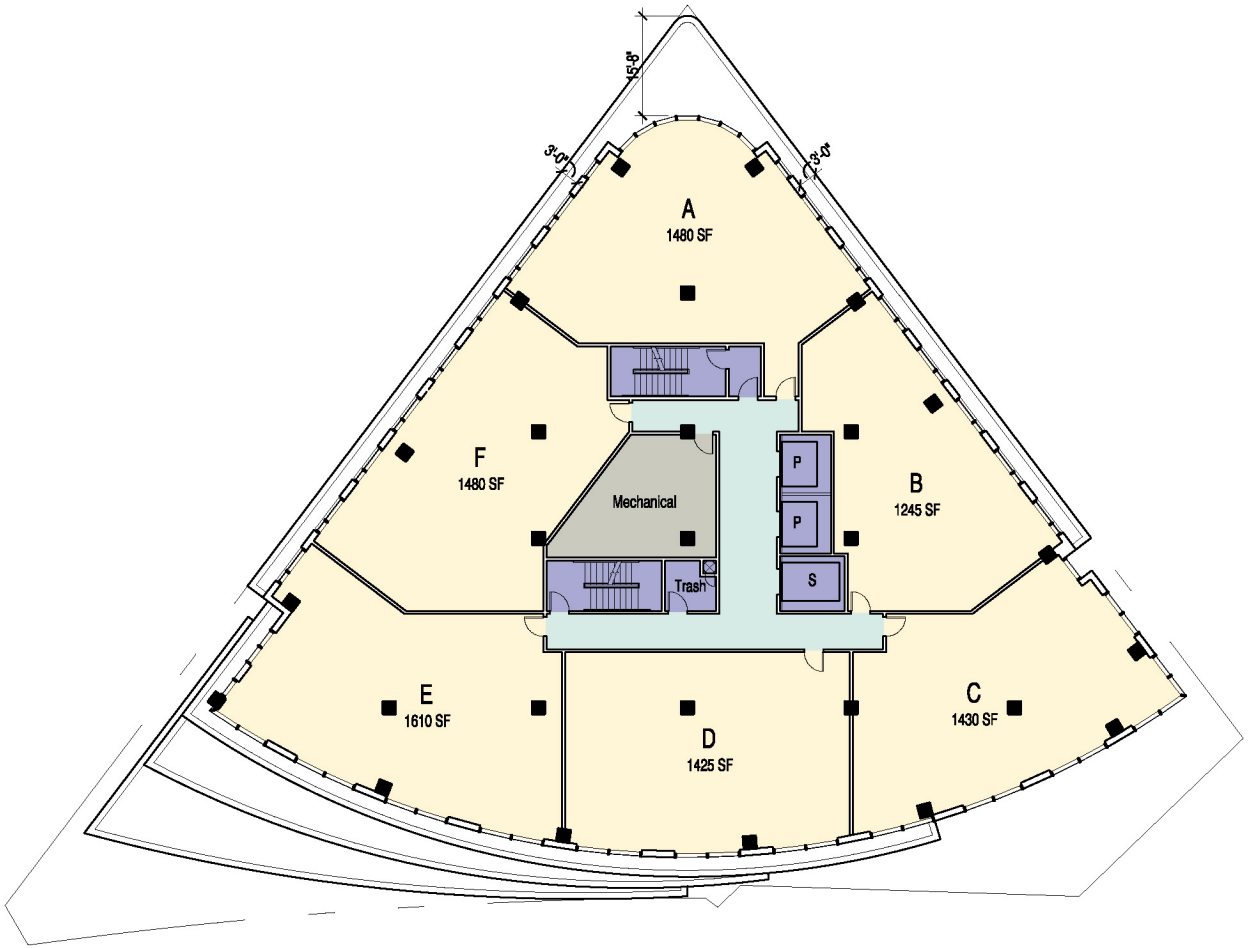
N

120 KINGSTON STREET
Boston, Massachusetts

Typical Levels 9-25 Plan
Figure 4-18

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



L26-27: 10,500 GSF

0' 7.5' 15' 30'

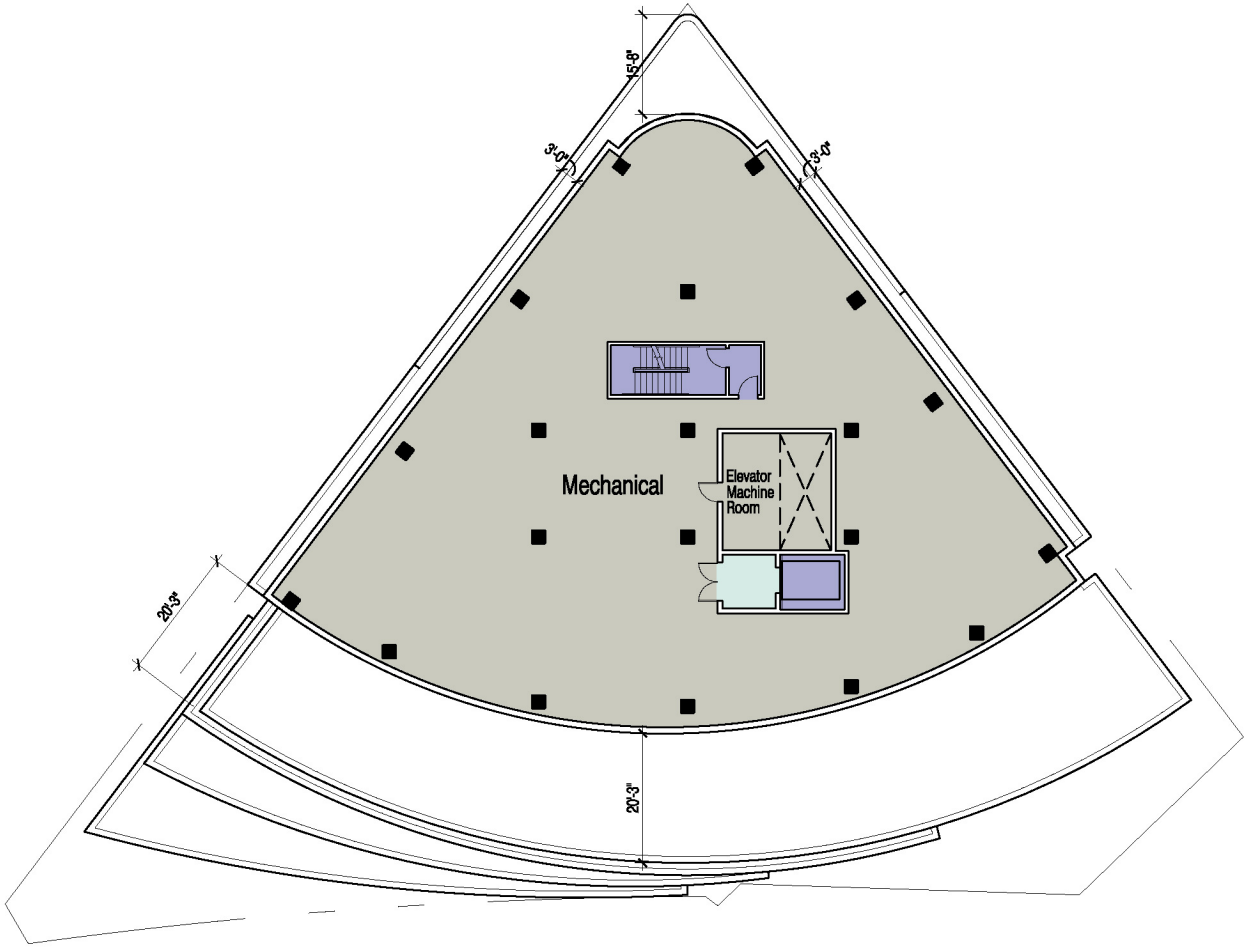
N

120 KINGSTON STREET
Boston, Massachusetts

Levels 26-27 Plan
Figure 4-19

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



MECH: 7,490 GSF

0' 7.5' 15' 30'

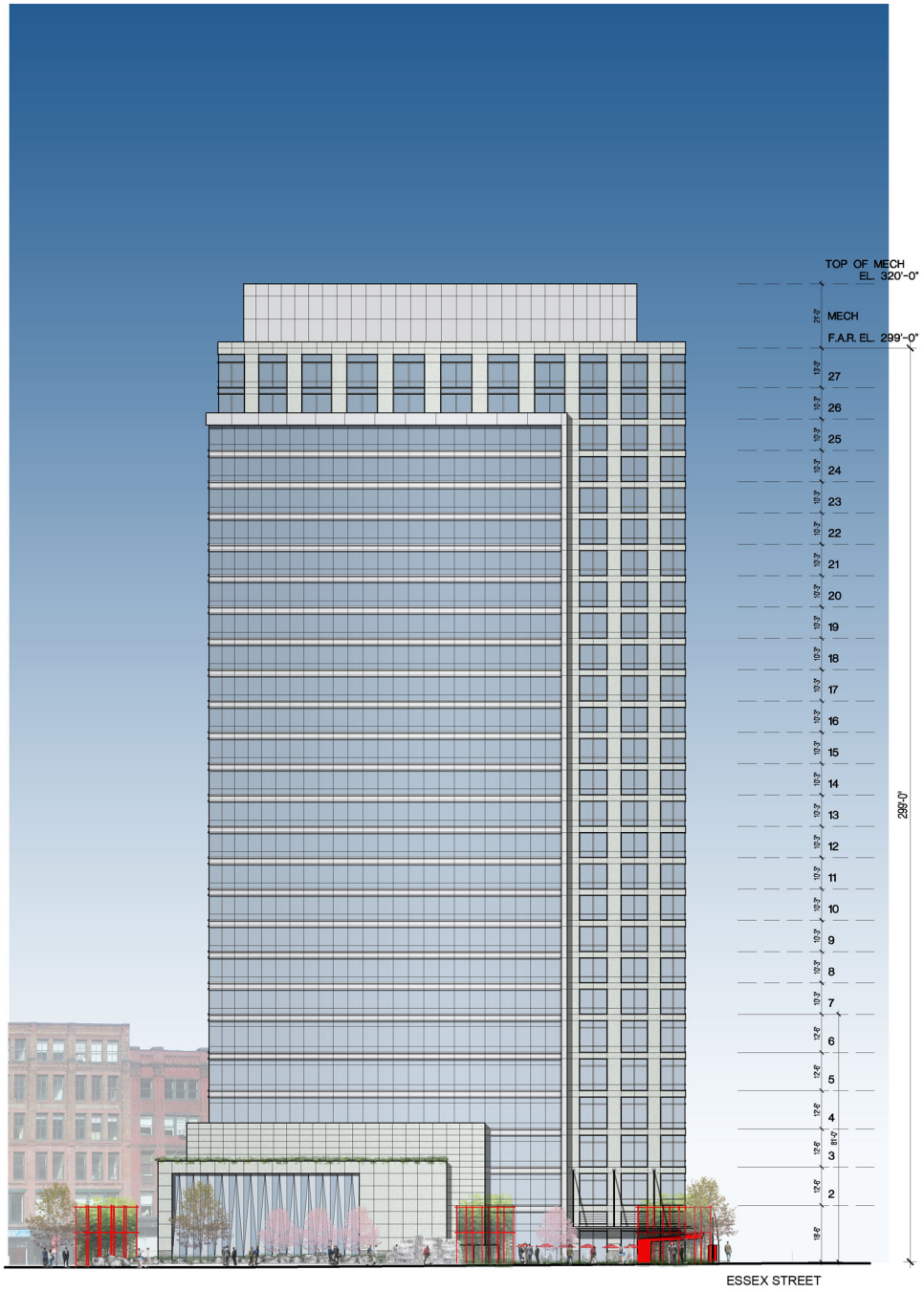
N

120 KINGSTON STREET
Boston, Massachusetts

Mechanical Penthouse Plan
Figure 4-20

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI
ARCHITECTS



120 KINGSTON STREET

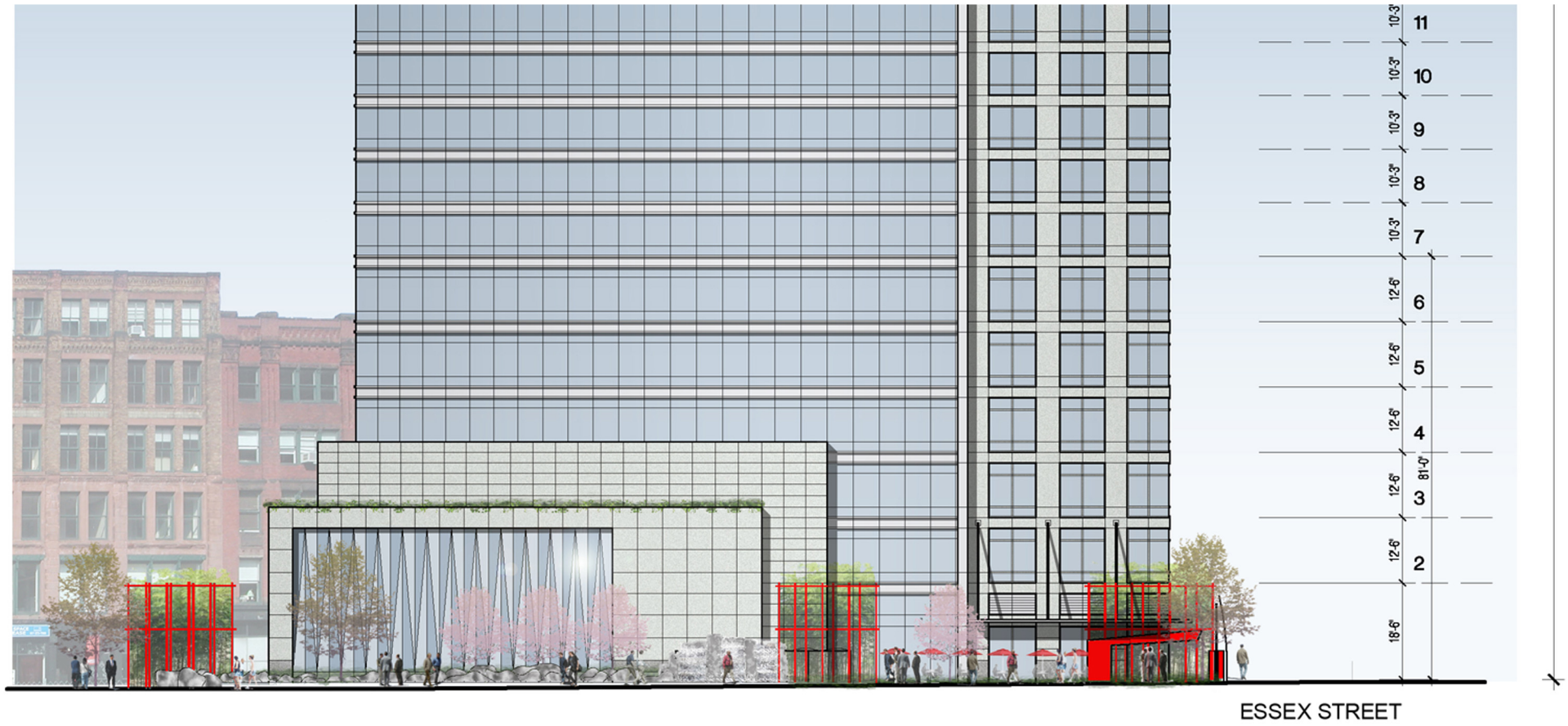
Boston, Massachusetts

Greenway Elevation

Figure 4-21

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



0' 7.5' 15' 30' 45'

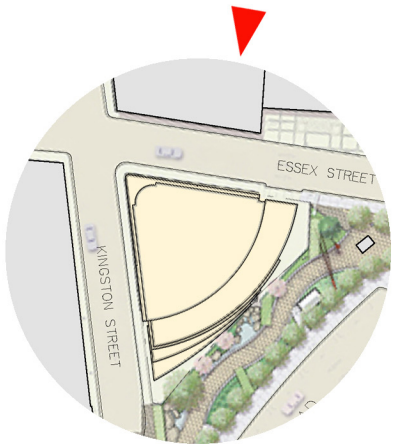
120 KINGSTON STREET

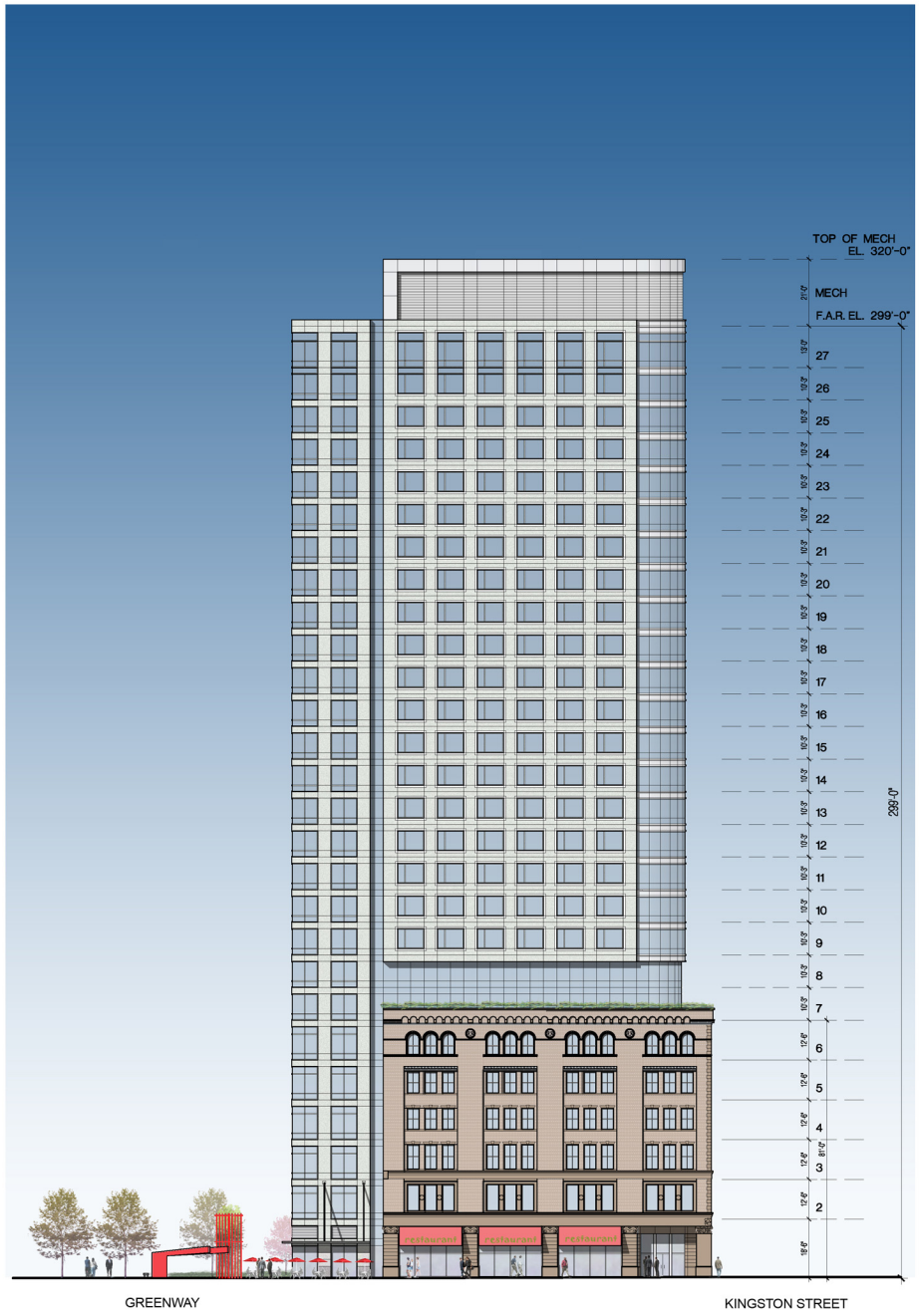
Boston, Massachusetts

Enlarged Greenway Elevation
Figure 4-21a

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS





0' 15' 30' 60' 90'

120 KINGSTON STREET

Boston, Massachusetts

Essex Street Elevation

Figure 4-22

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

0' 7.5' 15' 30' 45'

120 KINGSTON STREET

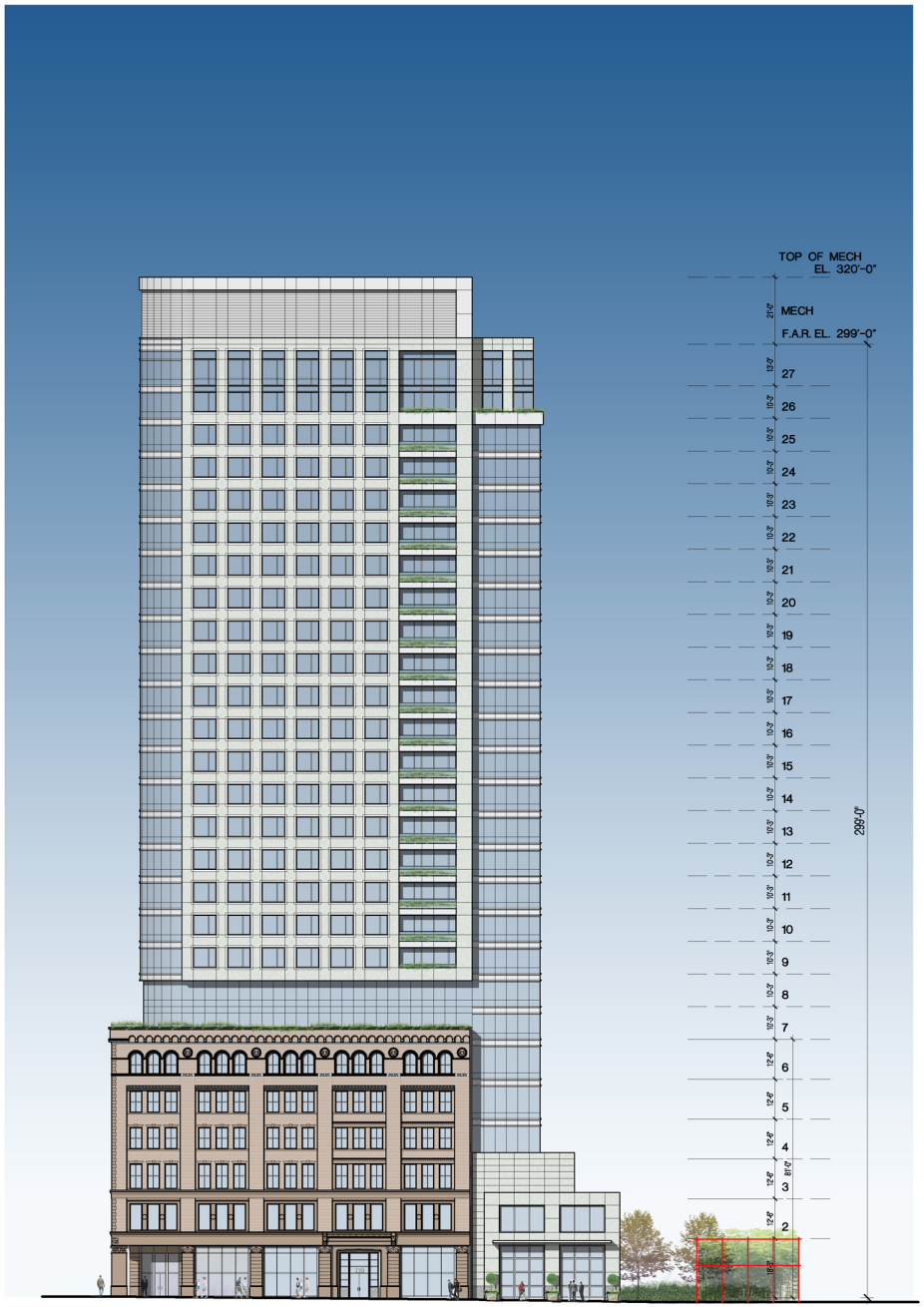
Boston, Massachusetts

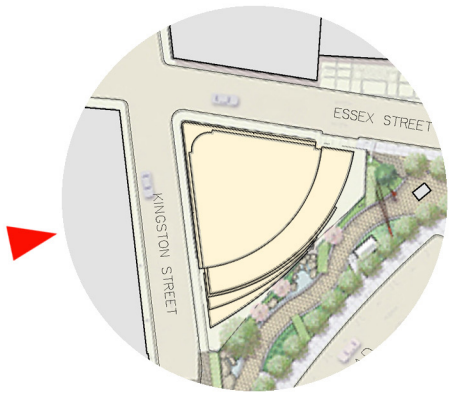
Enlarged Essex Street Elevation

Figure 4-22a

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS





0' 15' 30' 60' 90'

120 KINGSTON STREET

Boston, Massachusetts

Kingston Street Elevation

Figure 4-23

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

ESSEX STREET

0' 7.5' 15' 30' 45'

120 KINGSTON STREET

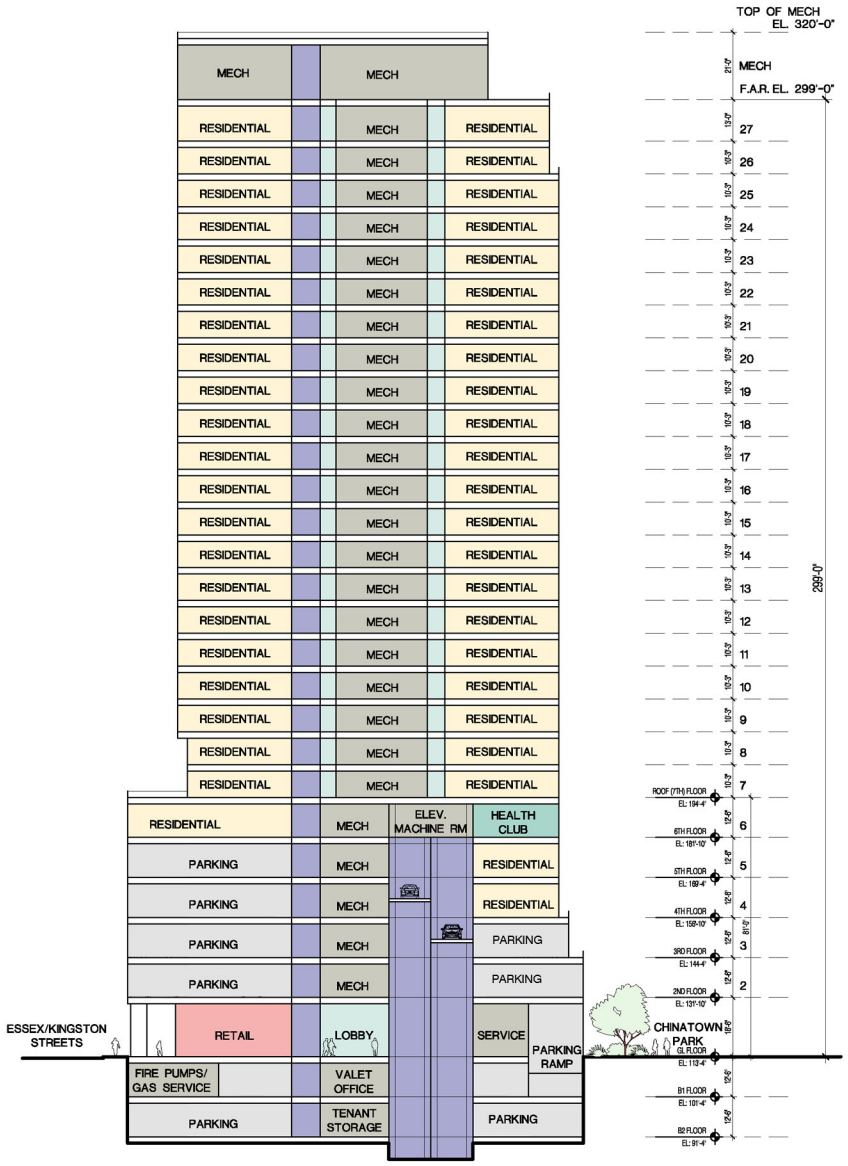
Boston, Massachusetts

Enlarged Kingston Street Elevation

Figure 4-23a

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



0' 15' 30' 60' 90'

120 KINGSTON STREET

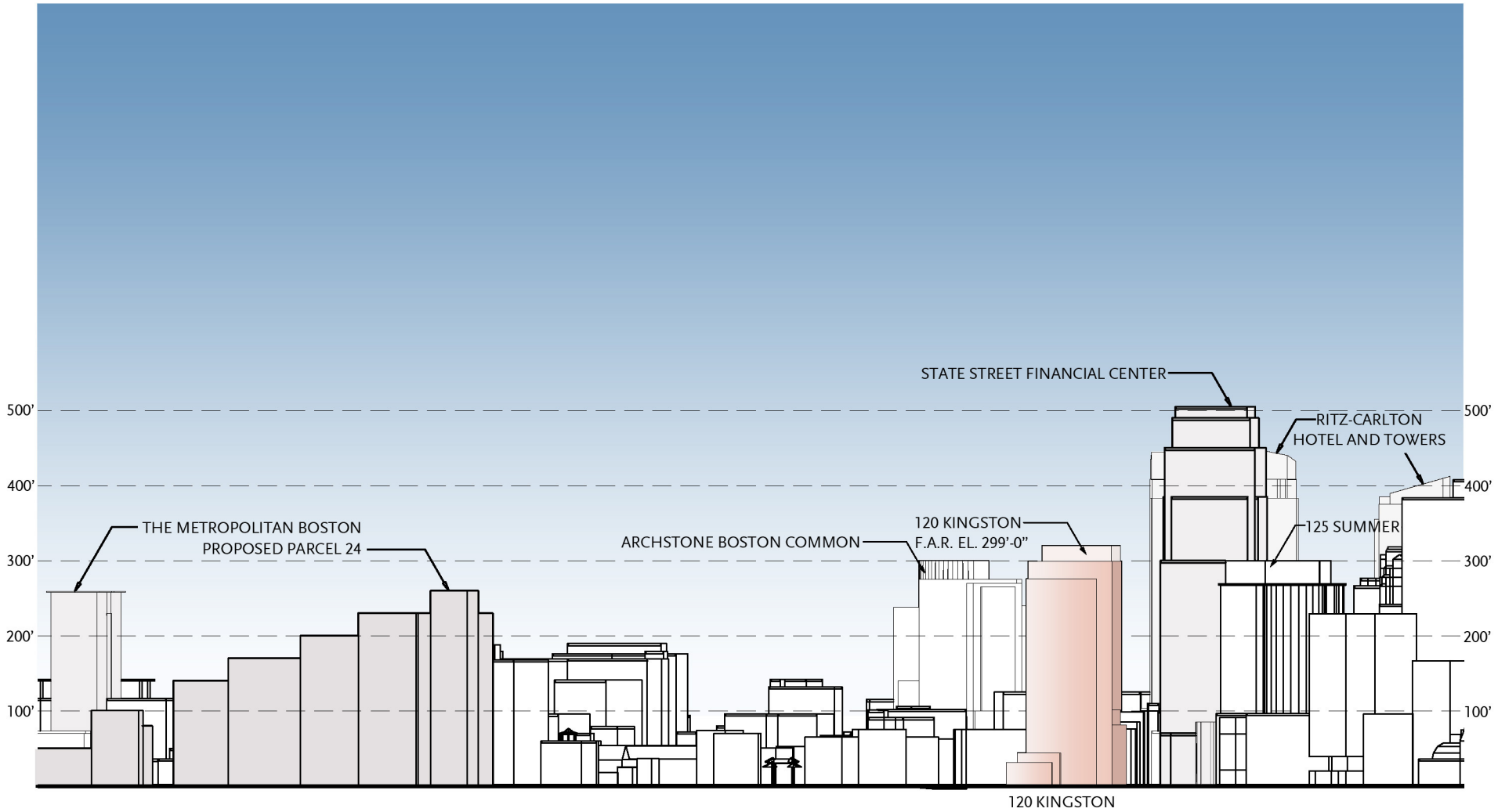
Boston, Massachusetts

Building Section

Figure 4-24

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



0' 50' 100' 200' 300'

120 KINGSTON STREET

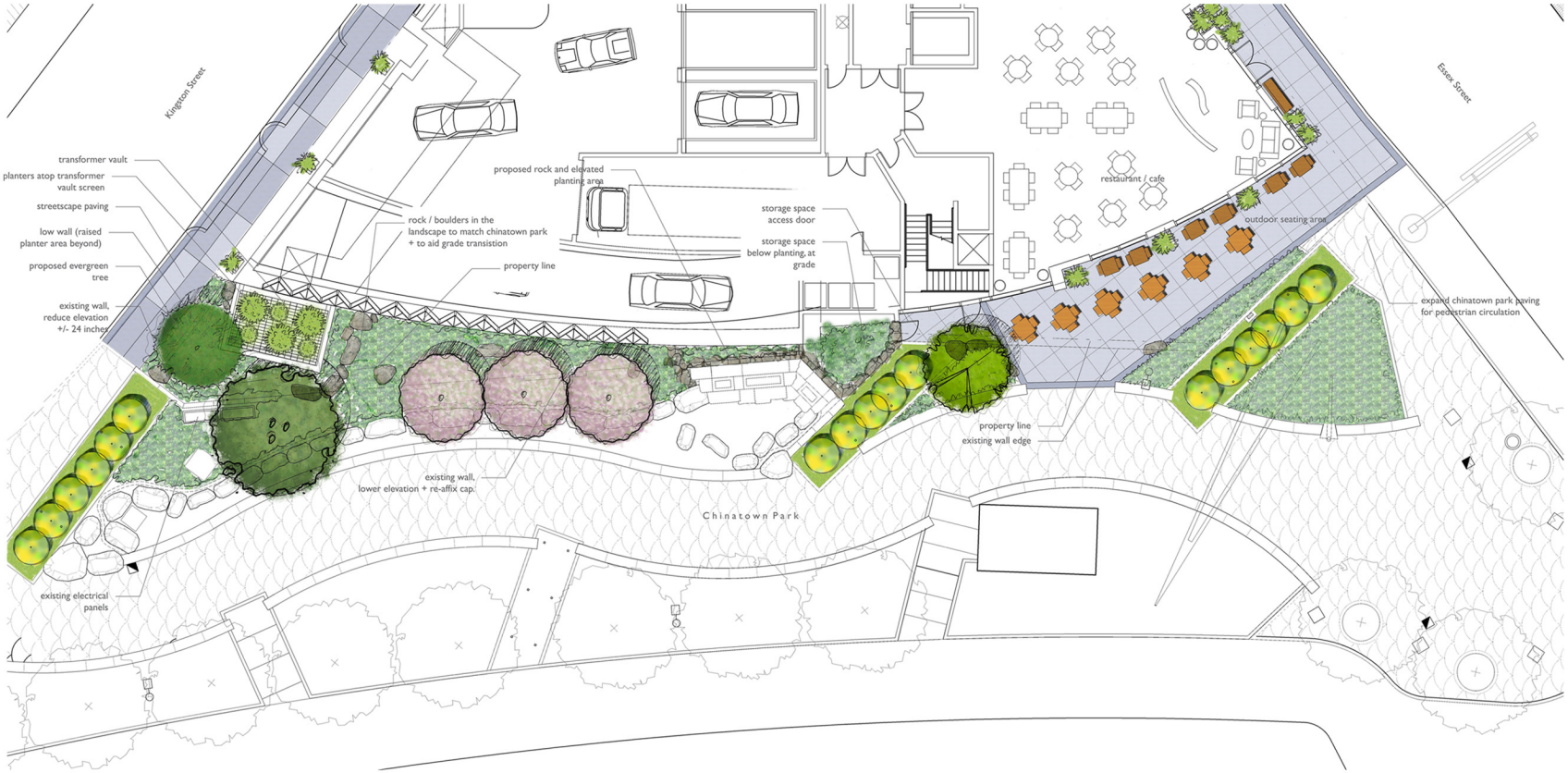
Boston, Massachusetts

Comparative Building Heights

Figure 4-25

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS



120 KINGSTON STREET

Boston, Massachusetts

Chinatown Park Interface Plan

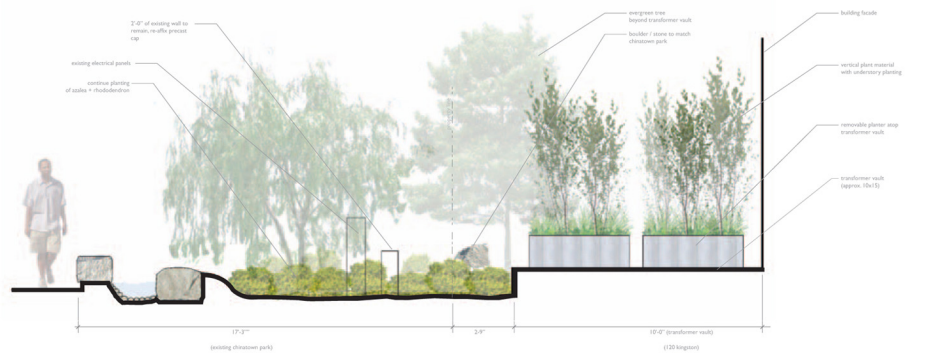
Figure 4-26

HUDSON GROUP NORTH AMERICA LLC

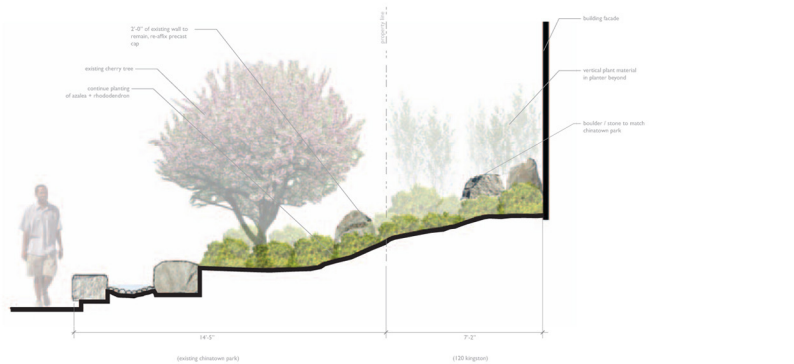
ELKUS | MANFREDI ARCHITECTS

C R J A

CAROL R JOHNSON ASSOCIATES INC

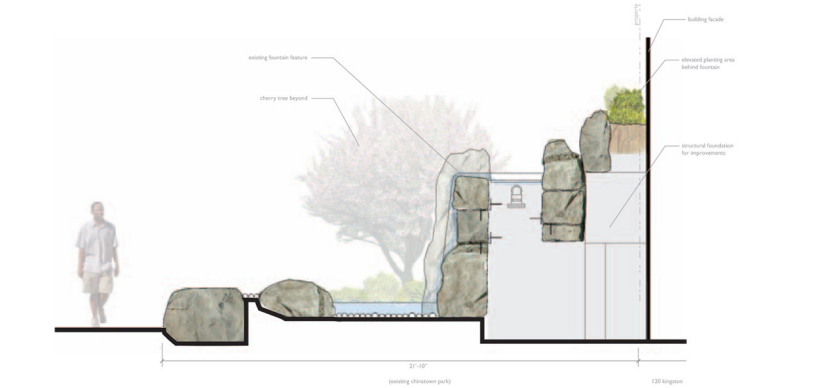


Section "A" scale: 1/2"=1'-0"

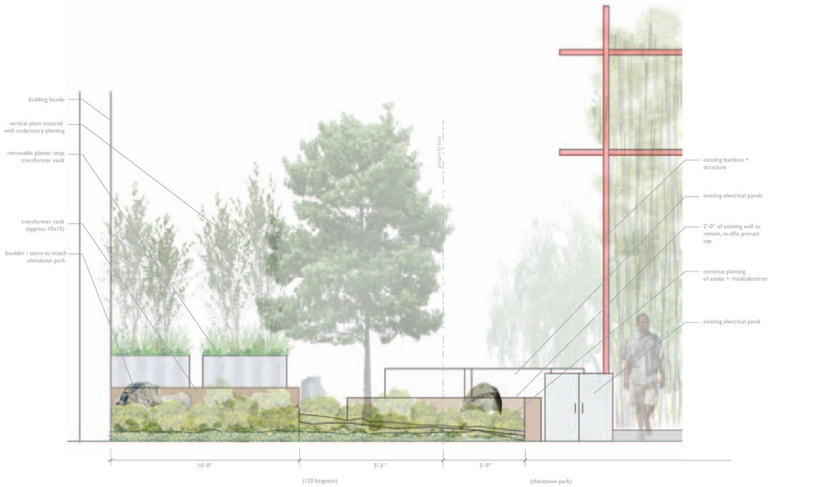


Section "B" scale: 1/2"=1'-0"

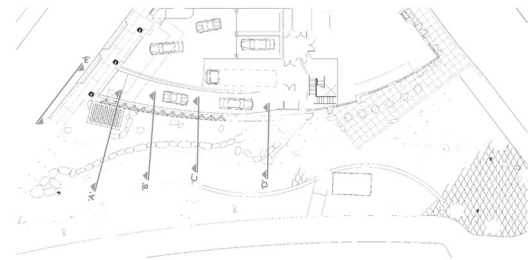
Section "C" scale: 1/2"=1'-0"



Section "D" scale: 1/2"=1'-0"



Section "E" scale: 1/2"=1'-0"



Key Map Scale: NTS

120 KINGSTON STREET

Boston, Massachusetts

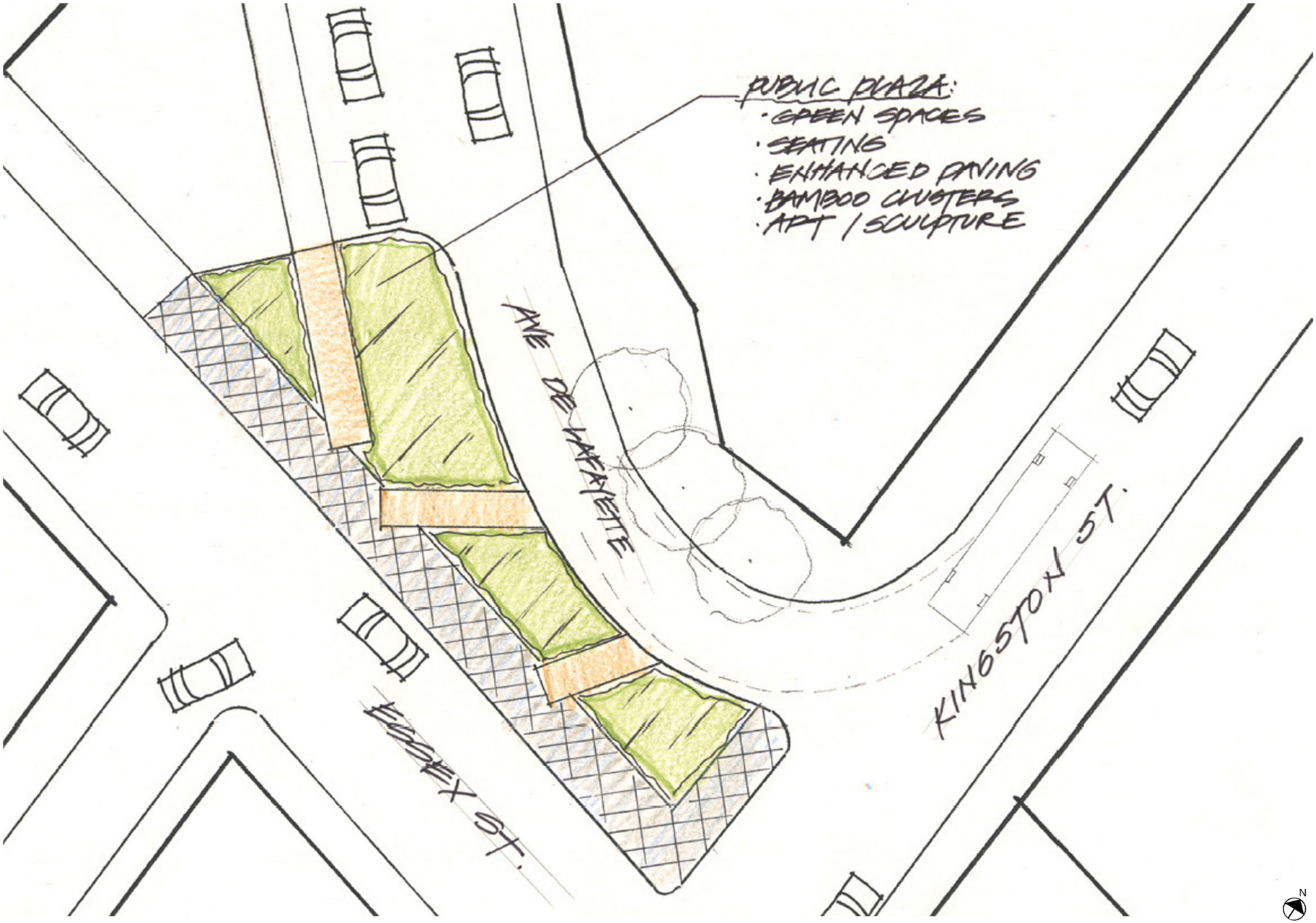
Chinatown Park Interface Sections

Figure 4-27

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS

C R J A CAROL R JOHNSON ASSOCIATES INC



120 KINGSTON STREET
Boston, Massachusetts

'Island' Concept
Kingston/Essex/Avenue de Lafayette
Figure 4-28

HUDSON GROUP NORTH AMERICA LLC

ELKUS | MANFREDI ARCHITECTS
CRJA CAROL R JOHNSON ASSOCIATES INC

4.8 Sustainable Design

The Proponent will implement sustainable design and energy conservation measures as part of the Project. Early efforts have focused on the review and evaluation of the requirements of Article 37 of the Boston Zoning Code relative to the City's Green Building policies and procedures. The City seeks to actively promote opportunities for decreasing energy and water usage and costs, improving the efficiency and longevity of building systems, and decreasing the burdens imposed on city infrastructure, the environment, and public health.

The Proponent is committed to pursuing U.S. Green Building Council ("USGBC") Leadership in Energy and Environmental Design ("LEED") certification for the proposed building. Numerous LEED Accredited Professionals are included in the architectural and engineering design team. The architectural project manager, Jeff Sakowitz, will manage and coordinate the certification process.

An updated LEED checklist is provided at the end of this section to identify sustainability design goals for this Project. Highlights are outlined below, including details on implementation measures to the extent that they are defined at this stage of design. Selection of specific building systems and specifications will be determined in consideration of the Project's sustainability goals. As goals are now being established, design solutions will be developed in an effort to achieve the pertinent LEED credits. The final design will hopefully create a sustainable development that will serve to minimize environmental impacts, optimize interior environmental quality for the building inhabitants, and enhance the surrounding communities.

Article 37, Boston Zoning Code

The Project goal, if possible, is to achieve three of the four available Boston Green Building credits:

1. Modern Mobility
   Since the Project Site is an urban location in close proximity to a major transportation hub at South Station, there are obvious strategies to take advantage of available transportation access. To satisfy the prerequisites for this credit, the building management will be responsible for coordinating transportation information (i.e. public transportation, shuttle services). Secured bicycle storage facilities will be provided for at least 15% of the building residents. Parking capacity will comply with Boston Transportation Department and zoning regulations. Transportation Demand Management ("TDM") options include:

   a. Provision of shuttle services for building residents.
   b. Sales of deeded parking spaces separate from dwelling units (for residents only).
   c. Provision of preferred parking spaces for a car-sharing service capable of serving at least 1% of the residents.
   d. Provision of on-site electric vehicle recharging stations serving at least 1% of the residents.
   e. Provision of on-site valet services (drop-off/pick-up) to reduce short car trips by building residents.
   f. Provision of on-site bicycle-sharing or bicycle renting services.

2. Groundwater Recharge
   Design is proceeding to evaluate whether the Project could achieve 50% greater recharge than required by Article 32-6 as it applies to areas located within the Groundwater Conservation Overlay District.

3. Historic Preservation
   To better integrate the existing building façades into the overall Project design, the full extent of the Kingston and Essex Street façades will be reconstructed and incorporated into the proposed design (see also **Section 8.0**, Historic Resources, for more information).

Sustainable Sites

1. Construction Activity (Prerequisite)
   A management plan will enforce measures to protect adjacent areas from pollution.

2. Site Selection (Credit 1)
   The Project Site has previously been completely developed and is located in an urban area. This development does not violate any of the established criteria.

3. Development Density (Credit 2)
   The density of the Project development is compatible with surrounding sites.

4. Alternative Transportation (Credits 4.1, 4.2)
   Public transportation access and bicycle storage are included in the Boston Green Building credits.

5. Stormwater Management (Credits 6.1, 6.2)
   The site is currently 100% impervious. The Project proposes to implement a groundwater recharge system which will reduce the rate and volume of stormwater, reduce total suspended solids and total phosphorous, and exceed credit requirements.

6. Heat Island Effects (Credits 7.1, 7.2)
   All parking is located inside the building. Roof areas shall utilize materials with high Solar Reflectance Index ("SRI") values.

Water Efficiency

1. Water Efficient Landscaping (Credits 1.1, 1.2)
   Landscaping design and plantings shall be selected to reduce irrigation demand by at least 50% annually. The use of reclaimed water within the building for irrigation is under review.

2. Water Use Reduction (Credits 3.1, 3.2)
   Appropriate fixtures will be selected to achieve 30% reduction over the baseline model.

Energy and Atmosphere

1. Fundamental Commissioning (Prerequisite 1)
   Building systems will be commissioned in accordance with the USGBC requirements.

2. Minimum Energy Performance (Prerequisite 2)
   American Society of Heating, Refrigerating, and Air-Conditioning Engineers ("ASHRAE") Standard 90.1-2004 will set the minimum standard for the building's energy use.

3. Refrigerant Management (Prerequisite 3)
   No Chloroflurocarbon-based ("CFC-based") refrigerants will be used in the building.

4. Optimize Energy Performance (Credit 1)
   Preliminary modeling exercises demonstrate that the building will perform at least 15% above ASHRAE Standard 90.1-2004 Appendix G. Buildings system shall be evaluated and selected towards this goal. A number of energy conservation measures, including highly efficient lighting, occupancy and daylighting controls, premium efficiency motors, variable frequency drives, and heat recovery shall be evaluated.

5. On-site Renewable Energy (Credit 2)
   The use of solar thermal systems for domestic hot water heating is under consideration.

6. Enhanced Commissioning (Credit 3)
   An independent commissioning authority shall be engaged to perform design reviews and commission the building systems in accordance with USGBC requirements.

7. Enhanced Refrigerant Management (Credit 4)
   Refrigerant and equipment selections will be evaluated to optimize the balance between ozone-depletion and global warming effects.

8. Measurement and Verification (Credit 5)
   The appropriate use of measurement and verification equipment will be evaluated as building systems are selected.

9. Green Power (Credit 6)
   Renewable trading certificates may be purchased from Green-e certified suppliers for building occupancy (third party verification that ensures energy from renewable sources).

Materials and Resources

1. Storage and Collection of Recyclables (Prerequisite)
   Facilities will be provided at each residential floor level for collection of recyclable materials.

2. Construction Waste Management (Credits 2.1, 2.2)
   A waste management plan will be implemented that seeks to divert at least 75% of waste material removed from the Project Site from landfills through recycling and salvaging.

3. Recycled Content (Credits 4.1, 4.2)
   Project Specifications will include and encourage provision of materials with recycled content where possible.

4. Regional Materials (Credits 5.1, 5.2)
   Project Specifications will include and encourage provision of materials manufactured within 500 miles of the Project Site where possible. The Contractor will also be encouraged to provide regional materials which are extracted, harvested or recovered within 500 miles of the Project Site.

5. Rapidly Renewable Materials, Certified Wood (Credits 6,7)
   Project Specifications will include and encourage provision of these materials where possible.

Indoor Environmental Quality

1. Minimum Indoor Air Quality ("IAQ") Performance (Prerequisite 1)
   ASHRAE Standard 62.1-2004 will set the standard for minimum indoor air quality.

2. Environmental Tobacco Smoke Control (Prerequisite 2)
   The Proponent intends to designate the entire building as a non-smoking facility. In addition, positively pressurized corridors and gasketed residential doors shall control environmental smoke from migrating between private and common areas.

3. Outdoor Air Delivery (CO2) Monitoring (Credit 1)
   A permanent carbon dioxide monitoring system will be installed in common areas and parking garages to provide feedback on ventilation system performance to ensure that ventilation systems maintain design minimum requirements. In addition, each residential unit shall be equipped with carbon monoxide monitoring. Monitoring equipment will generate an alarm (via building automation system or audible device) when conditions vary by 10% or more from the setpoint.

4. Increased Ventilation (Credit 2)
   Each residential unit will include operable windows enabling high ventilation rates. Trade-offs between indoor air quality and energy use shall be evaluated in the decision to increase outdoor air ventilation rates in mechanically-ventilated spaces by at least 30% above ASHRAE 62.1-2004 minimum standards.

5. Construction IAQ Management Plan (Credits 3.1, 3.2)
   Management plans will be implemented pursuant to the requirements of these credits.

6. Low-Emitting Materials (Credits 4.1, 4.2, 4.3, 4.4)
   Materials including adhesives, sealants, paint, and carpet will be specified with low volatile organic compounds ("VOC") content limits as prescribed by the respective applicable standards.

7. Indoor Chemical and Pollutant Source Control (Credit 5)
   A permanent entryway system will be installed at the building entrance to prevent solid contaminants from entering the building. Parking garage exhaust systems will be separated from the occupied space systems. Minimum Efficiency Reporting Value ("MERV") 13 filters shall be used on air systems.

8. Controllability of Systems (Credits 6.1, 6.2)
   Individual lighting and temperature controls will be provided throughout to meet the requirements of these credits.

9. Thermal Comfort (Credit 7.1)
   The building envelope and heating, ventilation, and air-conditioning ("HVAC") systems will be designed to meet the requirements of ASHRAE 55-2004.

10. Daylight and Views (Credits 8.1, 8.2)
    Daylight exposure and exterior views will be maximized within limits established by the energy performance model.

Innovation and Design Process

1. Green Housekeeping (Credit 1.1)
   The Proponent will establish a cleaning contract that requires Green Seal GS-37 cleaning products to be used in all public spaces, and provides janitorial staff with knowledge and training in environmental-friendly housekeeping practices and products. In addition, the Proponent will provide unit owners with a three-month supply of bio-degradable phosphate and chlorine-free detergents to encourage the use of environmentally-friendly products within private units.

2. Building Water Management (Credit 1.2)
   A number of innovative approaches to the use of water in the building shall be evaluated as design progresses. A reverse osmosis water treatment system shall provide each residential unit with purified drinking water, reducing the environmental impacts associated with the processing and transportation associated with bottled water. Chemical-free treatment of cooling tower and steam boiler make-up water shall reduce the environmental impacts of chemical manufacturing, transportation, storage, and use.

3. Tenant Education and Guidelines (Credit 1.3)
   The Proponent intends to develop tenant guidelines, educational programs, and resources for residents within the building.

4. Heat Island Effect: 100% Structured Parking (Credit 1.4)
   All parking is located inside the building, which qualifies for exceptional performance regarding non-roof heat island effect.

LEED for New Construction v2.2
Registered Project Checklist

Project Name: 120 Kingston Street
Project Address: Boston, Massachusetts

Yes	?	No			
9	4	1			
			Prereq 1	**Construction Activity Pollution Prevention**	Required
1			Credit 1	**Site Selection**	1
1			Credit 2	**Development Density & Community Connectivity**	1
		1	Credit 3	**Brownfield Redevelopment**	1
1			Credit 4.1	**Alternative Transportation**, Public Transportation Access	1
1			Credit 4.2	**Alternative Transportation**, Bicycle Storage & Changing Rooms	1
	1		Credit 4.3	**Alternative Transportation**, Low-Emitting & Fuel-Efficient Vehicles	1
1			Credit 4.4	**Alternative Transportation**, Parking Capacity	1
	1		Credit 5.1	**Site Development,** Protect of Restore Habitat	1
	1		Credit 5.2	**Site Development,** Maximize Open Space	1
1			Credit 6.1	**Stormwater Design,** Quantity Control	1
1			Credit 6.2	**Stormwater Design,** Quality Control	1
1			Credit 7.1	**Heat Island Effect,** Non-Roof	1
1			Credit 7.2	**Heat Island Effect,** Roof	1
	1		Credit 8	**Light Pollution Reduction**	1

Yes	?	No			
3	1	1			
1			Credit 1.1	**Water Efficient Landscaping**, Reduce by 50%	1
	1		Credit 1.2	**Water Efficient Landscaping**, No Potable Use or No Irrigation	1
		1	Credit 2	**Innovative Wastewater Technologies**	1
1			Credit 3.1	**Water Use Reduction**, 20% Reduction	1
1			Credit 3.2	**Water Use Reduction**, 30% Reduction	1

4	13				
			Prereq 1	**Fundamental Commissioning of the Building Energy Systems**	Required
			Prereq 2	**Minimum Energy Performance**	Required
			Prereq 3	**Fundamental Refrigerant Management**	Required
2	8		Credit 1	**Optimize Energy Performance**	1 to 10
				10.5% New Buildings or 3.5% Existing Building Renovations	1
				14% New Buildings or 7% Existing Building Renovations	2
				17.5% New Buildings or 10.5% Existing Building Renovations	3
				21% New Buildings or 14% Existing Building Renovations	4
				24.5% New Buildings or 17.5% Existing Building Renovations	5
				28% New Buildings or 21% Existing Building Renovations	6
				31.5% New Buildings or 24.5% Existing Building Renovations	7
				35% New Buildings or 28% Existing Building Renovations	8
				38.5% New Buildings or 31.5% Existing Building Renovations	9
				42% New Buildings or 35% Existing Building Renovations	10
	3		Credit 2	**On-Site Renewable Energy**	1 to 3
				2.5% Renewable Energy	1
				7.5% Renewable Energy	2
				12.5% Renewable Energy	3
1			Credit 3	**Enhanced Commissioning**	1
1			Credit 4	**Enhanced Refrigerant Management**	1

	1		Credit 5	**Measurement & Verification**	1
	1		Credit 6	**Green Power**	1

continued...

Yes	?	No			
4	6	3			

			Prereq 1	**Storage & Collection of Recyclables**	Required
		1	Credit 1.1	**Building Reuse**, Maintain 75% of Existing Walls, Floors & Roof	1
		1	Credit 1.2	**Building Reuse**, Maintain 100% of Existing Walls, Floors & Roof	1
		1	Credit 1.3	**Building Reuse**, Maintain 50% of Interior Non-Structural Elements	1
1			Credit 2.1	**Construction Waste Management**, Divert 50% from Disposal	1
1			Credit 2.2	**Construction Waste Management**, Divert 75% from Disposal	1
	1		Credit 3.1	**Materials Reuse**, 5%	1
	1		Credit 3.2	**Materials Reuse**,10%	1
1			Credit 4.1	**Recycled Content**, 10% (post-consumer + ½ pre-consumer)	1
	1		Credit 4.2	**Recycled Content**, 20% (post-consumer + ½ pre-consumer)	1
1			Credit 5.1	**Regional Materials**, 10% Regional Materials	1
	1		Credit 5.2	**Regional Materials**, 20% Regional Materials	1
	1		Credit 6	**Rapidly Renewable Materials**	1
	1		Credit 7	**Certified Wood**	1

Yes	?	No
10	5	

			Prereq 1	**Minimum IAQ Performance**	Required
			Prereq 2	**Environmental Tobacco Smoke** (ETS) **Control**	Required
1			Credit 1	**Outdoor Air Delivery Monitoring**	1
	1		Credit 2	**Increased Ventilation**	1
1			Credit 3.1	**Construction IAQ Management Plan**, During Construction	1
1			Credit 3.2	**Construction IAQ Management Plan**, Before Occupancy	1
1			Credit 4.1	**Low-Emitting Materials**, Adhesives & Sealants	1
1			Credit 4.2	**Low-Emitting Materials**, Paints & Coatings	1
1			Credit 4.3	**Low-Emitting Materials**, Carpet Systems	1
	1		Credit 4.4	**Low-Emitting Materials**, Composite Wood & Agrifiber Products	1
1			Credit 5	**Indoor Chemical & Pollutant Source Control**	1
1			Credit 6.1	**Controllability of Systems**, Lighting	1
1			Credit 6.2	**Controllability of Systems**, Thermal Comfort	1
1			Credit 7.1	**Thermal Comfort**, Design	1
	1		Credit 7.2	**Thermal Comfort**, Verification	1
	1		Credit 8.1	**Daylight & Views**, Daylight 75% of Spaces	1
	1		Credit 8.2	**Daylight & Views**, Views for 90% of Spaces	1

Yes	?	No
4	1	

1			Credit 1.1	**Innovation in Design**: Green Housekeeping	1
1			Credit 1.2	**Innovation in Design**: Chemical-free Water Treatment	1
1			Credit 1.3	**Innovation in Design**: Tenant Recycling Education Program	1
	1		Credit 1.4	**Innovation in Design**: Reduced Stormwater Discharge	1
1			Credit 2	**LEED® Accredited Professional**	1

Yes	?	No		
34	30	5	**Project Totals** (pre-certification estimates)	69 Points

Certified: 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 po

5.0 ENVIRONMENTAL PROTECTION COMPONENT

5.1 Quantitative Pedestrian-Level Wind Analysis

5.1.1 Introduction

Rowan Williams Davies & Irwin Inc. ("RWDI"), the Project's wind engineers, conducted a pedestrian wind study on the proposed *120 Kingston Street* development. The objective of the study was to assess the effect of the proposed development on local wind conditions in pedestrian areas around the study site and, if necessary, provide recommendations for mitigating adverse effects.

The study involved wind simulations on a 1:400 scale model of the proposed building and surroundings. These simulations were then conducted in a boundary-layer wind tunnel, for the purpose of quantifying local wind conditions and comparing to appropriate criteria for gauging wind comfort in pedestrian areas. The criteria recommended by the Boston Redevelopment Authority ("BRA") were used in this study. The present report describes the methods and presents the results of the wind tunnel simulations.

Major buildings, especially those that protrude above their surroundings, often cause increased local wind speeds at the pedestrian level. Typically, wind speeds increase with elevation above the ground surface, and taller buildings intercept these faster winds and deflect them down to the pedestrian level. The funneling of wind through gaps between buildings and the acceleration of wind around corners of buildings may also cause increases in wind speed. Conversely, if a building is surrounded by others of equivalent height, it may be protected from the prevailing upper-level winds, resulting in no significant changes to the local pedestrian-level wind environment. The most effective way to assess potential pedestrian-level wind impacts around a proposed new building is to conduct scale model tests in a wind tunnel.

The consideration of wind in planning outdoor activity areas is important since high winds in an area tend to deter pedestrian use. For example, winds should be light or relatively light in areas where people would be sitting, such as outdoor cafes or playgrounds. For bus stops and other locations where people would be standing, somewhat higher winds can be tolerated. For frequently used sidewalks, where people are primarily walking, stronger winds are acceptable. For infrequently used areas, the wind comfort criteria can be relaxed even further. The actual effects of wind can range from pedestrian inconvenience, due to the blowing of dust and other loose material in a moderate breeze, to severe difficulty with walking due to the wind forces on the pedestrian.

5.1.2 Methodology

Information concerning the Project Site and surroundings was derived from: aerial photographs of surrounding buildings and surrounding terrain; surrounding buildings previously tested by RWDI and approved by the BRA; and site plans and elevations of the proposed development provided by the design team. The following configurations were simulated:

(A) No Build Configuration – includes all existing buildings and those under construction or approved by the BRA Board, without the proposed 120 Kingston Street development (**Figure 5.1-1**).

(B) Build Configuration – includes all existing buildings with the proposed 120 Kingston Street development and, at the request of the BRA, the proposed affordable housing project on Oxford and Ping On Streets (**Figure 5.1-2**).

The wind simulations were conducted in an 8ft wide boundary-layer wind tunnel at RWDI's laboratory in Miramar, Florida. A set of fans produces wind speeds in excess of 35 mph. Unwanted fan turbulence is removed by means of screens and honeycombs, and a realistic simulation of atmospheric turbulence is provided in the long working section, by means of spires at the upwind end and roughness elements on the floor. The spires and roughness are selected to represent either open, suburban or urban terrain, depending on the site and the wind direction being tested. The working section is followed by the test section, where the scale model sits on a motorized turntable, embedded in the wind tunnel floor.

The scale model was equipped with 88 specially designed wind speed sensors that were connected to the wind tunnel's data acquisition system to record the mean and fluctuating components of wind speed at a full-scale height of 5 feet above grade in pedestrian areas throughout the study site. Wind speeds were measured for 36 wind directions, in 10 degree increments, starting from true north. The measurements at each sensor location were recorded in the form of ratios of local mean and gust speeds to the reference wind speed in the free stream above the model. The results were then combined with long-term meteorological data, recorded during the years 1945 to 1998 at Boston's Logan International Airport, in order to predict full scale wind conditions. The analysis was performed separately for each of the four seasons and for the entire year.

Figures 5.1-3, 5.1-4, and **5.1-5** present "wind roses", summarizing the annual and seasonal wind climates in the Boston area, based on the data from Boston's Logan International Airport. The left-hand wind roses, in **Figures 5.1-3** and **5.1-4**, are based on all observed wind readings for the given season, and the right-hand wind roses are based on strong winds exceeding 20 mph. The upper wind roses in **Figure 5.1-3**, for example, summarize the spring (March, April, and May) wind data. In general, the prevailing winds at this time of year are from the west-northwest, northwest, west, southwest and east.

In the case of strong winds, however, the most common winds are from the west-northwest, northwest, west, south-southwest, and northeast directions.

When all winds are considered on an annual basis, the upper wind rose in **Figure 5.1-5** indicates the dominance of southwest to northwest winds. For strong winds as shown on the lower wind rose, winds from the west-northwest, west, and northwest are prevalent.

This study involved state-of-the-art measurement and analysis techniques to predict wind conditions at the study site. Nevertheless, some uncertainty remains in predicting wind comfort, and this must be kept in mind. For example, the sensation of comfort among individuals can be quite variable. Variations in age, individual health, clothing, and other human factors can change a particular response of an individual. The comfort limits used in this report represent an average for the total population. Also, unforeseen changes in the Project area, such as the construction or removal of buildings, can affect the conditions experienced at the Project Site. Finally, the prediction of wind speeds is necessarily a statistical procedure. The wind speeds reported are for the frequency of occurrence stated (one percent of the time). Higher wind speeds will occur but on a less frequent basis.

5.1.3 Pedestrian Wind Comfort Criteria

The BRA has adopted two standards for assessing the relative wind comfort of pedestrians. First, the BRA wind design guidance criterion states that an effective gust velocity (hourly mean wind speed +1.5 times the root-mean-square wind speed) of 31 mph should not be exceeded more than one percent of the time. The second set of criteria used by the BRA to determine the acceptability of specific locations is based on the work of Melbourne[3]. This set of criteria is used to determine the relative level of pedestrian wind comfort for activities such as sitting, standing, or walking. The criteria are expressed in terms of benchmarks for the 1-hour mean wind speed exceeded 1% of the time (i.e., the 99-percentile mean wind speed). They are as follows:

Table 5.1-1: BRA Mean Wind Criteria*	
Dangerous Location	> 27 mph
Uncomfortable for Walking	19 and ≤ 27 mph
Comfortable for Walking	> 15 and ≤ 19 mph
Comfortable for Standing	> 12 and ≤ 15 mph
Comfortable for Sitting	< 12 mph
*Applicable to the hourly mean wind speed exceeded one percent of the time.	

[3]Melbourne, W.H., 1978, "Criteria for Environmental Wind Conditions", Journal of Industrial Aerodynamics, 3 (1978) 241 - 249.

The wind climate found in a typical downtown location in Boston is generally comfortable for the pedestrian use of sidewalks and thoroughfares and meets the BRA effective gust velocity criterion of 31 mph. However, without any mitigation measures, this wind climate is likely to be frequently uncomfortable for more passive activities such as sitting.

5.1.4 Test Results

Table 2 in **Appendix C** presents the effective gust wind speeds for each season as well as annually, and the mean wind speeds for each season of the year as well as annually. **Figures 5.1-6, 5.1-7, 5.1-8,** and **5.1-9** graphically depict the wind comfort conditions at each wind measurement location based on the annual winds. Typically the summer and fall winds tend to be more comfortable than the annual winds, while the winter and spring winds are less comfortable.

A total of 88 wind speed sensors were used for the testing of the proposed *120 Kingston Street* development. All locations were situated at grade. Note that the placement of the wind speed sensors was based on RWDI's understanding of pedestrian usage of the site, and was reviewed by the design team and the Boston Redevelopment Authority.

In addition, note that the existing deciduous trees and landscaping on and around the study site were not modeled in these set of tests. With these in place, lower wind activity will be experienced on the study site particularly during the summer months.

On an annual basis, wind speeds comfortable for pedestrian sitting, standing, or walking, were predicted at most test locations in the two test configurations. No dangerous conditions were predicted in both test configurations for any season or annually. Also, based on annual wind speeds, the effective gust criterion, was satisfied at all location in both test configurations. In total, on an annual basis, for the 88 sensor locations[4], 66 remained in the same comfort category, 11 locations improved (Locations 5, 7, 11, 13, 16, 19, 55, 57, 60, 68, 71), and increased wind speeds were noted at 10 locations (9, 20, 23, 51, 61, 62, 64, 82, 83, 86).

The only locations which were rated uncomfortable for walking based on annual wind speeds occurred at Locations 57, 58 and 59 in the No Build Configuration and at Locations 58, 59 and 62 in the Build Configuration. The wind conditions at Locations 57, 58 and 59 are existing and not caused by the new development. As a result of the *120 Kingston Street* development, there is an improvement at Location 57. At Location 62, the effective gust wind speed remains acceptable in spring, summer and fall and on an annual basis, but in the winter this location has an effective gust wind speed of 33mph (see Table 2 in **Appendix C**) exceeding the 31mph limit by 2mph.

[4] Location 6 is not included, as the wind speed sensor was located underneath the existing building at the site.

The following summary of pedestrian wind comfort is based on the annual winds for each configuration tested except where otherwise noted. These annual wind conditions are presented graphically in **Figures 5.1-6** and **5.1-8** (locations further away from the Project Site) and **Figure 5.1-7** and **5.1-9** (locations on and around the study site).

On-Site (Locations 1 through 10)

Wind conditions suitable for standing are preferred at building entrances, while wind conditions comfortable for walking are appropriate for sidewalks and walkways.

No Build: Existing wind conditions at sidewalk round the study site were predicted to be comfortable for walking or better annually (**Figure 5.1-7**). Note that data was not available for Location 6, as the wind speed sensor was located underneath the existing building at the site.

Build: The architectural design includes an undercut on the northwest corner near Locations 5 and 6, with some canopies located near Locations 2, 3, and 10. On an annual basis (see **Figure 5.1-9**), wind conditions at the main entrances (Locations 2 and 6) were comfortable for sitting or standing. Wind conditions at the remaining sidewalk locations were suitable for walking or better annually. In the winter, a mean wind speed value of 20mph was noted at Location 10 (see Table 2 in **Appendix C**) along Essex Street, marginally exceeding the 19mph limit for walking, hence uncomfortable for walking.

All locations passed the effective gust criterion annually and in all seasons of the year. No dangerous wind speeds were recorded.

Rose Kennedy Greenway/Chinatown Park Areas East and South of the Site (Locations 11 through 26)

Wind conditions comfortable for sitting or standing are preferable for park locations, especially during the summer and fall, while conditions for walking are suitable for walkways and sidewalks.

No Build: Chinatown Park is part of the Rose Kennedy Greenway and is situated immediately east and south of the Project Site. In **Figure 5.1-7**, existing annual wind conditions at the Greenway/Chinatown Park immediately east and south of the site ranged from being comfortable for walking on the north end of the area along Essex Street (Locations 11, 13 through 15) to standing (Locations 12, 16 through 19) and sitting further south (Locations 20 through 26). In the spring season, as shown in Table 2 in **Appendix C**, wind conditions at Location 14, along Essex Street, were predicted to be uncomfortable for walking.

Build: With the proposed development in place, reduced annual wind speeds were noted generally along the Greenway/Chinatown Park east of the proposed development. In general, annual wind conditions at most areas were comfortable for sitting or standing (**Figure 5.1-9**). There were no locations uncomfortable for walking or dangerous in the annual condition.

Locations 14 and 15 that remained comfortable for walking similar to the No Build Configuration. Wind conditions at Location 14 were improved to be comfortable for sitting in the summer and for walking in other seasons as well as annually. Of the 16 sensor locations in Chinatown Park, four locations improved to either comfortable for sitting or standing (Locations 11, 13, 16, and 19), two locations had a slight increase in wind from comfortable for sitting to comfortable for standing (Locations 20 and 23), and 10 locations remained in the same comfort category.

All locations passed the effective gust criterion annually and in all seasons of the year.

North Side of Essex Street including the State Street Financial Center (Locations 57 through 64, 73 and 74)

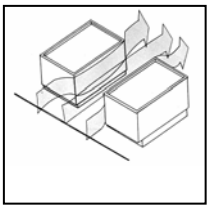
Wind conditions comfortable for walking are most appropriate for sidewalks and walkways.

No Build: The areas near the State Street Financial Center (northeast of the proposed development) experienced the windiest conditions encountered in the study. The high wind speeds at these locations are caused by the prevailing northeasterly winds accelerating around the southeast corner (Locations 58 and 59) of the State Street Financial Center, hence wind conditions at Locations 57, 58 and 59 were rated uncomfortable on an annual basis. Similarly, in the spring, fall and winter months, wind conditions at these locations remained uncomfortable for walking. Wind conditions at the remaining sidewalk locations along the north side of Essex Street were suitable for walking or better.

Regarding effective gusts, Locations 58 and 59 in the spring and Location 59 in the winter did not meet the criterion.

Build: With the proposed development in place, there was a change in the wind pattern along Essex Street, as some locations on the north side of Essex Street across from the development increased in windiness (Locations 61 through 62); one remained the same (Location 63) in the comfortable for sitting category for all seasons, except winter; and slightly reduced winds were predicted for locations on the east end of the State Street (Locations 57, 59 and 60). In general, annual wind conditions at areas north of Essex Street were comfortable for walking or better with the exception of Locations 58, 59 and 62, where wind speeds were rated as uncomfortable for walking (**Figures 5.1-8** and **5.1-9**). Uncomfortable wind speeds were also predicted at Locations 57, 58, 59 and 62 in the spring and winter seasons and at Locations 58, 59 and 62 during the fall season. The wind conditions at Locations 57, 58 and 59 are existing and not caused by the new development.

However, the increased wind activity at the sidewalk in front of 88 Kingston Street (Location 62) is primarily due to prevailing northwesterly winds channeling (see inserted image) between the proposed 120 Kingston Building and the existing State Street Financial Center. The recorded wind speed data at this location is only marginally higher than the comfortable for walking category on an annual basis with a wind speed of 21 mph (the range for uncomfortable for walking is from 19 to 27 mph).



Channelling Effect

Windiness also increased from acceptable for sitting to walking at Location 61, which is near an entrance for the State Street Financial Center. The recorded wind speed data at this location is only marginally higher than the comfortable for standing category on an annual basis with a wind of 16 mph (the range for comfortable for standing is 12 to 15 mph).

Windiness near the location near the entrance to State Street Financial Center (Location 60) decreased from acceptable to standing to acceptable for sitting on an annual basis and in the fall, and remained in the same category in the spring, summer, and winter. If necessary, wind control features in the form of windscreens or increased vegetation could be considered for wind reduction.

With the new building in place, all locations passed the effective gust wind speed criterion in all seasons of the year and annually, with the exception of Location 62 with an effective gust wind speed of 33mph only in the winter (see Table 2 in **Appendix C**) exceeding the 31mph limit. It is noted that the Location 62 sensor is at a building corner, and is not at a building entrance. The sensor at the entrance to 88 Kingston Street is Location 65, which is comfortable for sitting in both the No Build and Build Configurations.

Sidewalk West of Kingston Street (Locations 80 through 85)

Wind conditions comfortable for walking are appropriate for sidewalks.

No Build: Annually, the wind conditions at all locations along the west side of Kingston Street across from the proposed development were rated as sitting for the No Build Configuration (**Figure 5.1-7**).

Build: In the Build Configurations, annual wind conditions at sidewalks west of Kingston Street were comfortable for standing or sitting (**Figure 5.1-9**). These rating are acceptable for the intended usage of the areas. All locations passed the effective gust criterion annually and in all seasons of the year. There were no locations uncomfortable for walking or dangerous.

Off-Site Streets and Surrounding Areas (Locations 27 to 56, 65 to 72, 75 to 79 and 86 to 88)

A wind comfort categorization of walking is considered appropriate for sidewalks.

No Build: Annual wind conditions at all off-site locations around the development were comfortable for walking or better (**Figures 5.1-6** and **5.1-7**). The wind speeds at Location 52 in the spring and winter seasons were uncomfortable for walking (Table 2 in **Appendix C**). Uncomfortable wind conditions were also noted at Location 70 in the spring season.

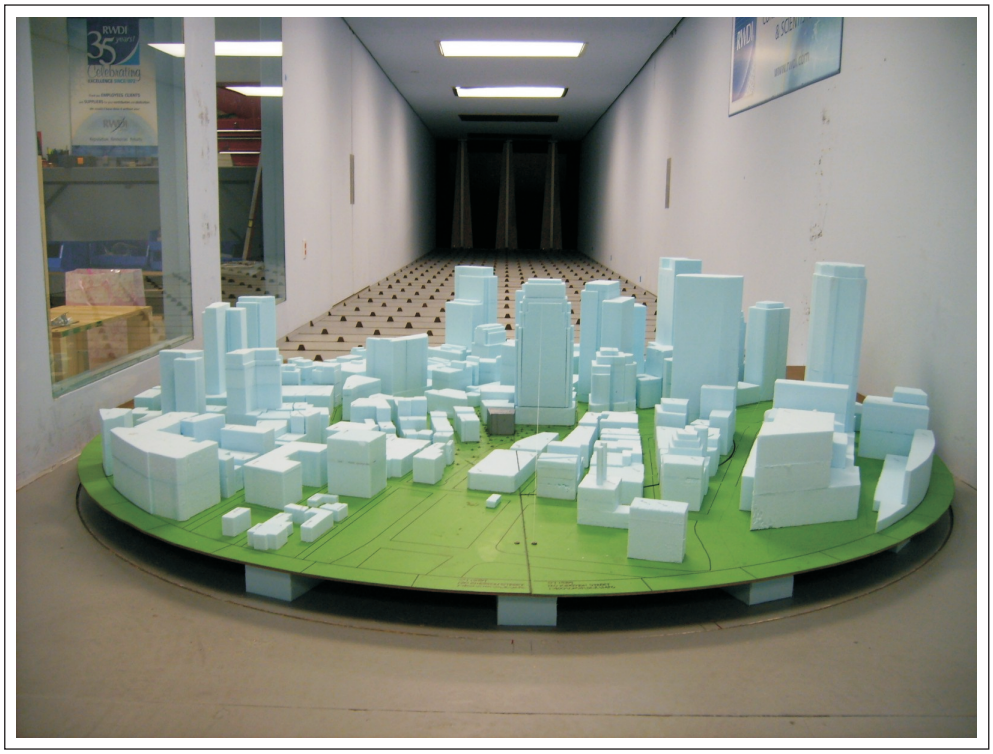
Build: With the new development in place, there were few changes in the outlying areas. Overall, annual wind conditions along all off-site locations were comfortable for walking or better (**Figures 5.1-8 and 5.1-9**). All locations passed the effective gust criterion annually and in all seasons of the year. No dangerous wind speeds were recorded.

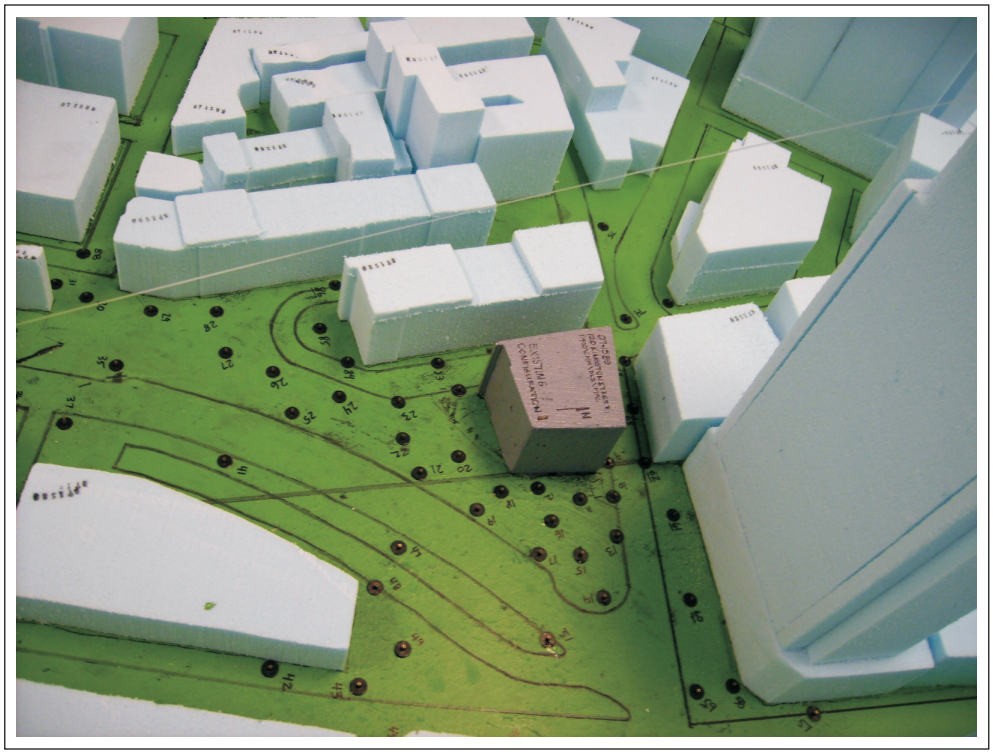
5.1.5 Summary

No dangerous conditions were predicted in either the No Build or Build test configuration for any season. Based on annual wind speeds, the effective gust criterion was satisfied at all 88 sensor locations in both configurations. The proposed development does not negatively impact the adjacent Chinatown Park, and, at four Park locations, wind conditions actually improved. The measured wind speeds at 10 of the sensor locations in the Park remain unchanged from the No Build Configuration. Only two Park locations showed slight deterioration from a sitting to standing comfort level.

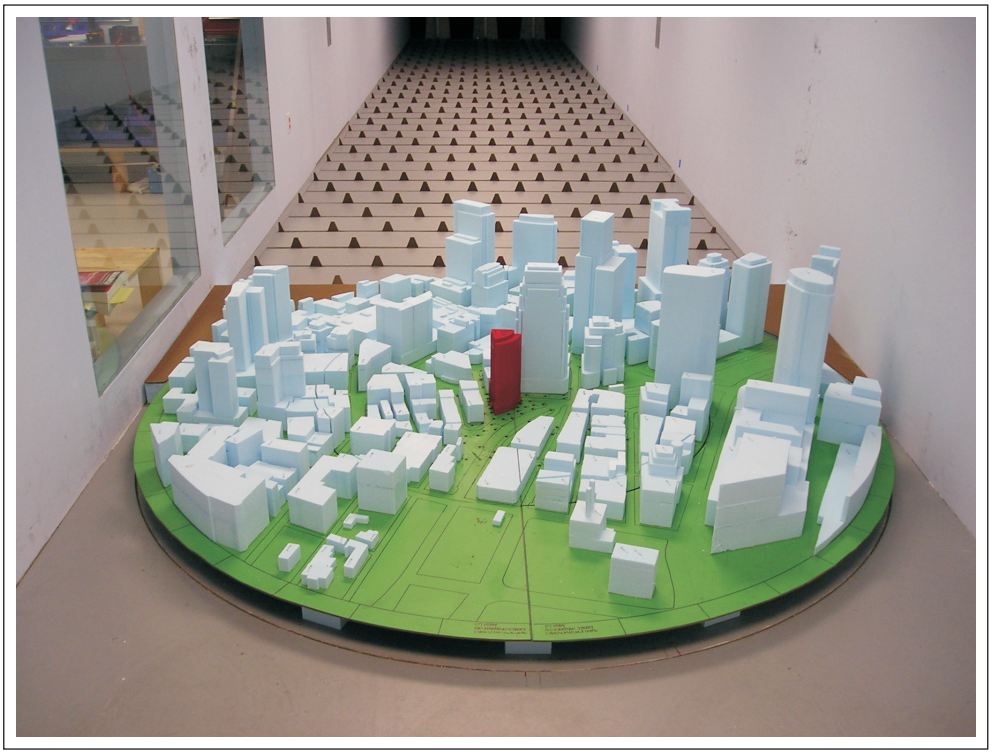
With regard to the sidewalk locations across from the Project Site on Essex Street, there were some marginally increasing wind speeds above the No Build Configuration. In addition, some reductions in wind speed were noted at portions of the sidewalks along State Street Financial Center and at the corner of Essex and Lincoln Streets.

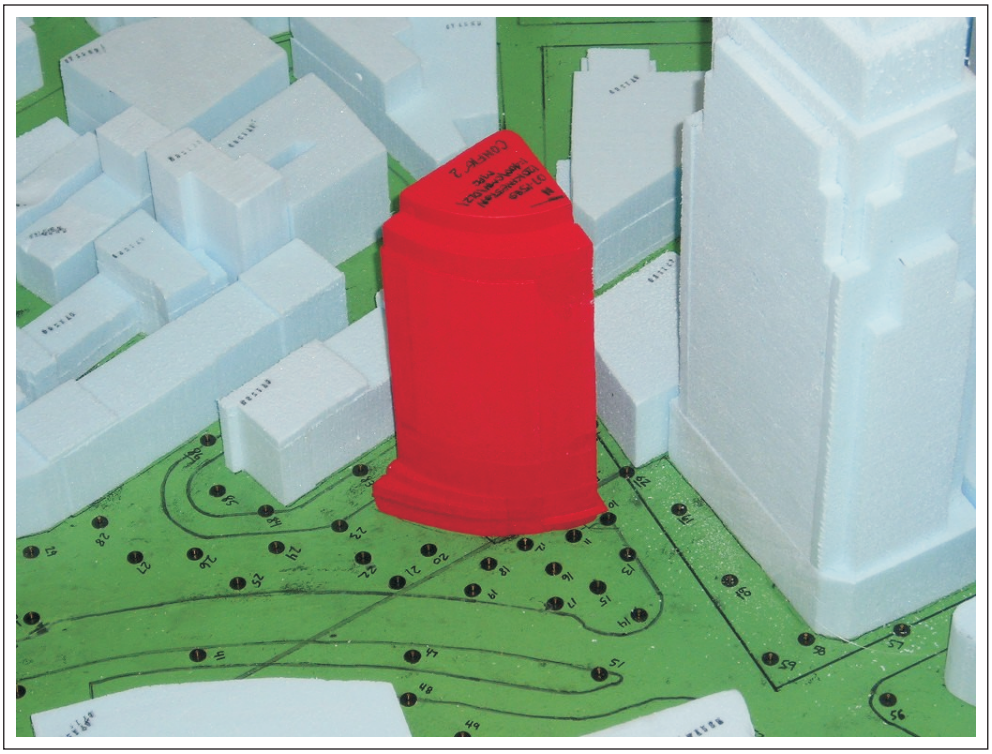
Overall, wind conditions except in few limited locations were considered comfortable for either sitting, standing or walking for the typical spring, summer, fall and winter seasons, and on an annual basis. To reduce wind speeds at the areas with uncomfortable wind conditions, wind control measures in the form of dense landscaping may be considered.



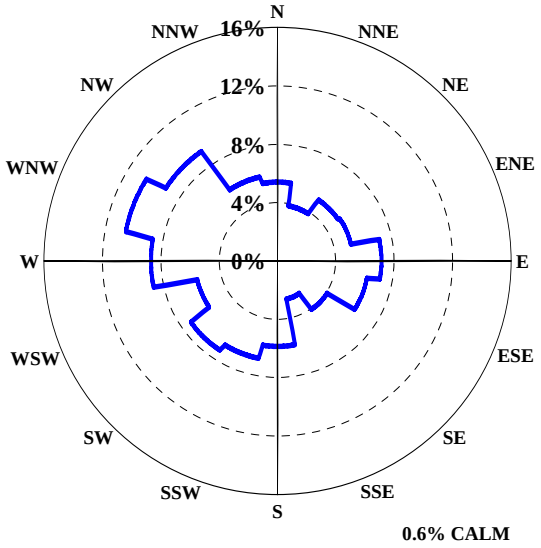


Wind Tunnel Study Model **Configuration A - No Build**	Figure:	5.1-1	RWDI
120 Kingston Street - Boston, Massachusetts Project #07-1589	Date:	September 29, 2007	

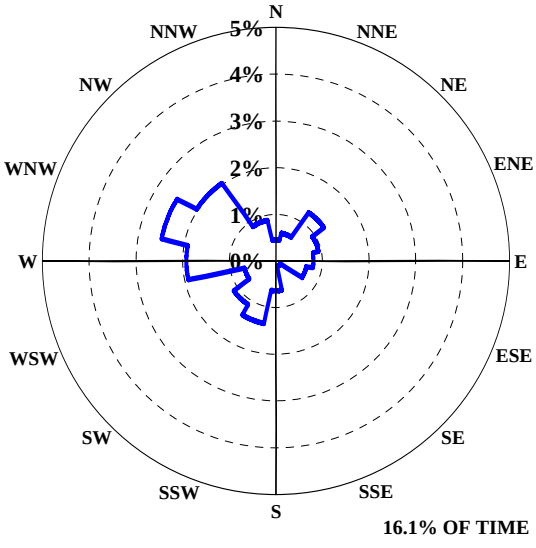




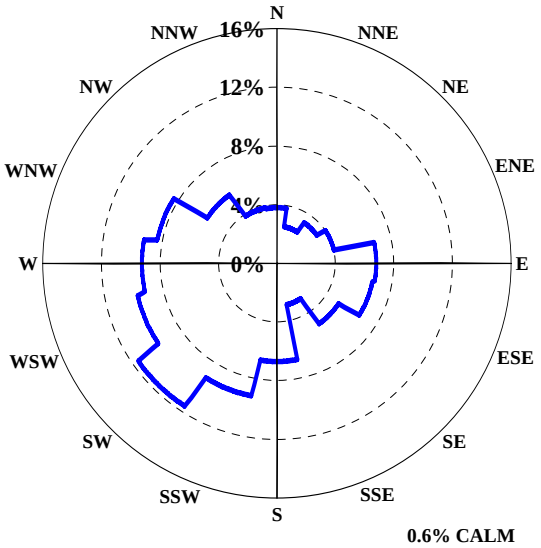
Wind Tunnel Study Model **Configuration B - Build** 120 Kingston Street - Boston, Massachusetts	Project #07-1589	Figure: 5.1-2 Date: September 29, 2007	RWDI



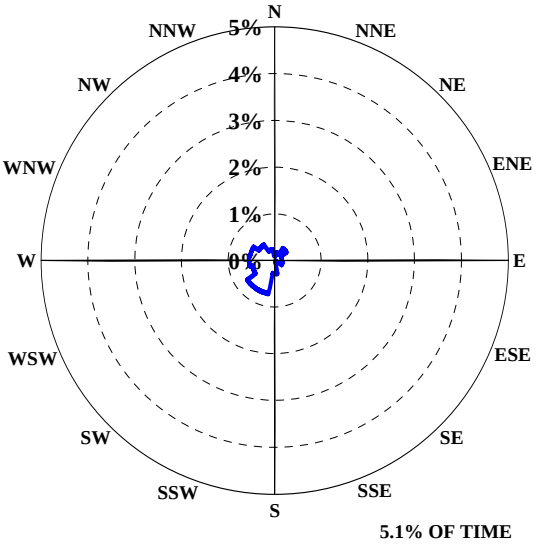
ALL SPRING WINDS



SPRING WINDS EXCEEDING 20 mph

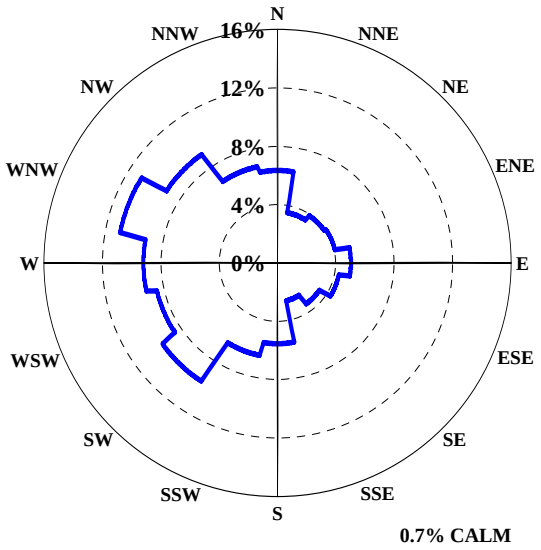


ALL SUMMER WINDS

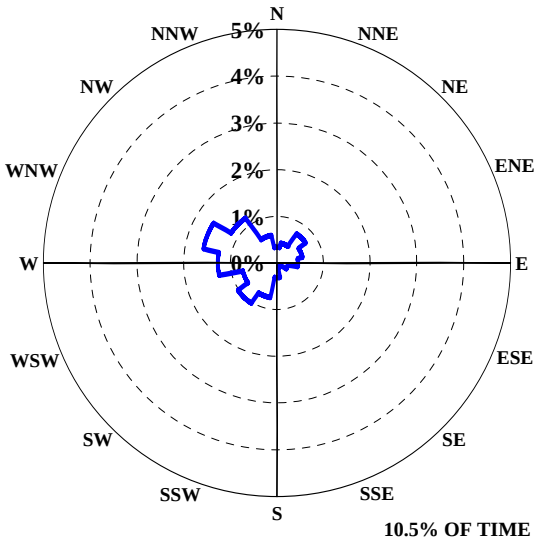


SUMMER WINDS EXCEEDING 20 mph

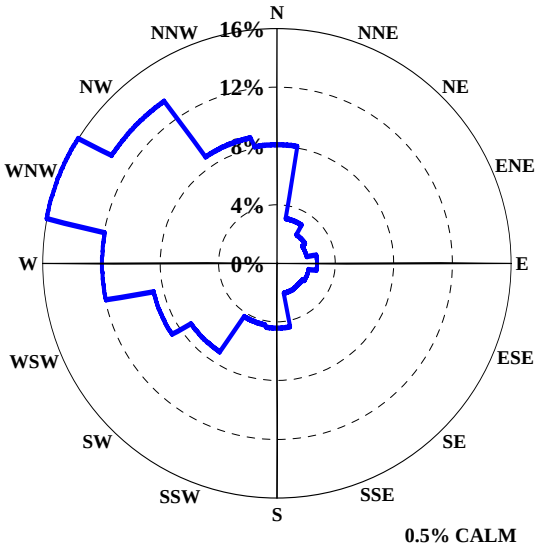
Directional Distribution (%) of Winds (Blowing From) **Station: Boston-Logan International Airport, MA (1945 - 1998)** 120 Kingston Street - Boston, Massachusetts Project #: 07-1589	Figure: 5.1-3 Date: October 9, 2007	RWDI



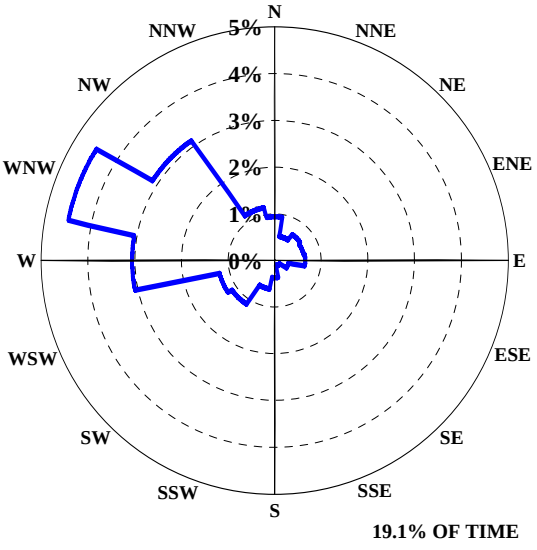
ALL FALL WINDS



FALL WINDS EXCEEDING 20 mph

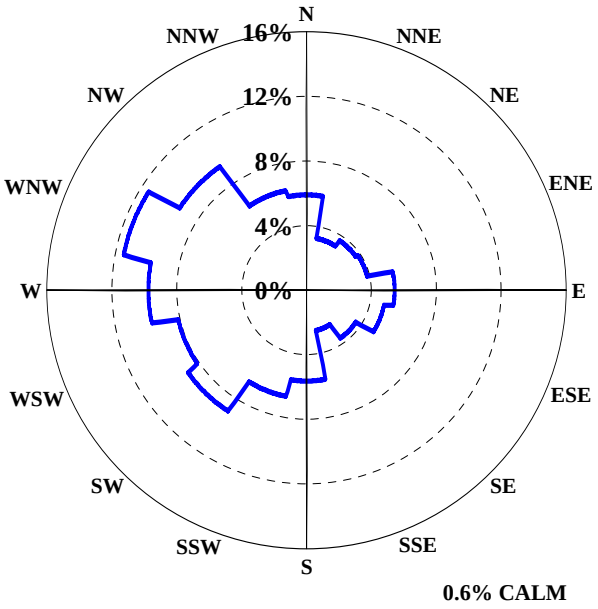


ALL WINTER WINDS

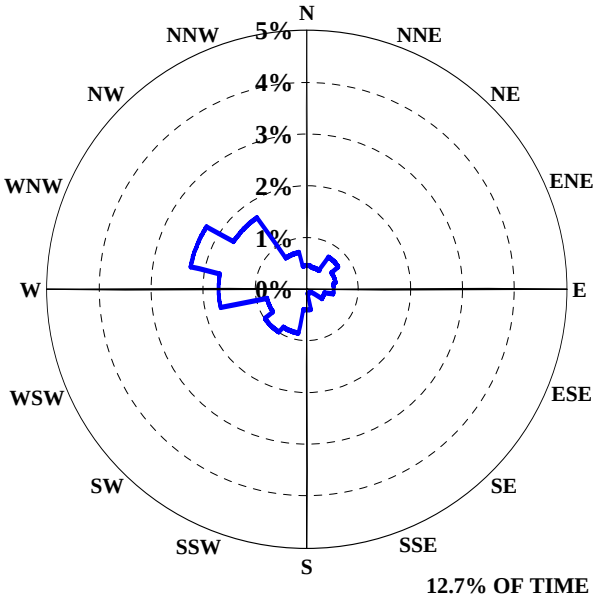


WINTER WINDS EXCEEDING 20 mph

Directional Distribution (%) of Winds (Blowing From) **Station: Boston-Logan International Airport, MA (1945 - 1998)** 120 Kingston Street - Boston, Massachusetts Project #: 07-1589	Figure: 5.1-4 Date: October 9, 2007	RWDI

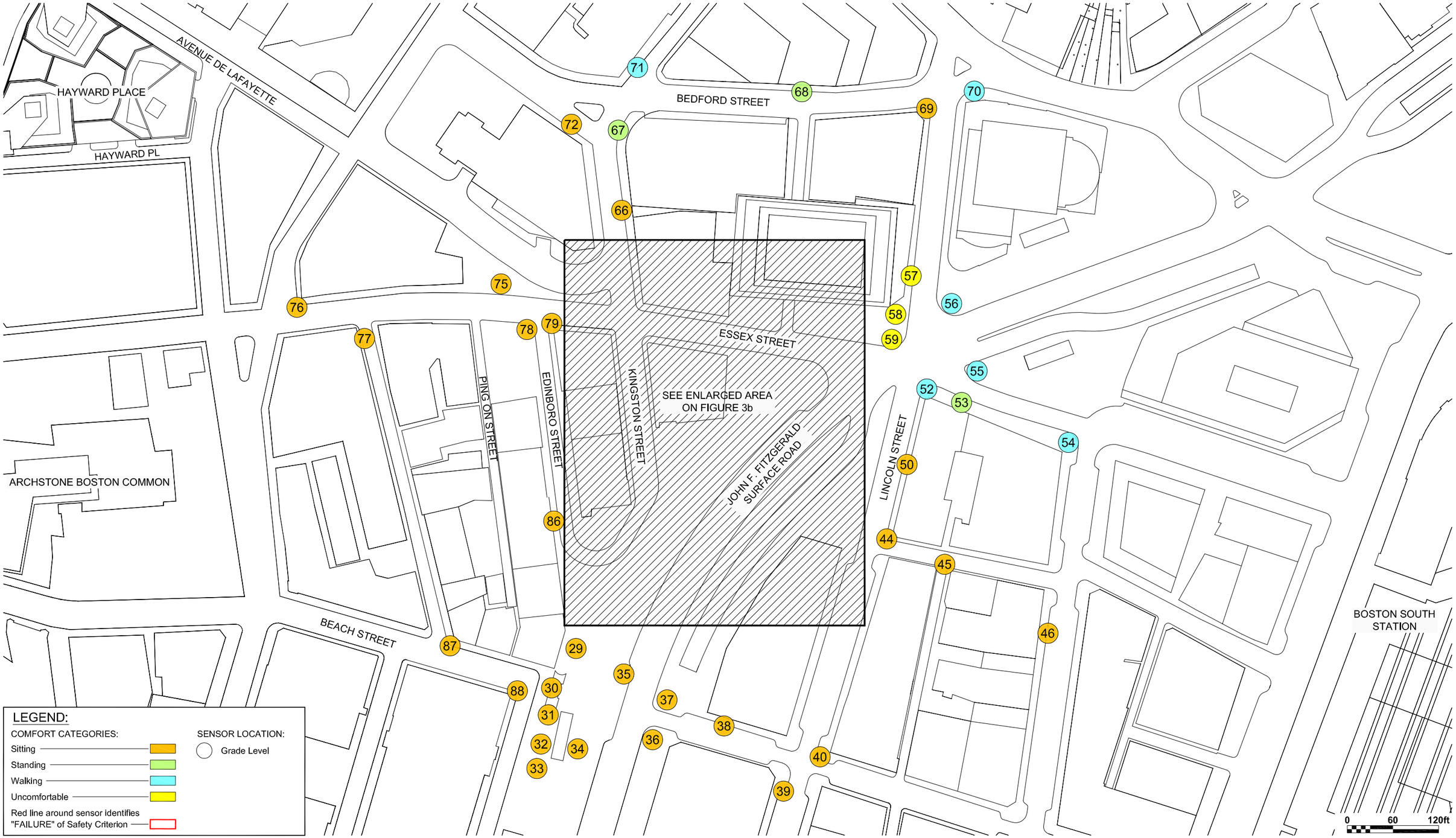


ALL ANNUAL WINDS



ANNUAL WINDS EXCEEDING 20 mph

Directional Distribution (%) of Winds (Blowing From) **Station: Boston Logan International Airport, MA (1945 - 1998)** 120 Kingston Street - Boston, Massachusetts Project #: 07-1589	Figure: 5.1-5 Date: October 9, 2007	RWDI



LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable
- Red line around sensor identifies "FAILURE" of Safety Criterion

SENSOR LOCATION:
- Grade Level

Pedestrian Wind Conditions - No Build
Annual

120 Kingston Street - Boston, Massachusetts

True North

Project #07-1589

Drawn by: DLZ	Fig: **5.1-6**	RWDI
Approx. Scale:	1"=120'	
Date Revised: Sept. 27, 2007		

LEGEND:

COMFORT CATEGORIES:

- Sitting
- Standing
- Walking
- Uncomfortable
- Red line around sensor identifies "FAILURE" of Safety Criterion

SENSOR LOCATION:

- Grade Level

ENLARGED AREA

0 20 40ft

Pedestrian Wind Conditions - No Build
Annual

120 Kingston Street - Boston, Massachusetts

True North

Project #07-1589

Drawn by: DLZ | Fig: 5.1-7

Approx. Scale: 1" = 40'

Date Revised: Sept. 29, 2007

RWDI

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable
- Red line around sensor identifies "FAILURE" of Safety Criterion

SENSOR LOCATION:
- Grade Level

Pedestrian Wind Conditions - Build
Annual

120 Kingston Street - Boston, Massachusetts

True North

Project #07-1589

Drawn by:	DLZ	Fig:	**5.1-8**
Approx. Scale:			1"=120'
Date Revised:	Sept. 27, 2007		

RWDI

ESSEX STREET

120 KINGSTON STREET

KINGSTON STREET

JOHN F. FITZGERALD SURFACE ROAD

LEGEND:

COMFORT CATEGORIES:
- Sitting
- Standing
- Walking
- Uncomfortable
- Red line around sensor identifies "FAILURE" of Safety Criterion

SENSOR LOCATION:
- Grade Level

ENLARGED AREA

0 20 40ft

Pedestrian Wind Conditions - Build
Annual

120 Kingston Street - Boston, Massachusetts

True North

Project #07-1589

Drawn by: DLZ | Fig: **5.1-9**

Approx. Scale: 1" = 40'

Date Revised: Sept. 29, 2007

RWDI

5.2 Shadow Impact Analysis

The following shadow study describes and graphically depicts anticipated new shadow impacts from the Project compared to shadows cast from the existing buildings in the area. The study presents both the No Build (existing) conditions and the Build conditions for the hours 9:00 a.m., 12:00 Noon, and 3:00 p.m. for the vernal equinox, summer solstice, autumnal equinox, and winter solstice. In addition, shadows are depicted for 6:00 p.m. during the summer solstice and autumnal equinox (see **Figures 5.2-1** through **5.2-14** at the end of this section).

Particular attention is given to pedestrian sidewalks and public open spaces, including Chinatown Park and areas where pedestrians are likely to congregate. It is noted that the shadow study does not consider the shadow cast by the presence of any existing trees at or near the Project Site.

5.2.1 Vernal Equinox

Figures 5.2-1 through **Figure 5.2-3** depict shadows on March 21.

At 9:00 a.m., shadows are cast in a northwesterly direction. New shadows from the *120 Kingston Street* building are cast onto portions of the façade and onto the roof of 109-125 Kingston Street (Kingston Building) and a small area of the Kingston Street sidewalks directly across from 120 Kingston Street. The southern end of the 109-125 Kingston Street building remains in the sun.

At this time period, the Essex Street façade of the 88 Kingston Street building is in the sun. Further along Essex Street, there is a small area of the sidewalks on the north side of the street between Chauncy Street and Kingston Street affected by new shadows adjacent to substantial sidewalk areas that are in shadow from existing buildings, including the existing Auchmuty Building. This new shadow also is cast onto the roof and portions of the Essex façade of the existing buildings in the Chauncy Street, Essex Street, and Avenue de Lafayette block. New shadows also fall on a small area of sidewalk on the south side of Avenue de Lafayette.

At 12:00 p.m., new shadows from the Project fall to the north, casting shadows on the Essex Street façade and roof of the 88 Kingston Street building, and a small area of the Essex Street sidewalks directly across from 120 Kingston Street. New shadows also are cast onto the sidewalk on the west side of Kingston Street adjacent to the Boston Edison building and onto a small portion of the building's roof. Between 12:00 p.m. and 3:00 p.m., shadows start to move in a northeasterly direction and away from the 88 Kingston Street building.

At 3:00 p.m., new shadows extend towards the State Street Financial Center and only the corner of the 88 Kingston Street roof and a portion of the building façade directly adjacent to the State Street tower. At this time period, less than one-half of the open area adjacent to the building is affected by new shadow (including the doorway entrance) and the remainder of the open area remains in the sun.

The new shadows from the building do not extend to Chinatown Park or Chinatown Gateway at any of these time periods, and these areas remain in the sun for the majority of the day.

5.2.2 Summer Solstice

Figures 5.2-4 through **Figure 5.2-7** depicts shadows on June 21.

At 9:00 a.m., the proposed building casts new shadows onto portions of the façades and roof of 109-125 Kingston Street (Kingston Building) and onto Ping On Street adjacent to shadows from existing buildings. The portion of the building closest to Chinatown Park remains in the sun. It is also noted there is existing shadow on the northern end of Chinatown Park from One Financial Center at this time period. No new shadow from the *120 Kingston Street* building is cast onto 88 Kingston Street in the morning.

At 12:00 Noon, new shadows extend onto the Essex Street sidewalk directly across from the proposed building at the Kingston/Essex corner, and the Essex façade and the front portion of the roof of the 88 Kingston Street building.

By 3:00 p.m., new shadows have moved away from 88 Kingston Street, and the façade and roof of 88 Kingston Street is in the sun. New shadows at this time period fall onto the State Street Financial Center building and the open space area on Essex Street adjacent to the structure. In addition, new shadows fall on the northernmost end of Chinatown Park directly adjacent to Essex Street.

At 6:00 p.m., the majority of Chinatown Park is in shadow from existing buildings. The Essex Street façade of the 88 Kingston Street building remains in the sun. A small sliver of the Park adjacent to Surface Road is affected by new shadows at this time period. In addition, new shadows extend across Surface Road to the sidewalk area at Lincoln Street at and near the Lincoln/Essex Street corner. This new shadow is cast onto approximately two-thirds of the Lincoln Street façade and approximately one-half of the roof of Lincoln Plaza.

5.2.3 Autumnal Equinox

Figures 5.2-8 through **5.2-11** depict shadows on September 21.

At 9:00 a.m., similar to the March shadow, new shadows from the Project are cast onto portions of the façade and onto the roof of 109-125 Kingston Street (Kingston Building) as well as a small area of the Kingston Street sidewalks directly across from *120 Kingston Street*. Both the southern portion of the 109-125 Kingston Street building and the Essex Street façade of 88 Kingston Street remain in the sun.

The new Project shadows extend onto building rooftops to the northwest in the Chauncy Street, Essex Street, and Avenue de Lafayette block and cast shadow on a portion of the sidewalks on the south side of Avenue de Lafayette.

At 12:00 Noon, new shadows fall onto the 88 Kingston Street building façade and roof, a small area of sidewalk on the east side of Kingston Street, and a sliver of the Essex Street sidewalks directly across from the proposed 120 Kingston Street building.

By 3:00 p.m., most of the new Project shadows have moved away from 88 Kingston Street expect for the edge of the 88 Kingston Street building façade and roof directly adjacent to the State Street tower. New shadows fall on a portion of the State Street Financial Center façade, and less than half of the open area adjacent to the State Street tower. At this time period, approximately one-half of the open area remains in the sun.

At 6:00 p.m., the majority of the area and sidewalks are in shadow from existing buildings. New shadows are cast towards the One Financial Center building adjacent to areas that are already in shadow from other structures.

5.2.4 Winter Solstice

Figures 5.2-12 through **5.2-14** depict shadows on December 21. Winter sun casts the longest shadows of the year.

The 9:00 a.m. new shadows are cast in a northwesterly direction. The Project casts new shadows onto a small area of the Kingston Street sidewalks on both the west and east sides of the street, a portion of the roof of 109-125 Kingston Street and its façade, as well as a portion of the roof and façade of the 88 Kingston Street building. New shadows also extend to the roof of the Boston Edison building.

By 12:00 Noon, new shadows fall onto the 88 Kingston Street building, except the corner closest to Kingston and Essex Street is in the sun, and the Kingston Street façade is in the sun. New shadows also extend to building roofs to the north. New shadows at this time period fall on a sliver of the Essex Street sidewalks and the State Street tower directly across from the building adjacent to an area of sidewalk that is already in shadow from the existing Auchmuty Building.

At 3:00 p.m., new shadows have moved away from the 88 Kingston Street building rooftop, except for the corner closest to State Street Financial Center. The shadows cast by the Project in a northeasterly direction are largely blocked by State Street Financial Center building.

5.2.5 Summary

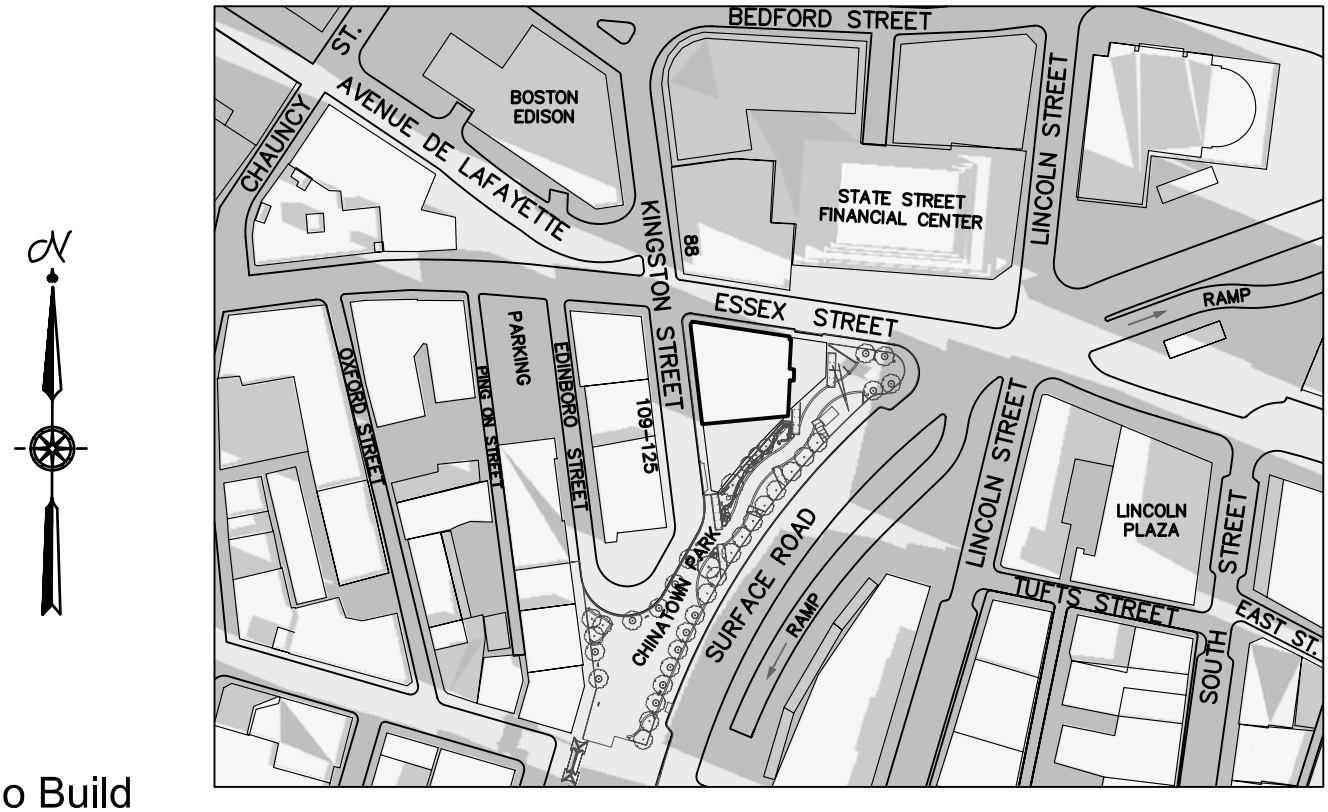
Under the No Build Condition, the existing Auchmuty Building, at six stories, casts shadow on portions of the adjacent Essex and Kingston Street sidewalks, and, at various time periods, shadow falls onto portions of the façades of existing buildings. In addition, the Auchmuty Building's existing shadow is cast on the Chinatown Park in June and September at 6:00 p.m.

Under the Build Condition, in the mornings, new shadows cast by the Project fall towards the 109-125 Kingston Street building and buildings to the northwest. There are small areas of sidewalks in the area which are affected by new shadows, primarily adjacent to shadows from existing buildings. In the mornings, the Essex Street façade of the 88 Kingston Street building remains in the sun, and is not affected by new Project shadow except in December. By mid-day, shadows fall to the north, and, at 12:00 Noon, new shadows are cast onto the Essex façade of the 88 Kingston Street building and its roof, portions of the Kingston Street sidewalks, and a narrow band of the Essex Street sidewalks.

As a result of the slender profile of the *120 Kingston Street* building (as compared to a wider building profile), shadows move more quickly, so that by 3:00 p.m., shadows are moving away from the 88 Kingston Street building and new shadows fall on a portion of the open space area adjacent to the State Street Financial Center and the building's facade. In the summer, this late afternoon shadow falls on the Chinatown Park at the northern end; however, by 6:00 p.m., the majority of the Park is in shadow from existing buildings. Shadows at the 6:00 p.m. time period also extend towards the Leather District, including Lincoln Plaza and towards One Financial Center.

With respect to the vegetation in Chinatown Park, the trees and shrubs within the majority of the Park will continue to receive the same amount of sunlight throughout the year in the Build Condition as in the No Build Condition. In the northern (Essex Street) corner of the Park, as noted, there will be an increase in shadow at certain mid-afternoon times in the middle of the summer, but the area in question is predominantly paved, and plantings will receive more than adequate amounts of sunlight during the earlier parts of the day. None of the Park plantings require full sunlight all day throughout the year.

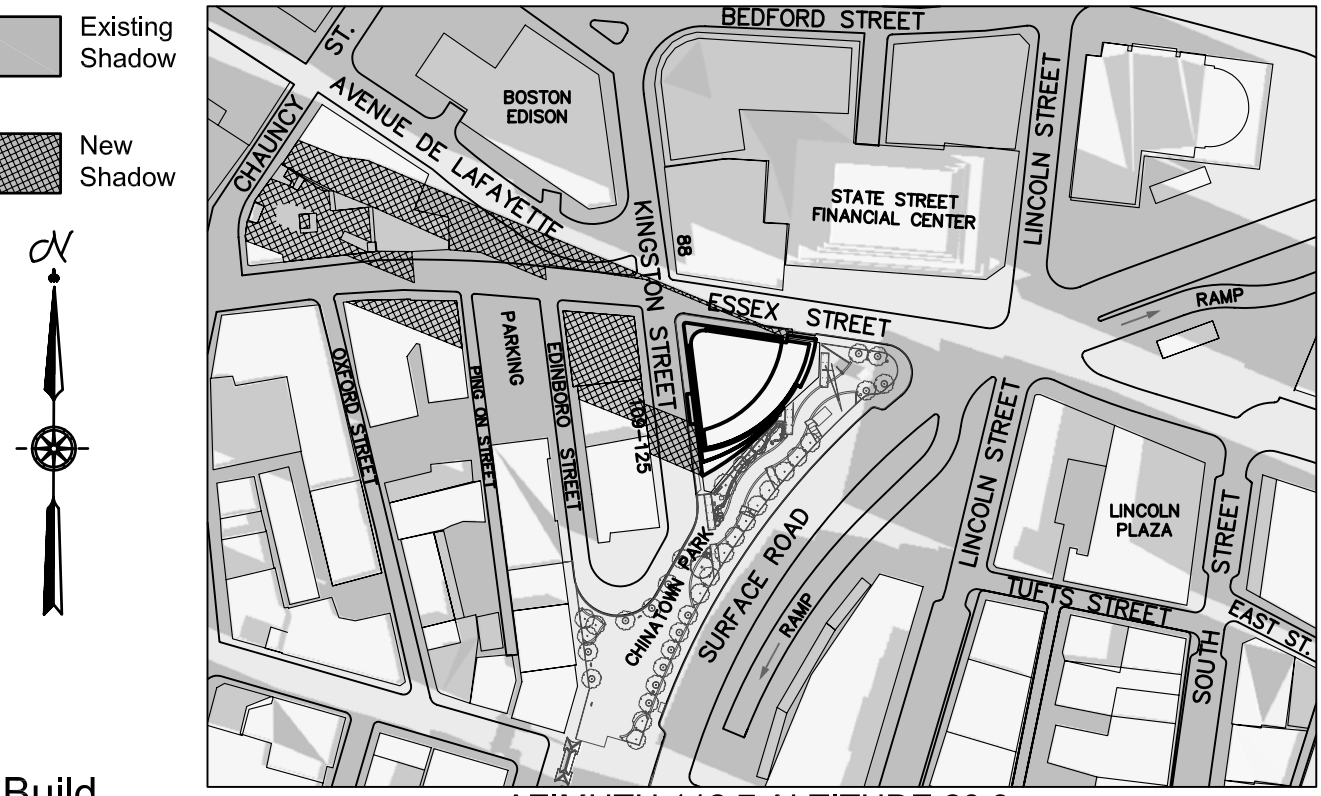
It is noted that the Project does not cast new shadows on the Chinatown Gate at any of the time periods.



No Build

Existing Shadow

New Shadow



Build

AZIMUTH 112.7 ALTITUDE 23.3

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

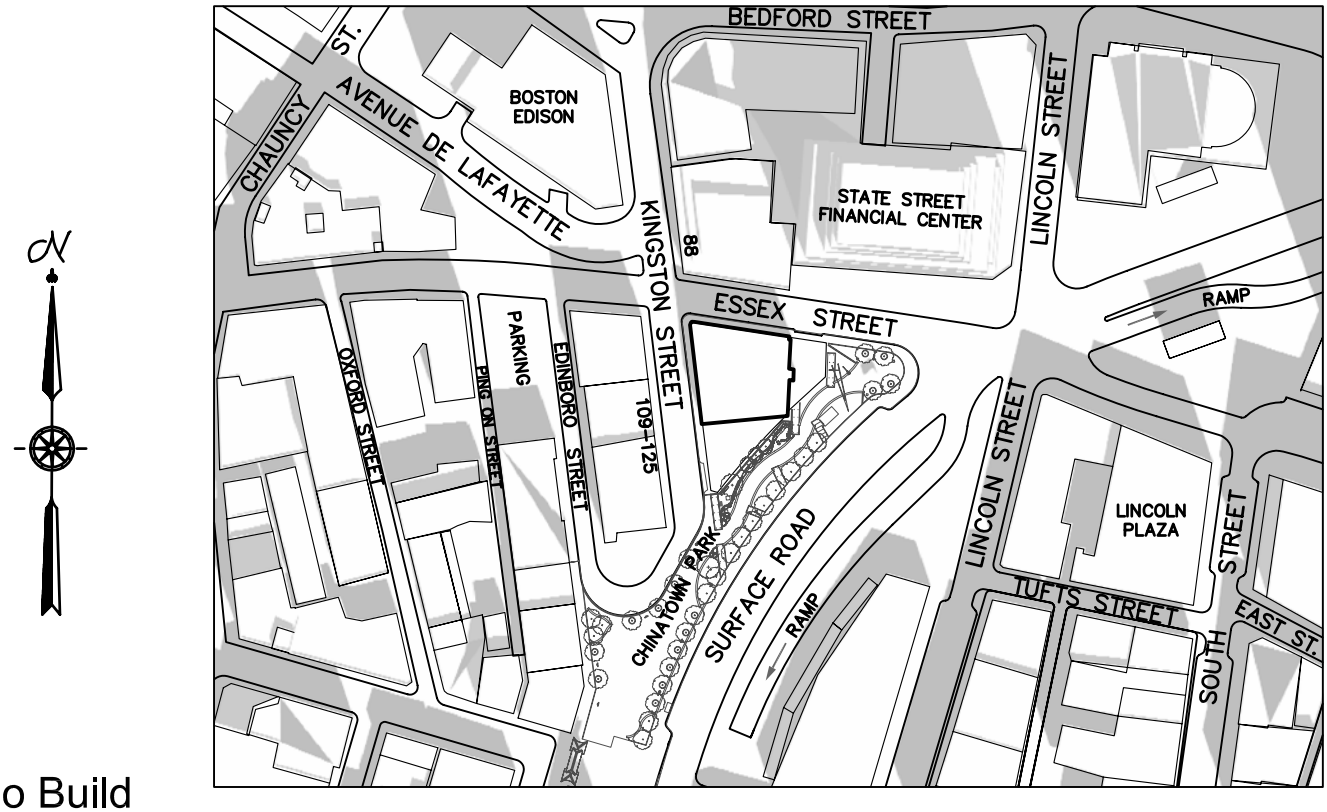
Shadow Study

March 21 9:00 AM

Figure

5.2-1

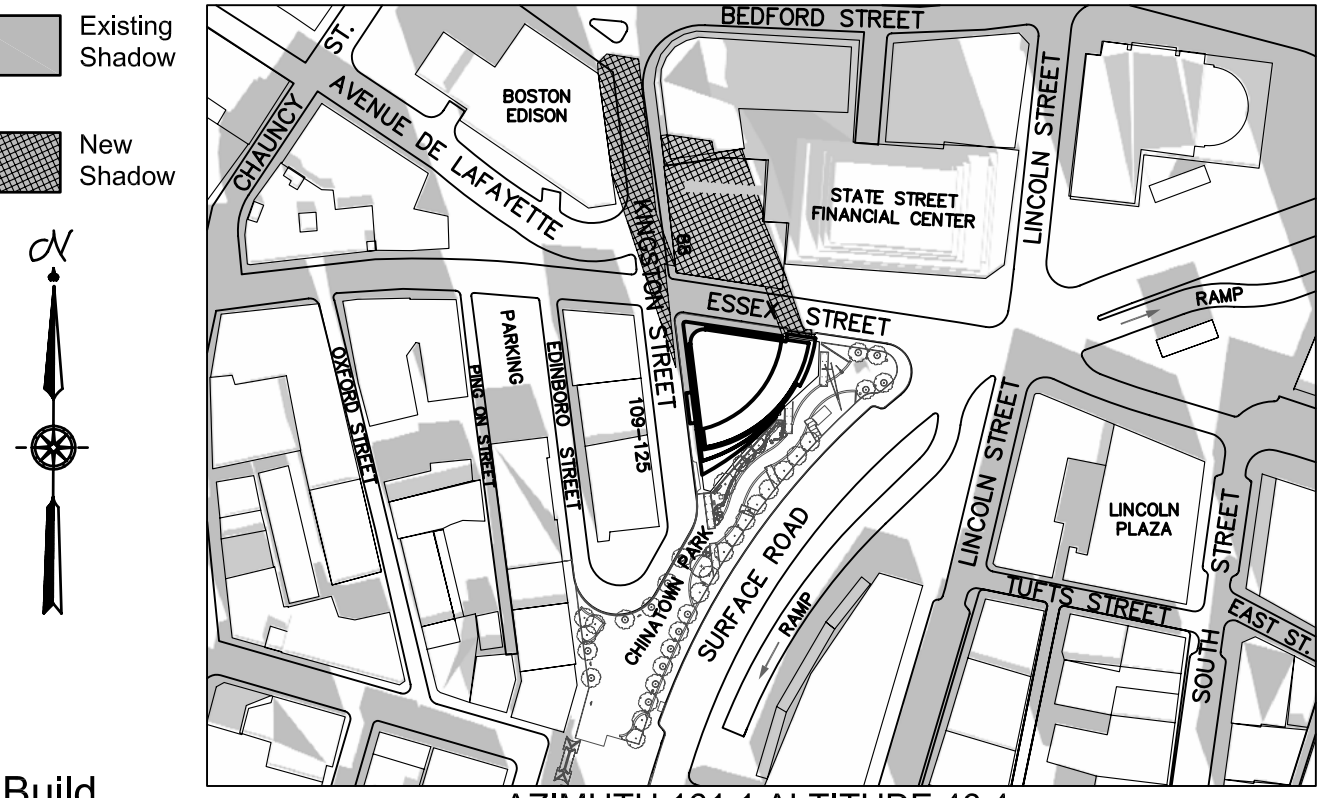
2653-MARCH.DWG



No Build

Existing Shadow

New Shadow



Build

AZIMUTH 161.1 ALTITUDE 46.4

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

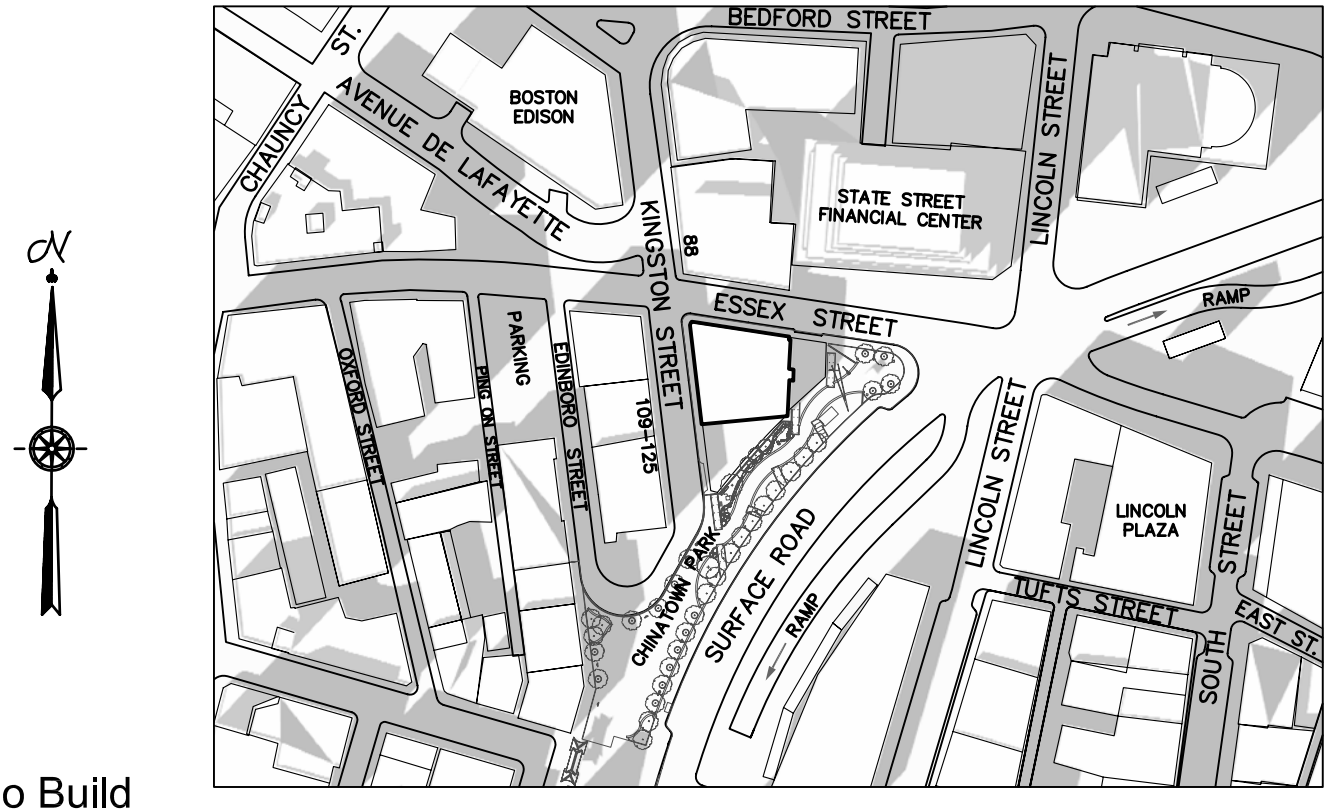
Shadow Study

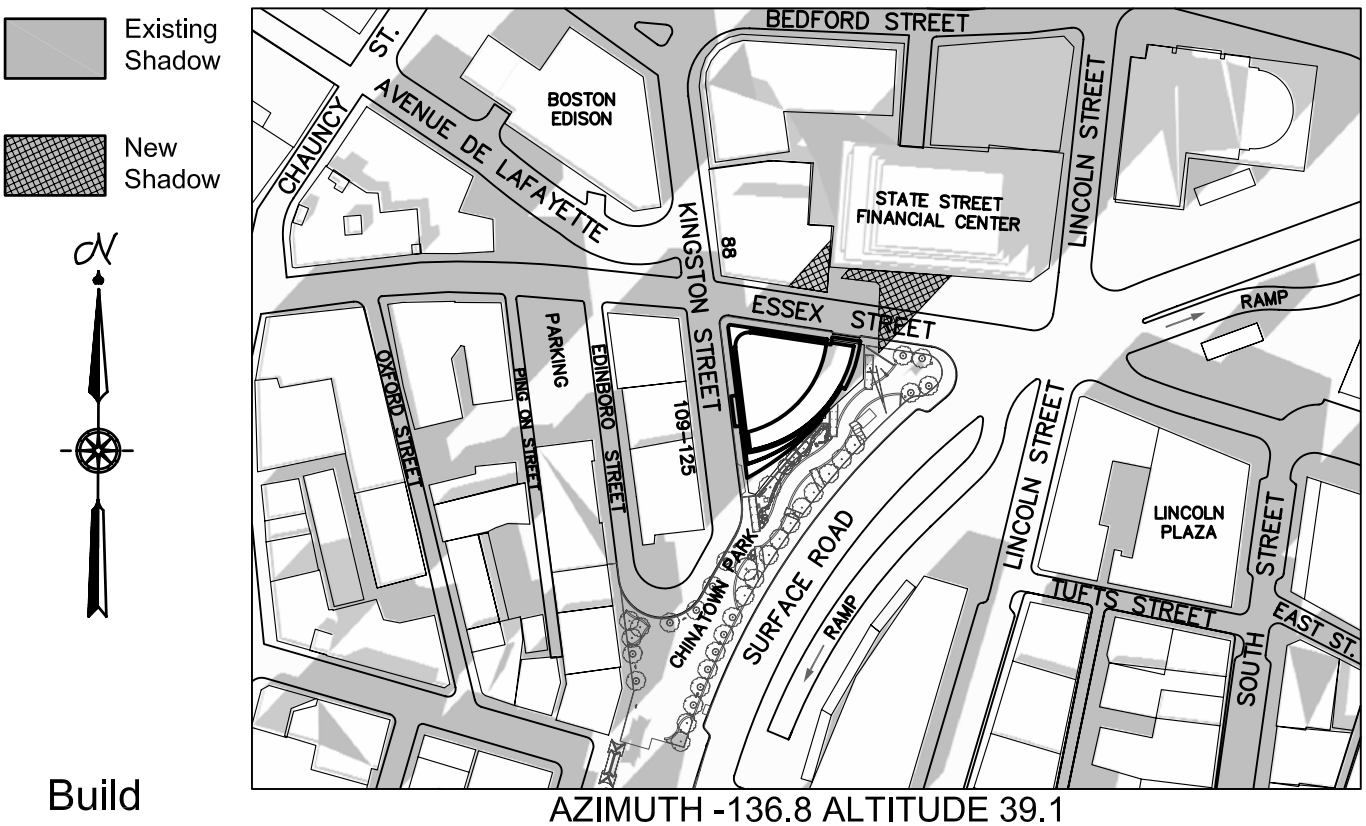
March 21 12:00 Noon

Figure

5.2-2

2653-MARCH.DWG





AZIMUTH -136.8 ALTITUDE 39.1

Daylor

Ten Forbes Road · Braintree, MA 02184

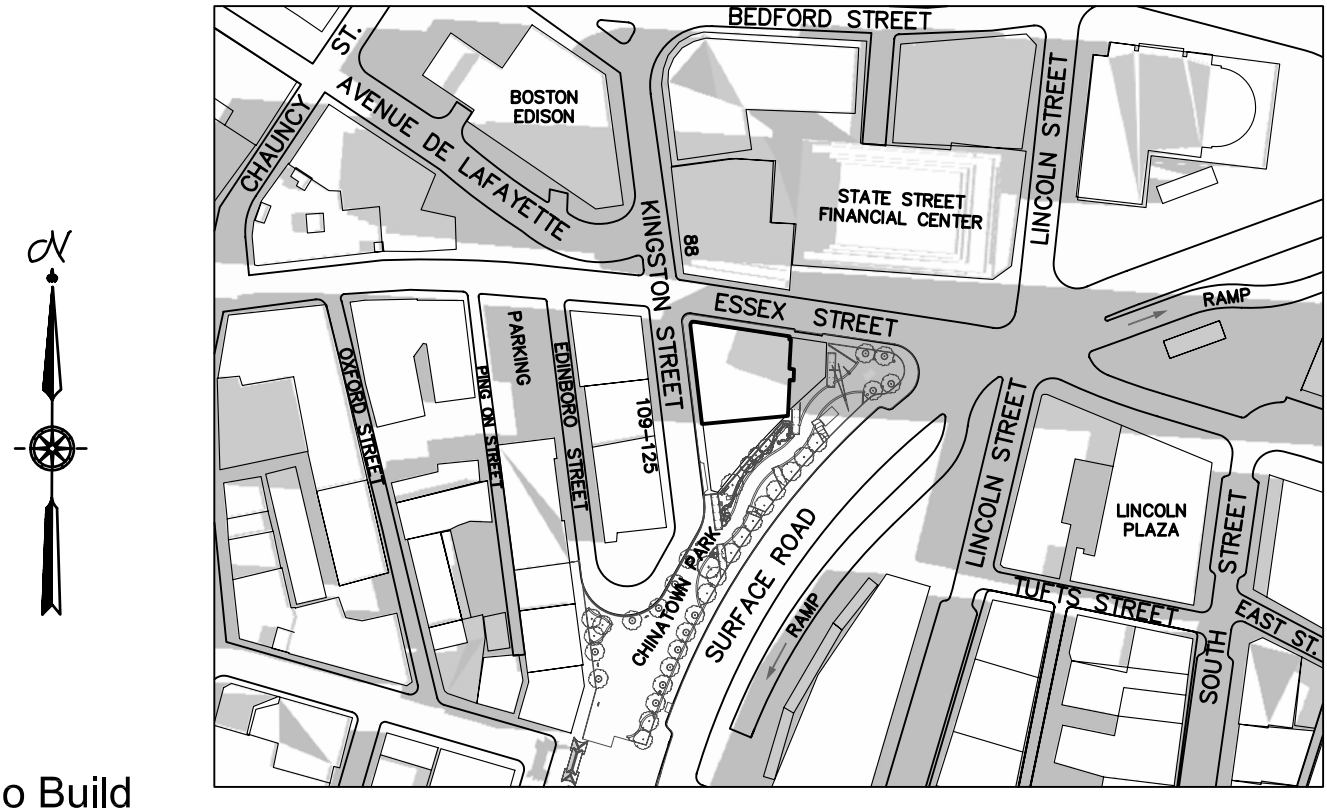
120 Kingston Street

Shadow Study

March 21 3:00 PM

Figure 5.2-3

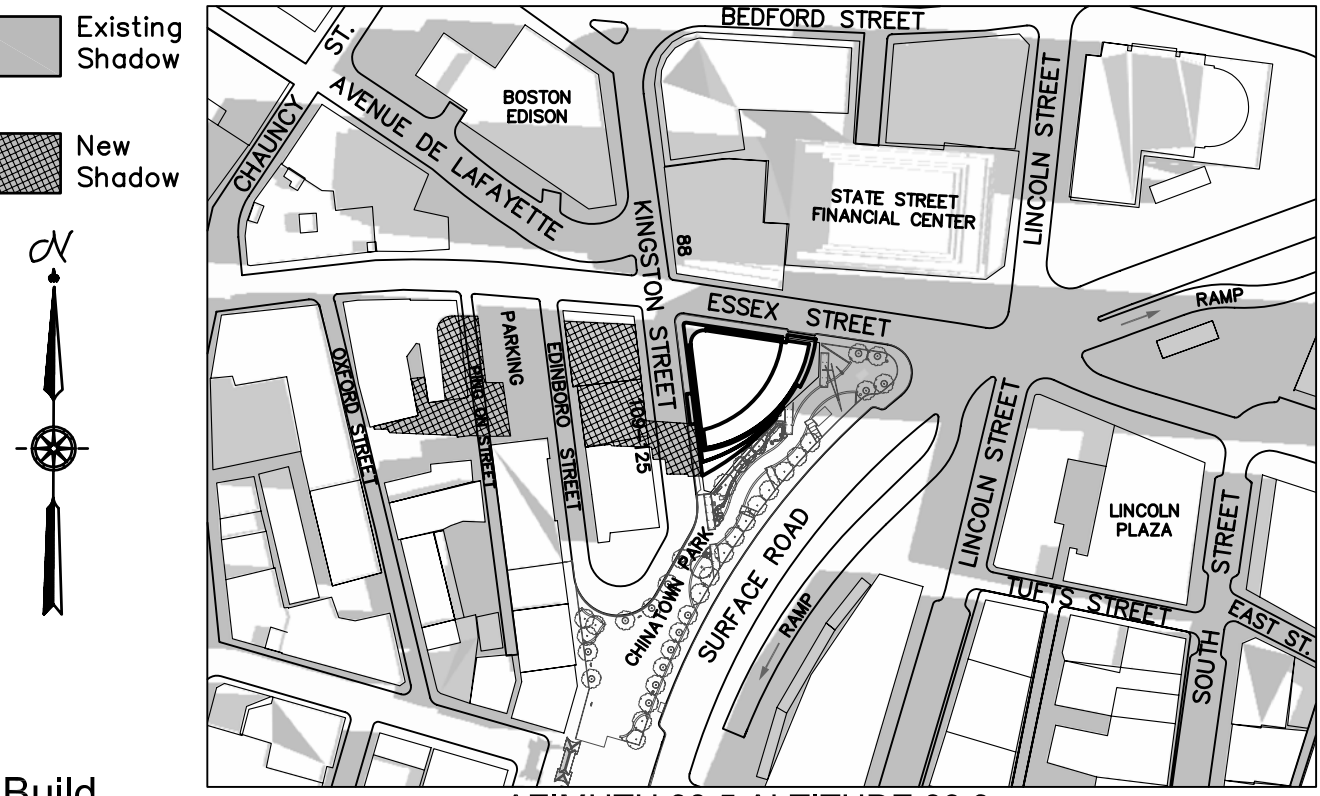
2653-MARCH.DWG



No Build

Existing Shadow

New Shadow



Build

AZIMUTH 93.5 ALTITUDE 39.9

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

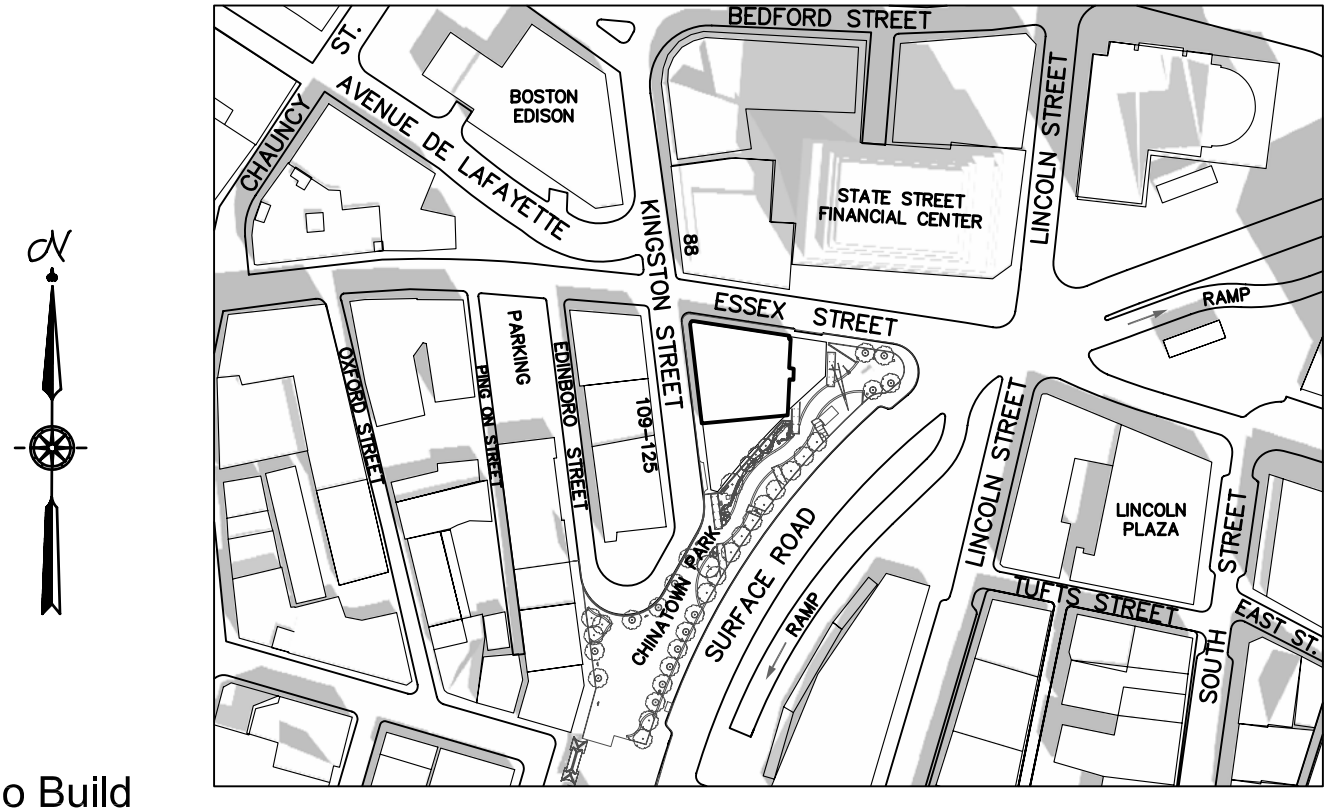
Shadow Study

June 21 9:00 AM

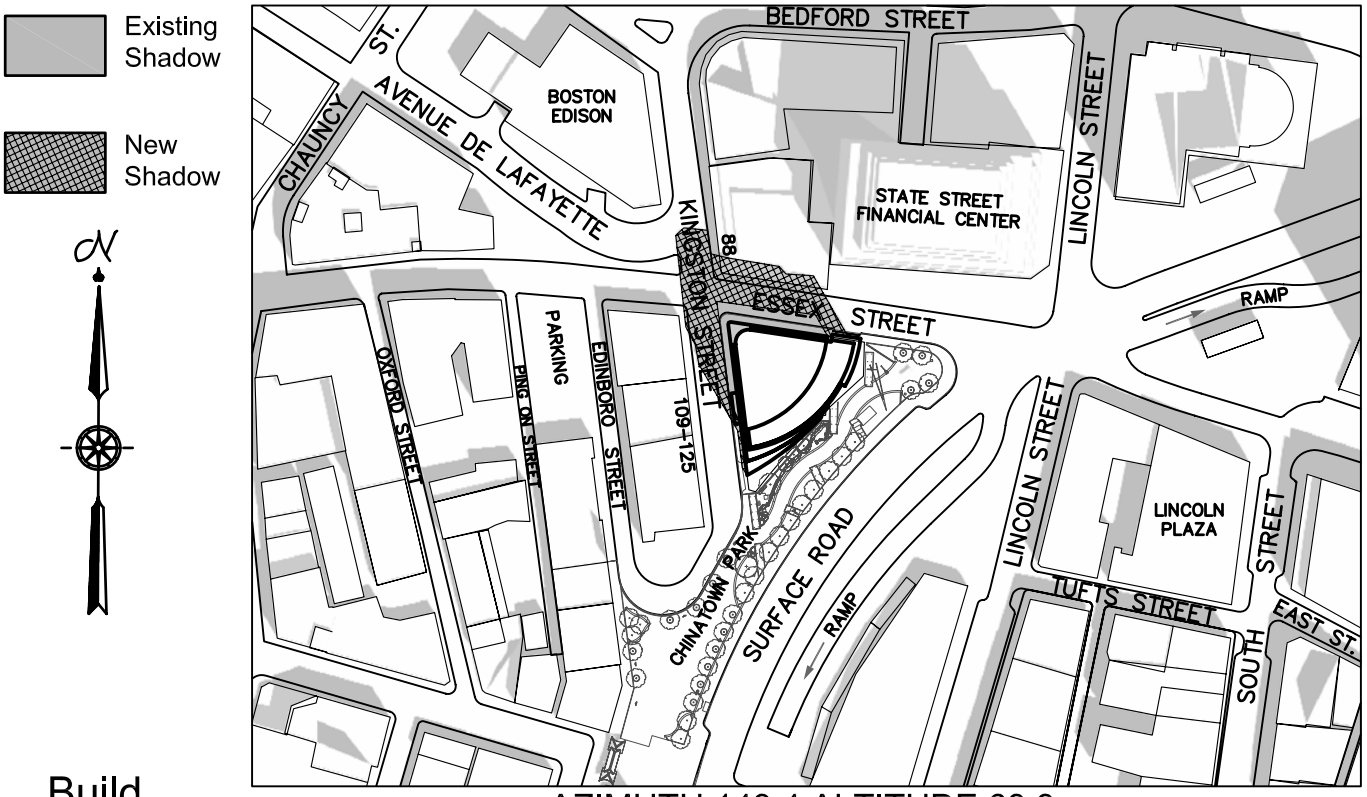
Figure

5.2-4

2653-JUNE.DWG



No Build



Build

AZIMUTH 149.4 ALTITUDE 68.8

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

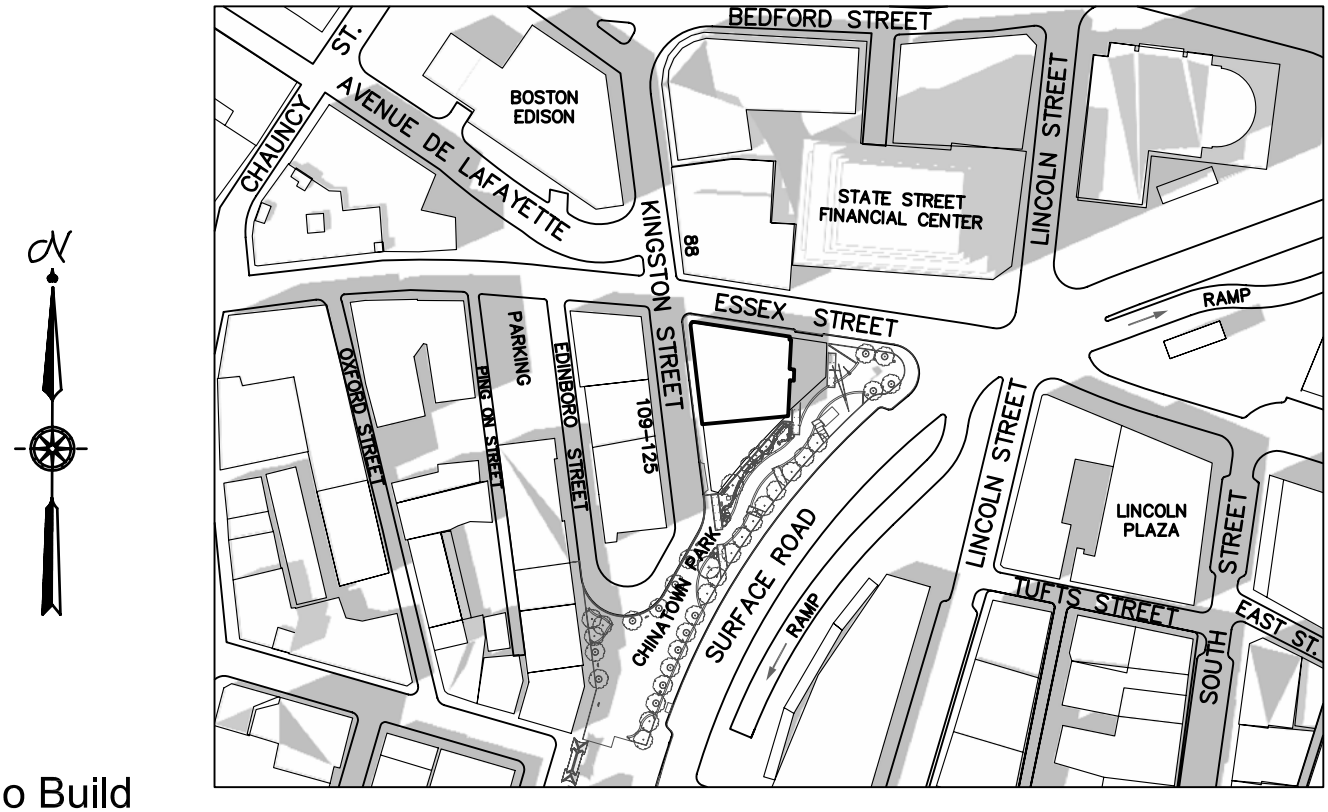
Shadow Study

June 21 12:00 Noon

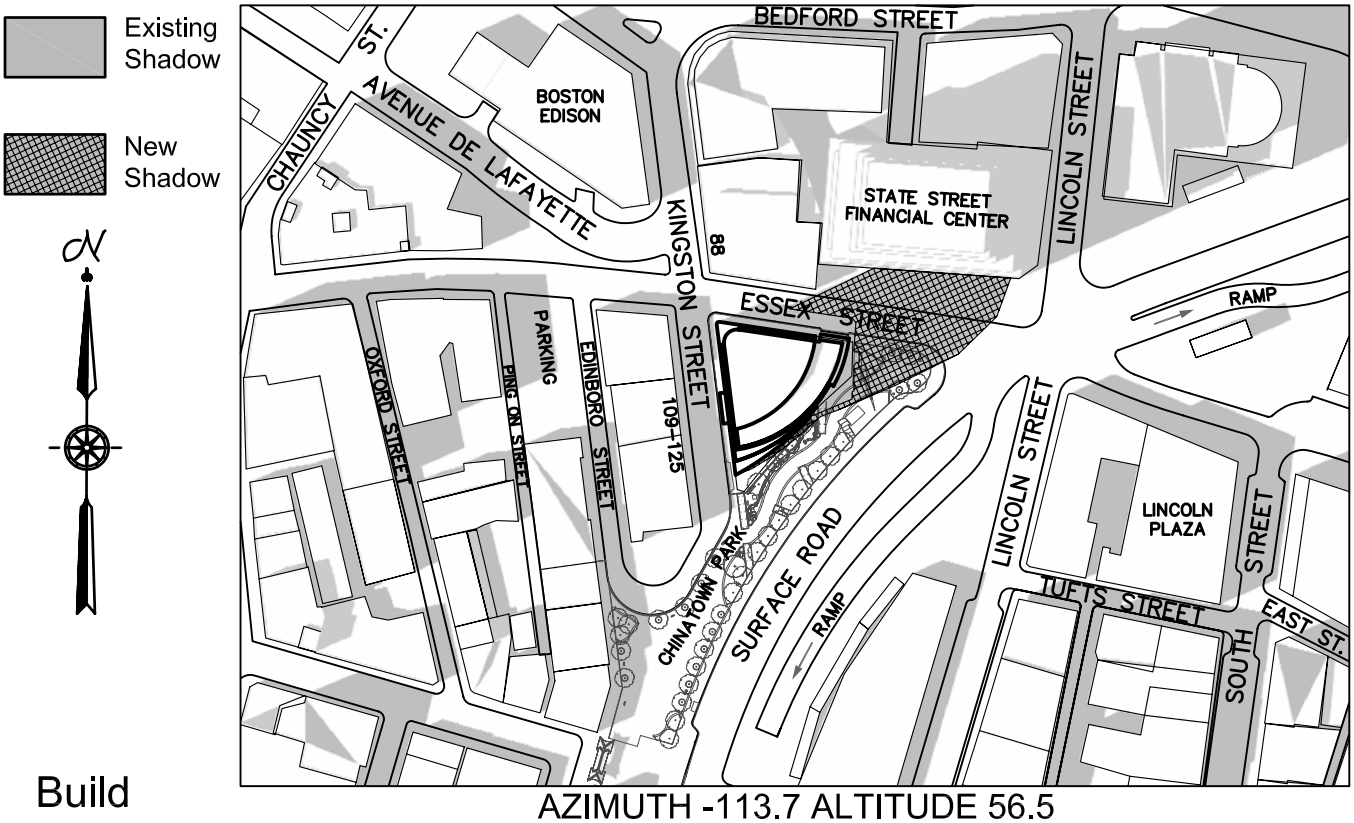
Figure

5.2-5

2653-JUNE.DWG



No Build



Build

AZIMUTH -113.7 ALTITUDE 56.5

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

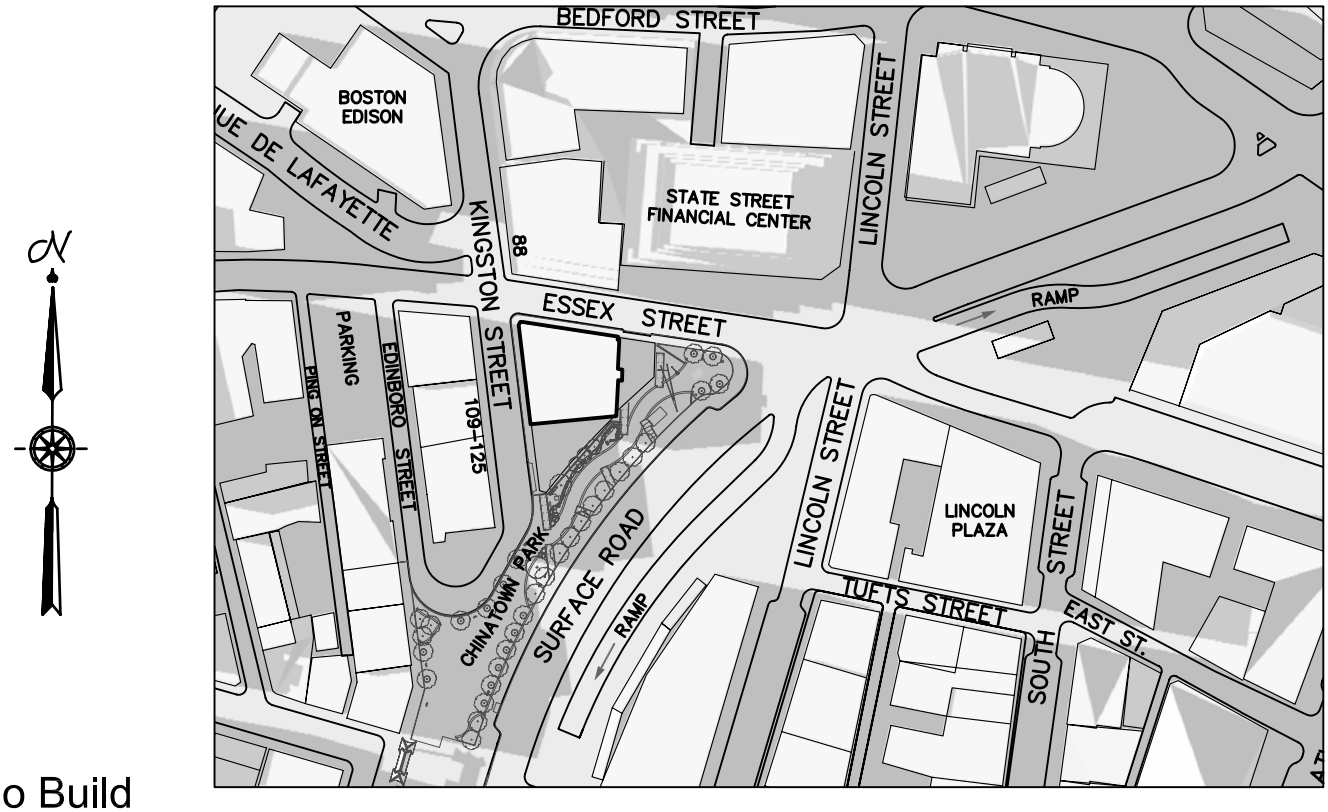
Shadow Study

June 21 3:00 PM

Figure

5.2-6

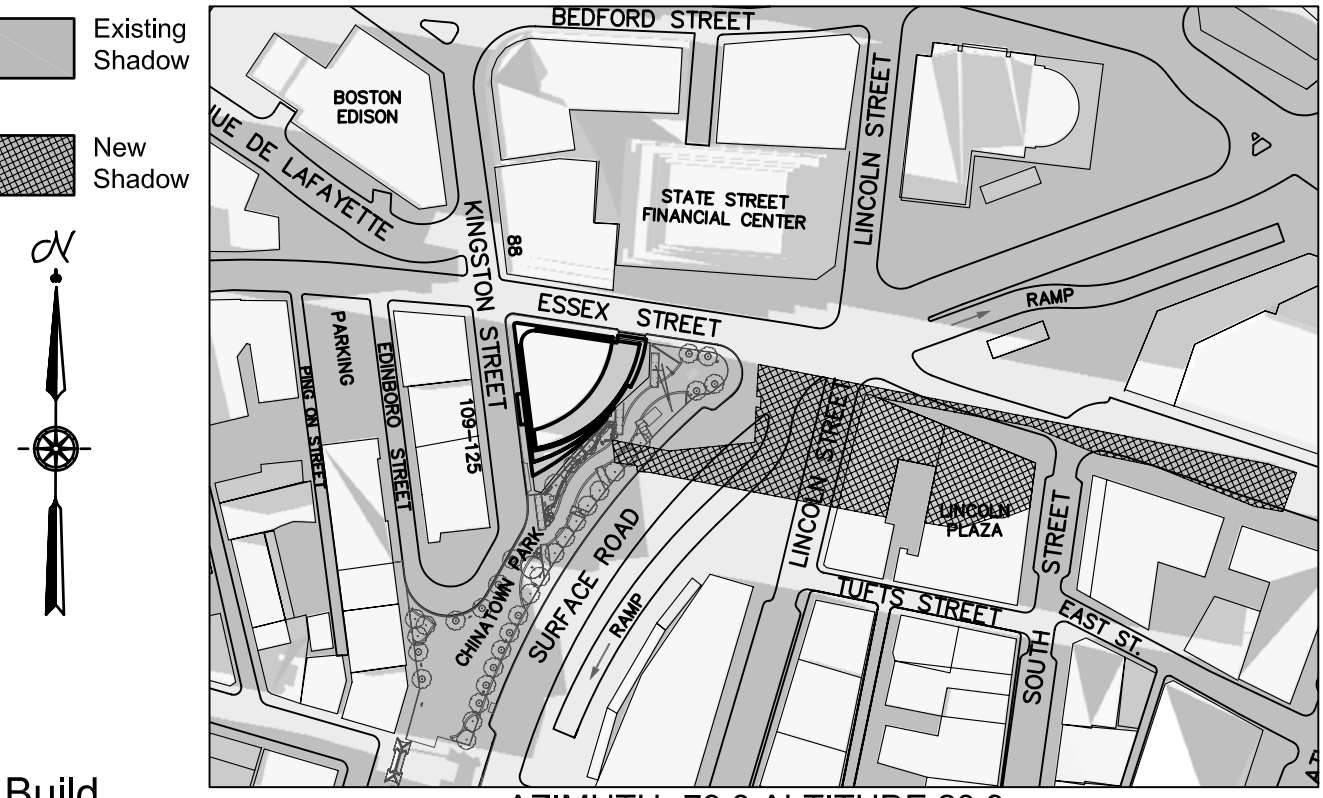
2653-JUNE.DWG



No Build

Existing Shadow

New Shadow



Build

AZIMUTH -79.3 ALTITUDE 23.9

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

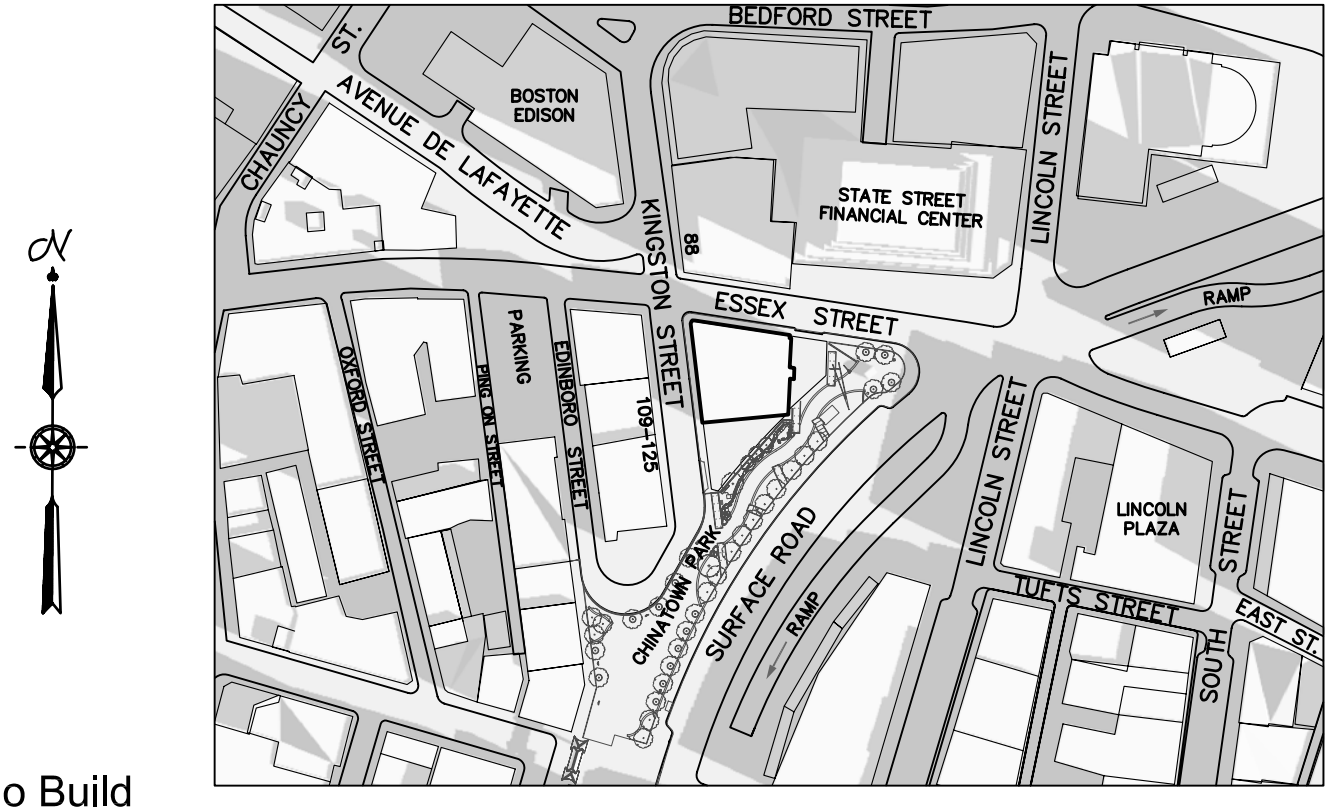
Shadow Study

June 21 6:00 PM

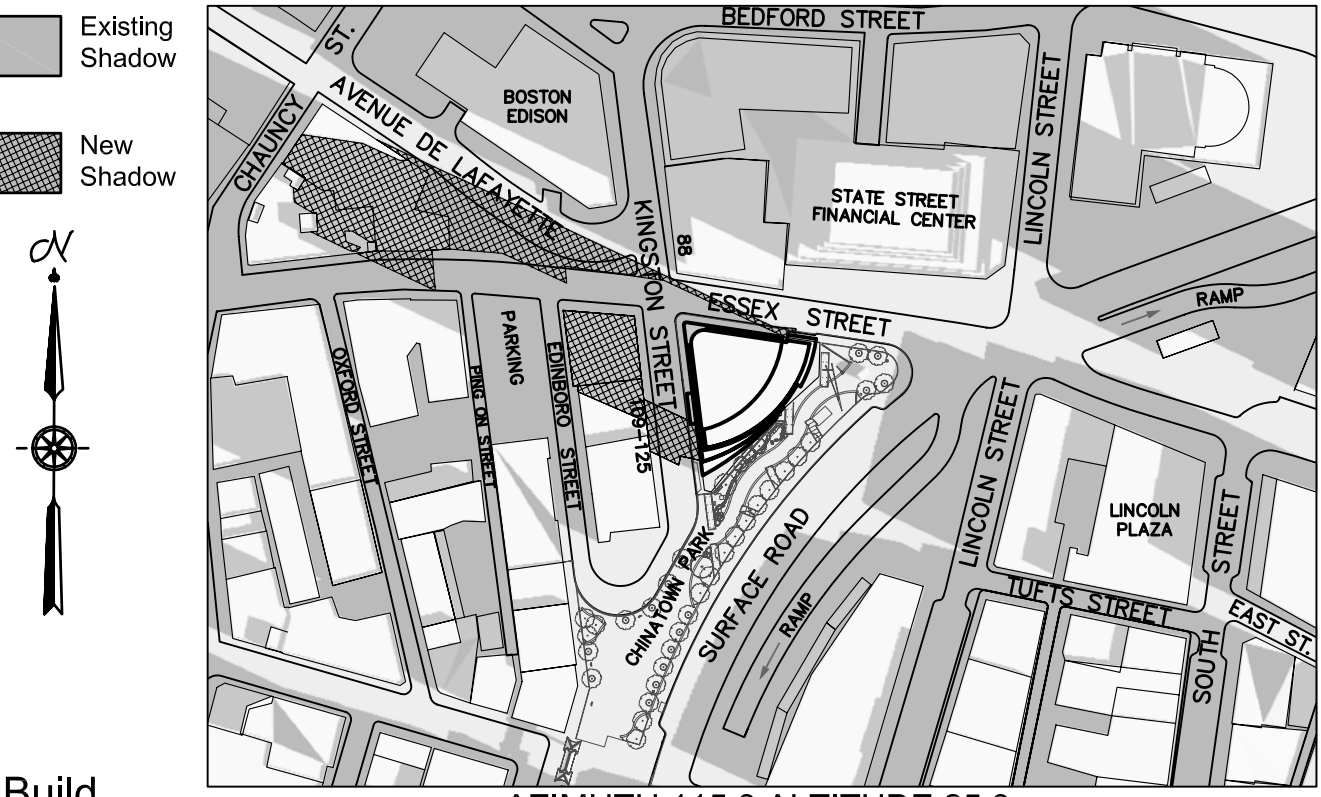
Figure

5.2-7

2653-JUNE.DWG



No Build



Build

AZIMUTH 115.3 ALTITUDE 25.9

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

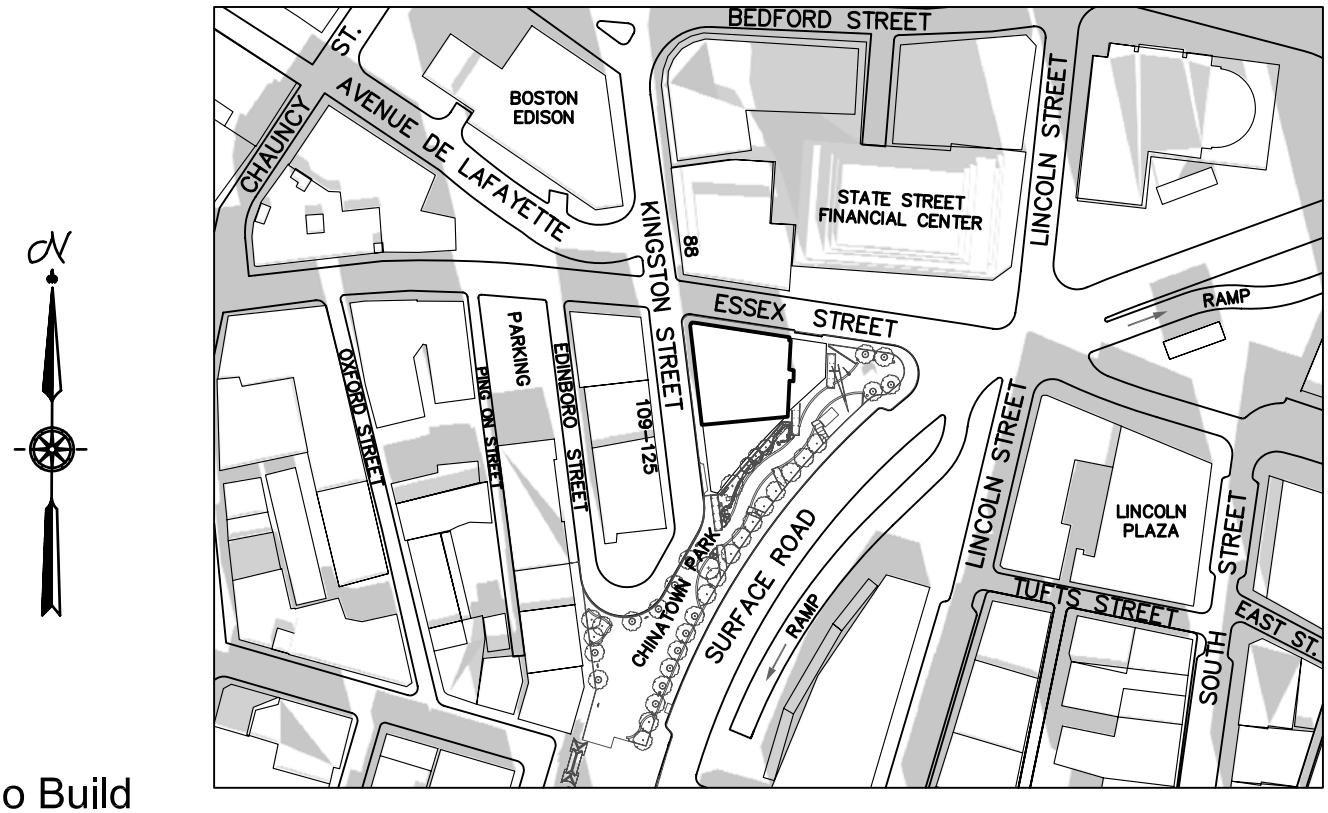
Shadow Study

September 21 9:00 AM

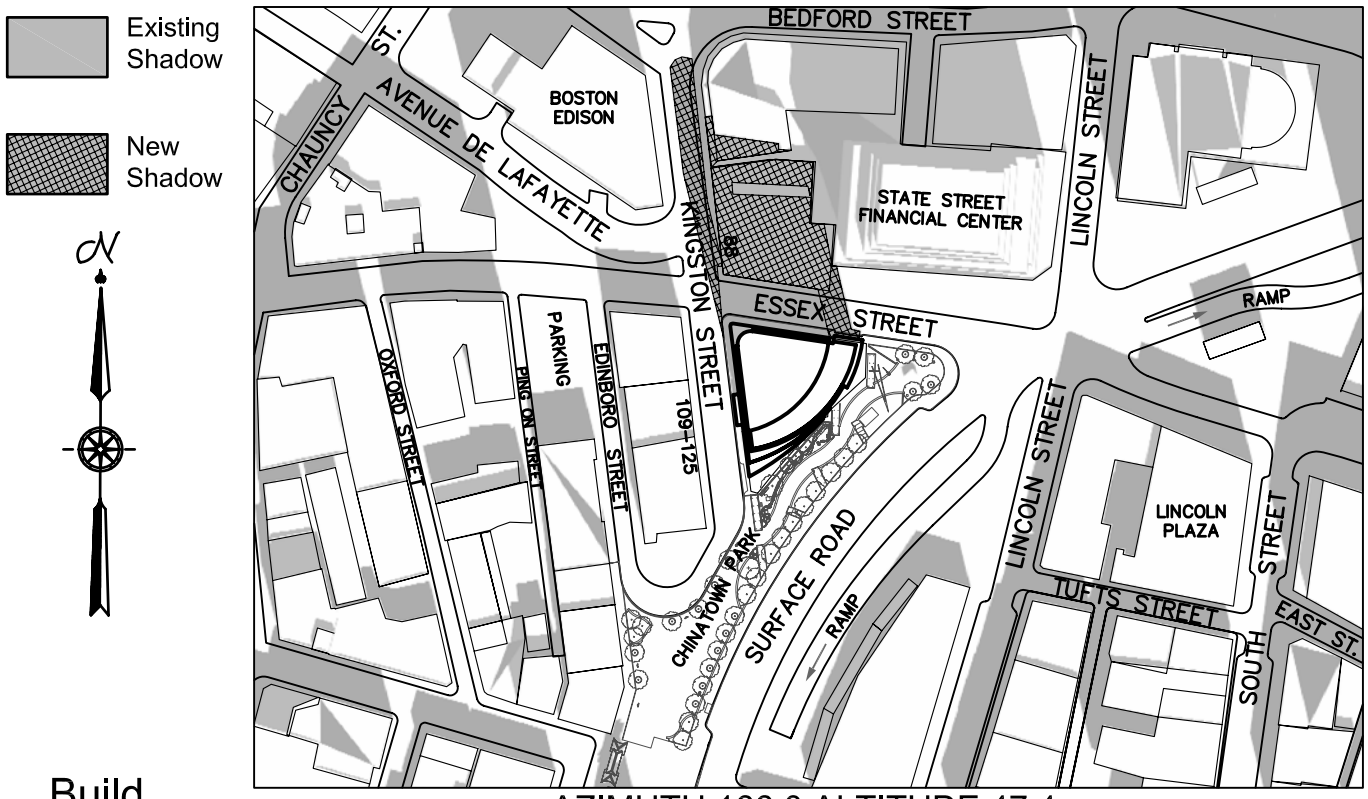
Figure

5.2-8

2653-SEPT.DWG



No Build



Build

AZIMUTH 166.0 ALTITUDE 47.4

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

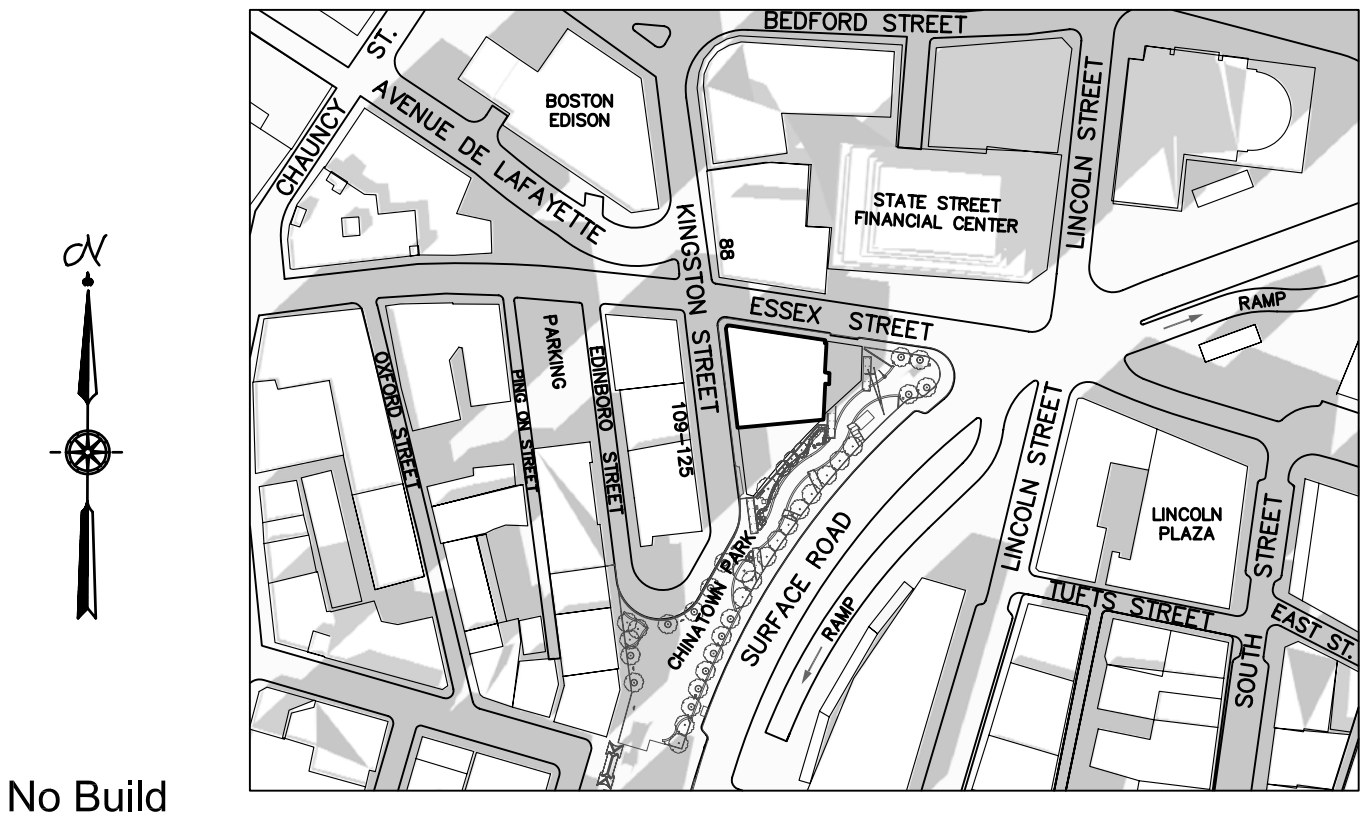
Shadow Study

September 21 12:00 Noon

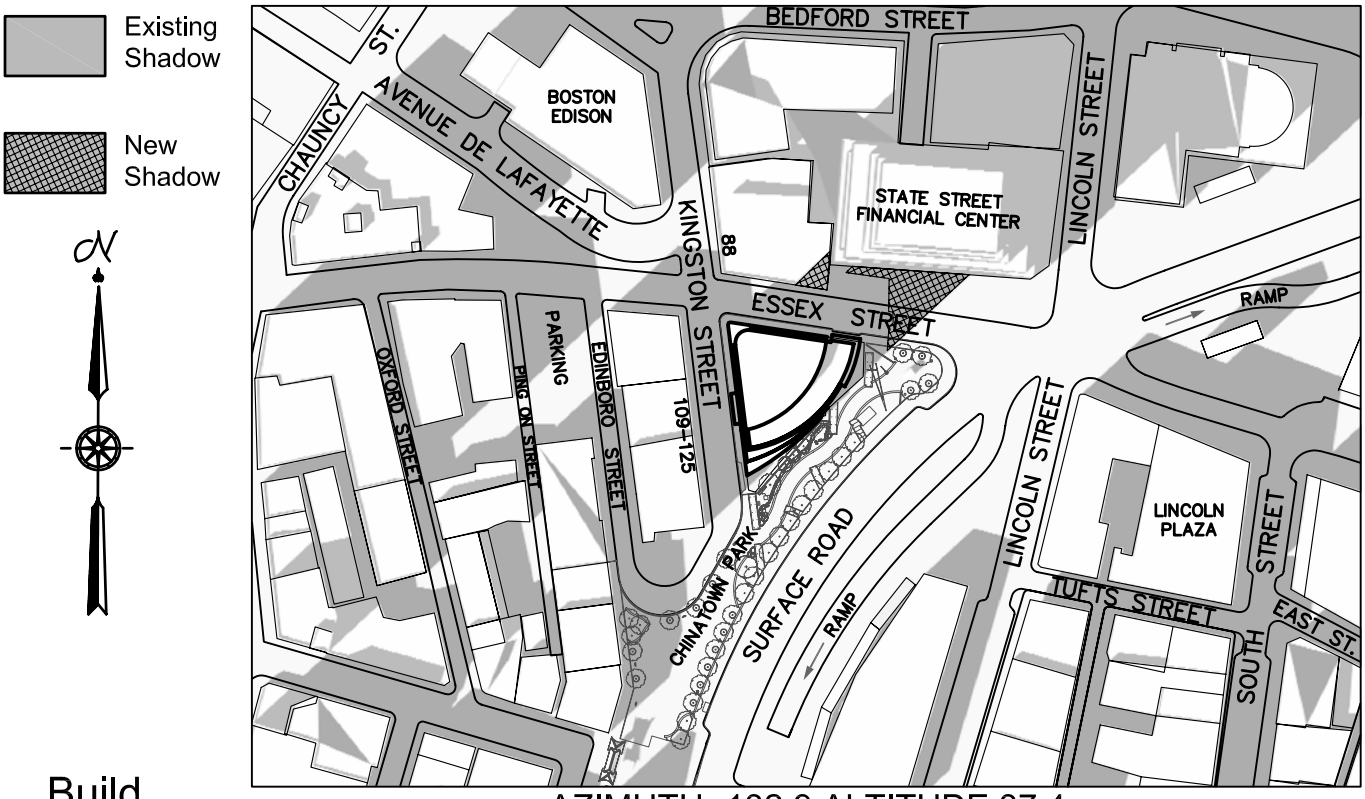
Figure

5.2-9

2653-SEPT.DWG



No Build



Build

AZIMUTH -132.9 ALTITUDE 37.4

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

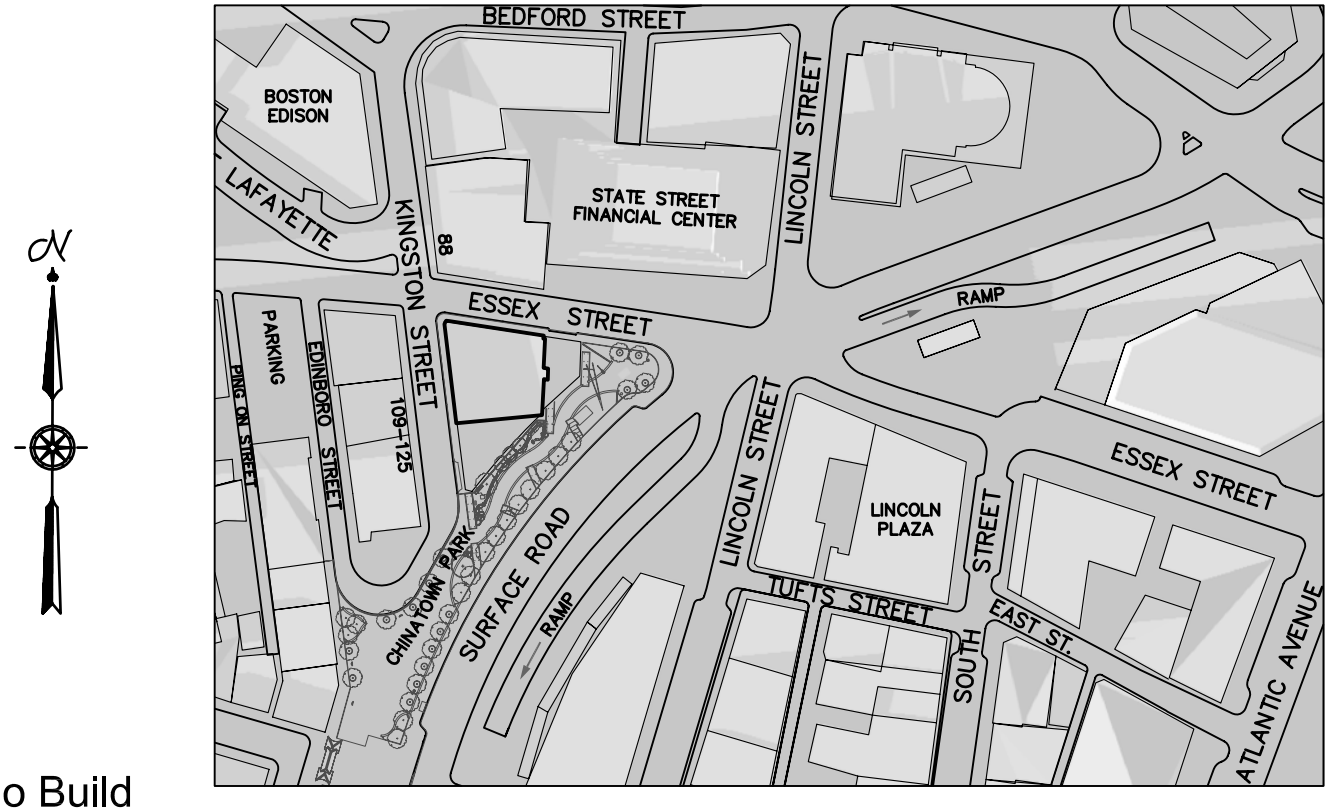
Shadow Study

September 21 3:00 PM

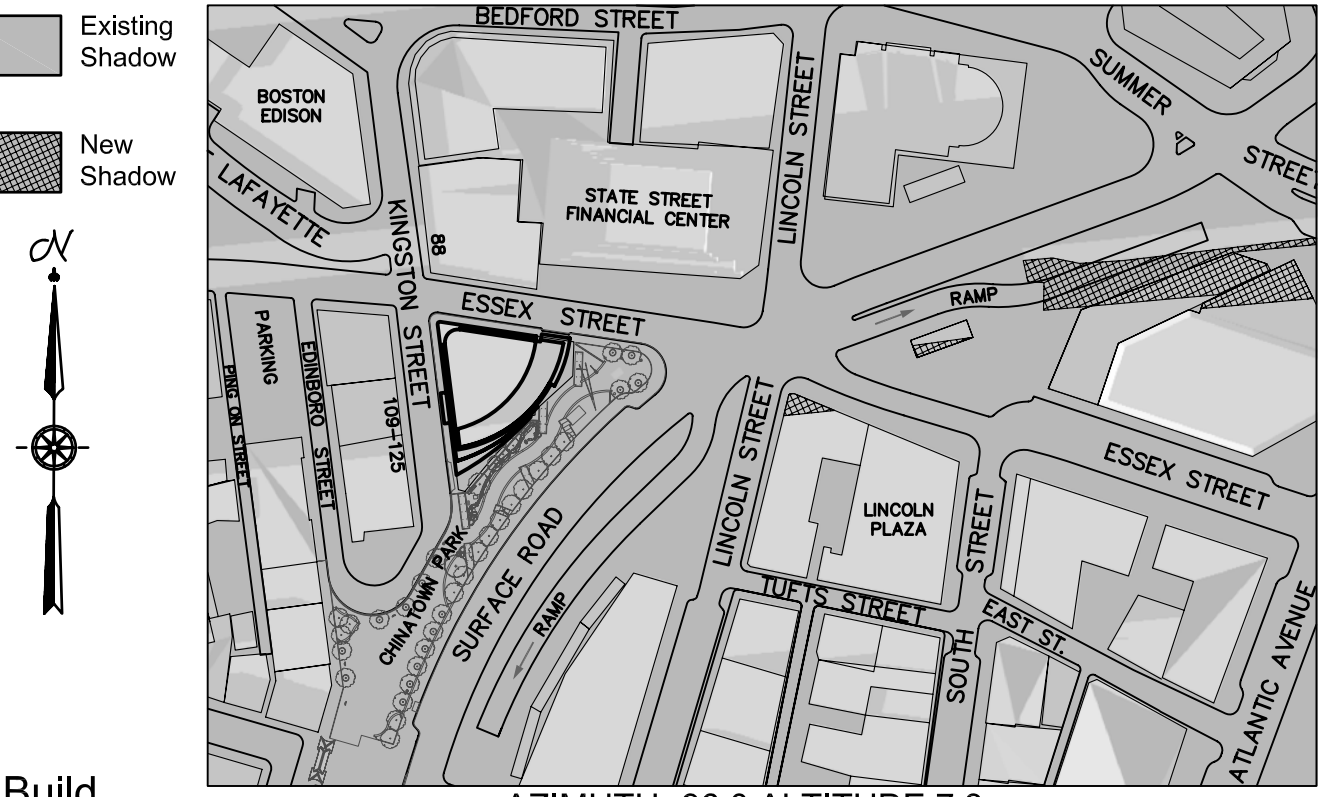
Figure

5.2-10

2653-SEPT.DWG



No Build



Build

AZIMUTH -96.0 ALTITUDE 7.3

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

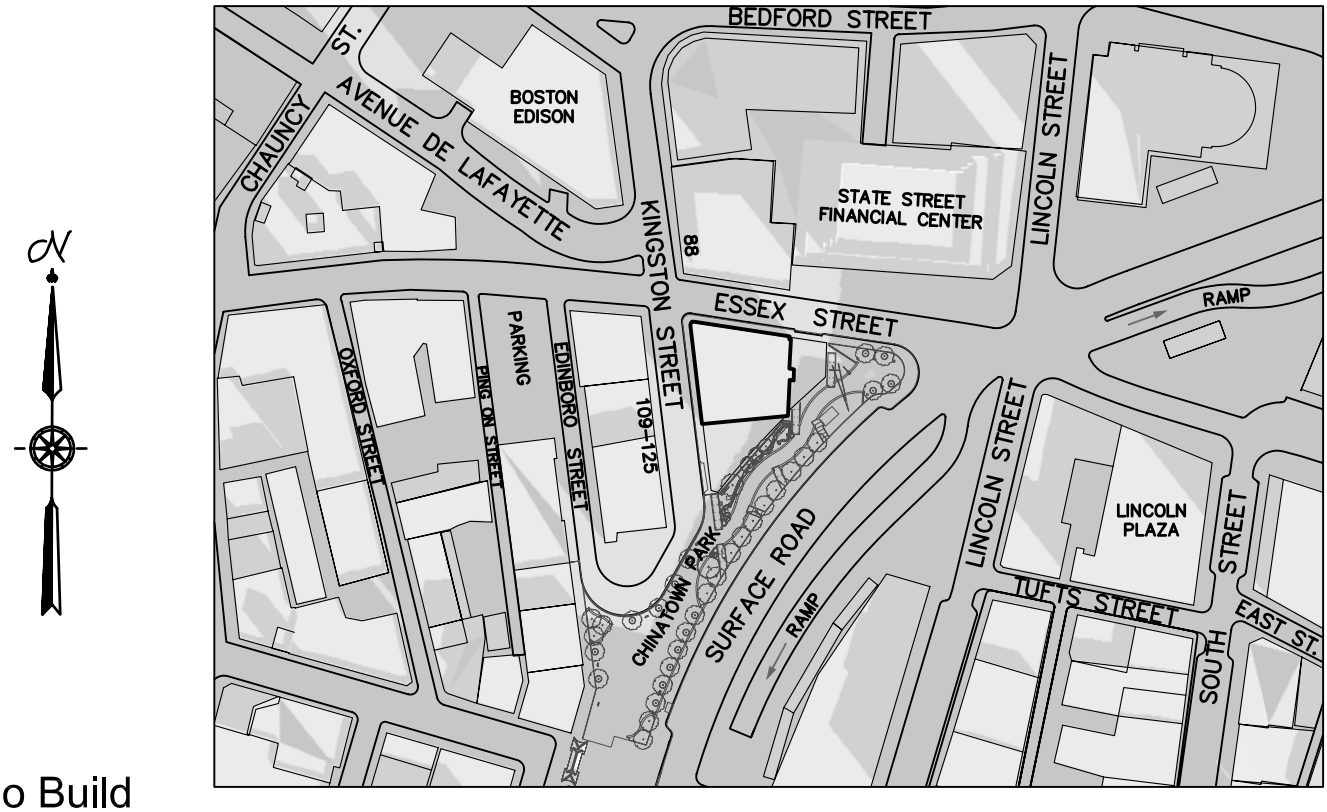
Shadow Study

September 21 6:00 PM

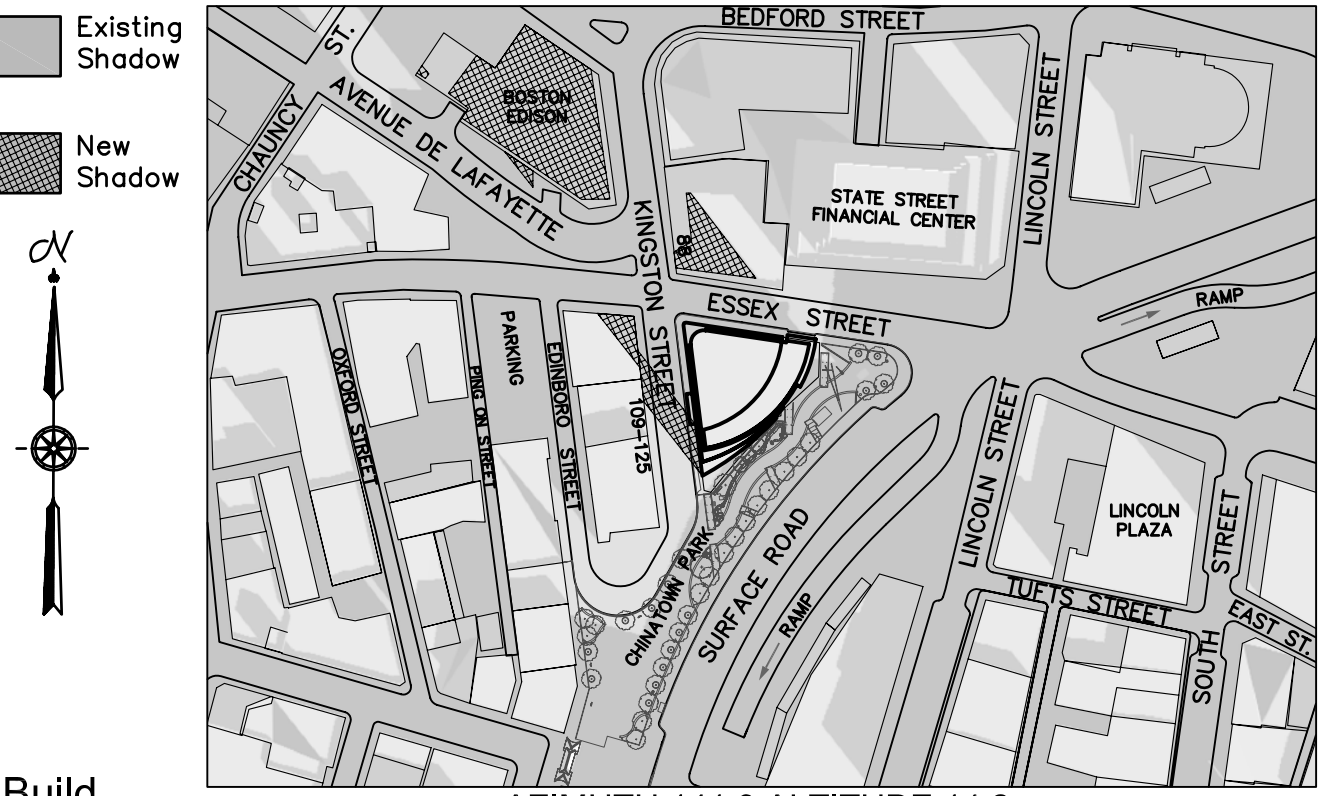
Figure

5.2-11

2653-SEPT.DWG



No Build



Build

AZIMUTH 141.9 ALTITUDE 14.2

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

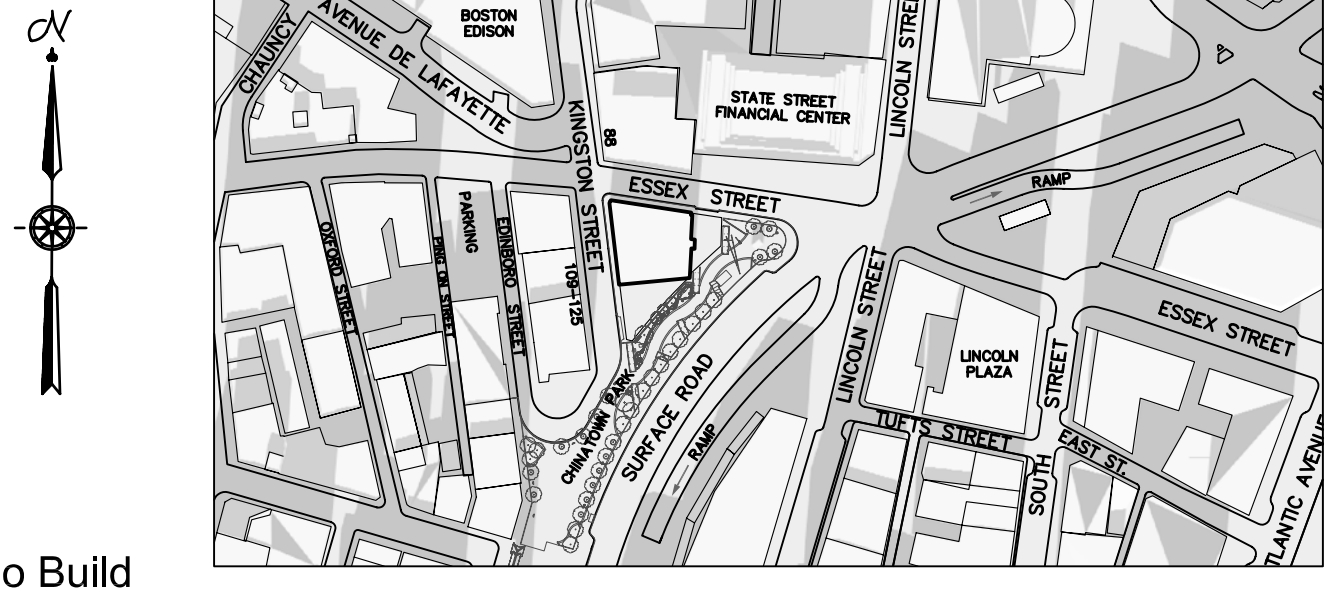
Shadow Study

December 21 9:00 AM

Figure

5.2-12

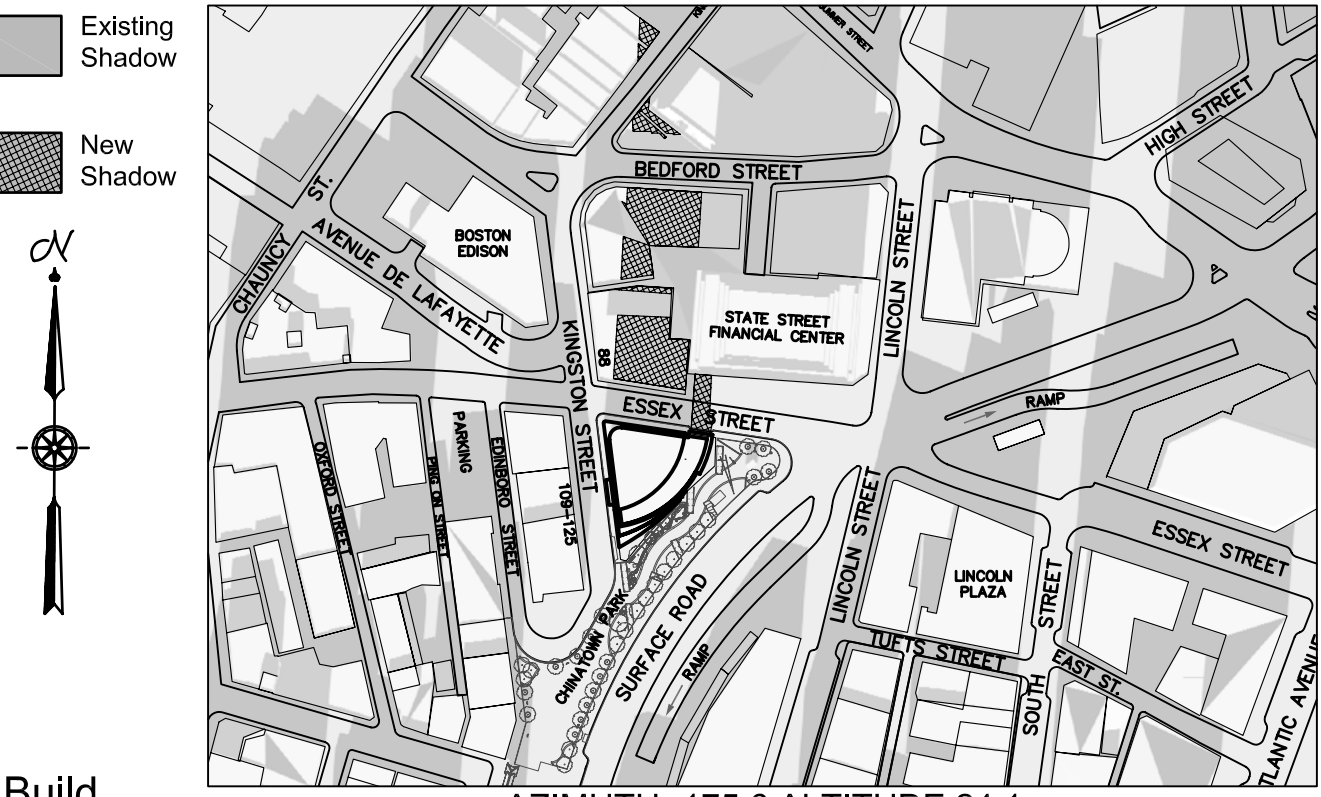
2653-DEC.DWG



No Build

Existing Shadow

New Shadow



Build

AZIMUTH -175.6 ALTITUDE 24.1

Daylor

Ten Forbes Road · Braintree, MA 02184

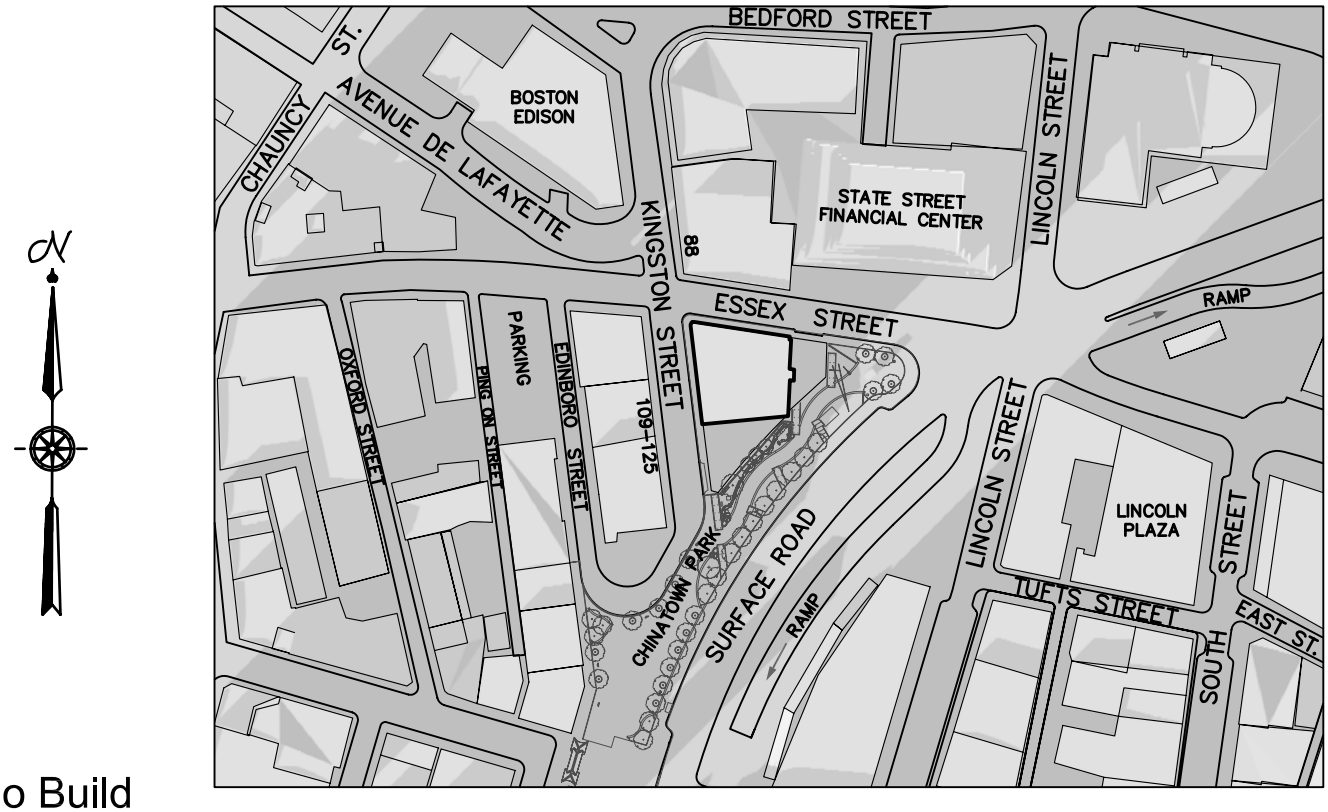
120 Kingston Street

Shadow Study

December 21 12:00 Noon

Figure 5.2-13

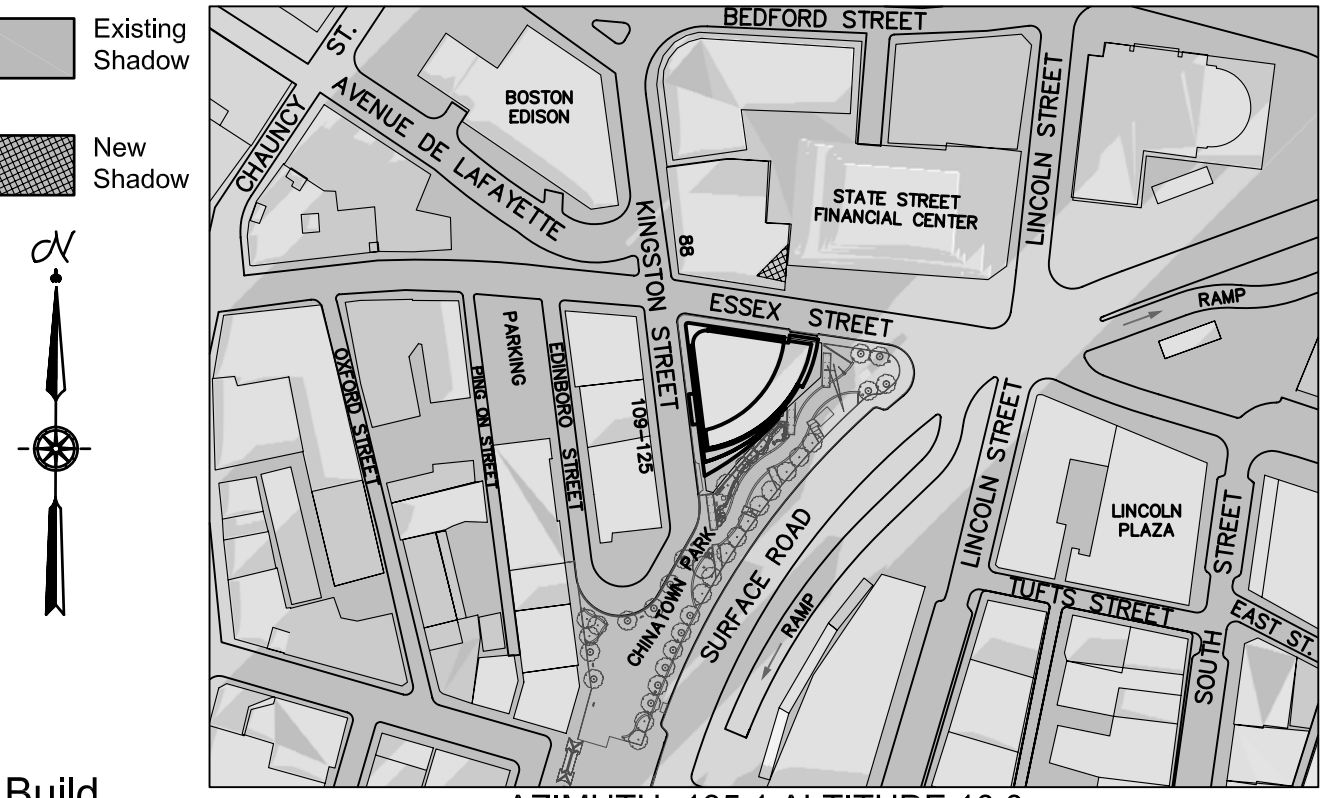
2653-DEC.DWG



No Build

Existing Shadow

New Shadow



Build

AZIMUTH -135.1 ALTITUDE 10.0

Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street

Shadow Study

December 21 3:00 PM

Figure

5.2-14

2653-DEC.DWG

5.3 Daylight Analysis

The purpose of the daylight study is to estimate the extent to which the Project will affect perceived daylight at street level in the immediate vicinity of the Project Site. The study evaluated daylight obstruction for the existing conditions (No Build Alternative), a theoretical as-of-right building, and proposed (Build) configurations. Existing, proposed, and theoretical as-of-right conditions were modeled along Essex and Kingston Streets, and the primary pathway in Chinatown Park.

5.3.1 Methodology

The daylight study was performed utilizing the Boston Redevelopment Authority Daylight Analysis ("BRADA") computer program. Using BRADA, a silhouette view of the building is taken at ground level from the middle of the adjacent city streets or pedestrian pathways centered on the building(s) in question. The façade of the building facing the viewpoint, including heights, setbacks, corners, and other features is plotted onto a base map using lateral and elevation angles. The two-dimensional base map produced by BRADA represents a figure of the building in the "sky dome" from the viewpoint chosen. The percent obstruction of daylight from the viewpoint is calculated by BRADA based on the width of the view, the distance between the viewpoint and the building, and the massing and setbacks incorporated into the design of the building.

5.3.2 Observation Points

The daylight analysis consists of three observation points around the Project Site and two points representing the area context:

- Essex Street (Observation Point 1): No Build, Build, As-Of-Right
- Kingston Street (Observation Point 2): No Build, Build, As-Of-Right
- Chinatown Park Pathway (Observation Point 3): No Build, Build, As-Of-Right
- Essex Street (Observation Point 4): Area Context
- Essex Street (Observation Point 5): Area Context

The area context buildings are: (1) the State Street Financial Center (Observation Point 4) and the 88 Kingston Street building (Observation Point 5).

The theoretical as-of-right building was assumed at 100-feet, with a structure built out to the project site boundaries.

5.3.3 Results

A daylight analysis was conducted to evaluate the daylight obstruction of the Project. **Figure 5.3-1** through **Figure 5.3-4** identify the observation point locations analyzed. **Figures 5.3-5** through **Figures 5.3-8** graphically illustrate the analysis results. All figures are found at the end of this section.

The results of the daylight analysis are summarized in **Table 5.3-1** below.

Table 5.3-1: Summary of Daylight Obstruction

Observation Point	Street/ Elevation	Existing (No-Build) Configuration	Proposed (Build) Configuration	As-of-Right Configuration	Site Context
1	Essex Street	71.3%	90.8%	81.8%	-
2	Kingston Street	62.2%	77.2%	82.4%	-
3	Chinatown Park Pathway	23.1%	87.3%	70.5%	-
4	Essex Street	-	-	-	92.1%
5	Essex Street	-	-	-	81.1%

5.3.4 Analysis of Results

Essex Street Elevation – Observation Point 1

Observation Point 1 is located in Essex Street centered halfway along the property boundary. **Figure 5.3-5** shows perspectives of the No Build and Build configurations and the theoretical as-of-right configuration from Observation Point 1. Under the existing case, 71.3% of the daylight is obstructed, while the Project has a 90.8% daylight obstruction, and the theoretical as-of-right development results in a 81.8% daylight obstruction.

Kingston Street Elevation – Observation Point 2

Observation Point 2 is located in Kingston Street centered halfway along the property boundary. **Figure 5.3-6** shows the perspectives of the No Build and Build configurations and the theoretical as-of-right configuration from Observation Point 2. Under the existing case, 62.2% of the daylight is obstructed, while the Project has a 77.2% daylight obstruction, and the theoretical as-of-right development results in a 82.4% daylight obstruction.

Chinatown Park Pathway (Greenway) Elevation - Observation Point 3

Observation Point 3 is located on the pathway which extends through Chinatown Park, centered halfway along the proposed façade. **Figure 5.3-7** shows the perspective of the No Build and Build configuration, and the theoretical as-of-right configuration from Observation Point 3. Under the existing case, 23.1% of the daylight is obstructed, while the Project has a 87.3% daylight obstruction, and the theoretical as-of-right development results in a 70.5% daylight obstruction.

Essex Street (Context) Elevation - Observation Point 4

Observation Point 4 is located on Essex Street, centered halfway along the building façade of State Street Financial Center. **Figure 5.3-8** shows perspectives of the context building, which obstructs 92.1% of the daylight.

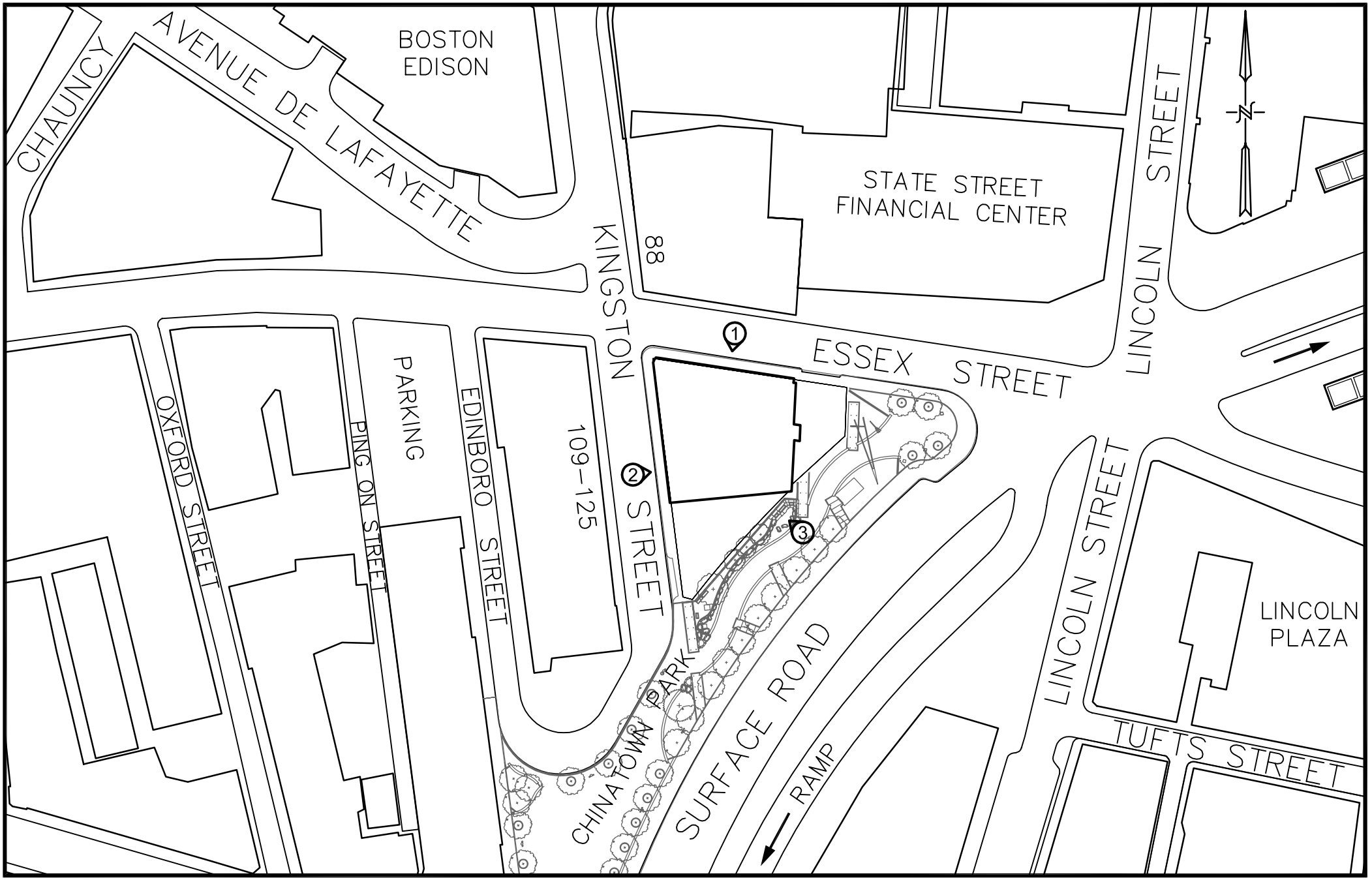
Essex Street (Context) Elevation - Observation Point 5

Observation Point 5 is located on Essex Street, centered halfway along the building façade of the 88 Kingston Street building. **Figure 5.3-8** shows perspectives of the context building, which obstructs 81.1% of the daylight.

5.3.5 Summary

A daylight study was performed to determine the extent to which the Project restricts the amount of daylight reaching streets or pedestrian ways in the immediate vicinity of the Project Site. Daylight obstruction increases at the Project Site because the existing six-story Auchmuty Building and existing parking lot area is replaced with a taller structure. The proposed new building will have a daylight obstruction value on Essex Street of 90.8%, higher than the as-of-right value of 81.8%, however this value falls between the range of the two site context daylight obstruction values, of 81.1% and 92.1%.

On Kingston Street, daylight obstruction for the proposed building design (77.2%) is higher than the existing condition (62.2%) but is lower than the as-of-right configuration (82.4%). Daylight obstruction for the Project is 87.3% along the Chinatown Park pathway, higher than the existing or as-of-right configuration, but in the range of values for buildings constructed in Boston.



Daylor

Ten Forbes Road · Braintree, MA 02184

Existing Configuration: Observation Points

Figure 5.3.1

2653 BRADA.DWG

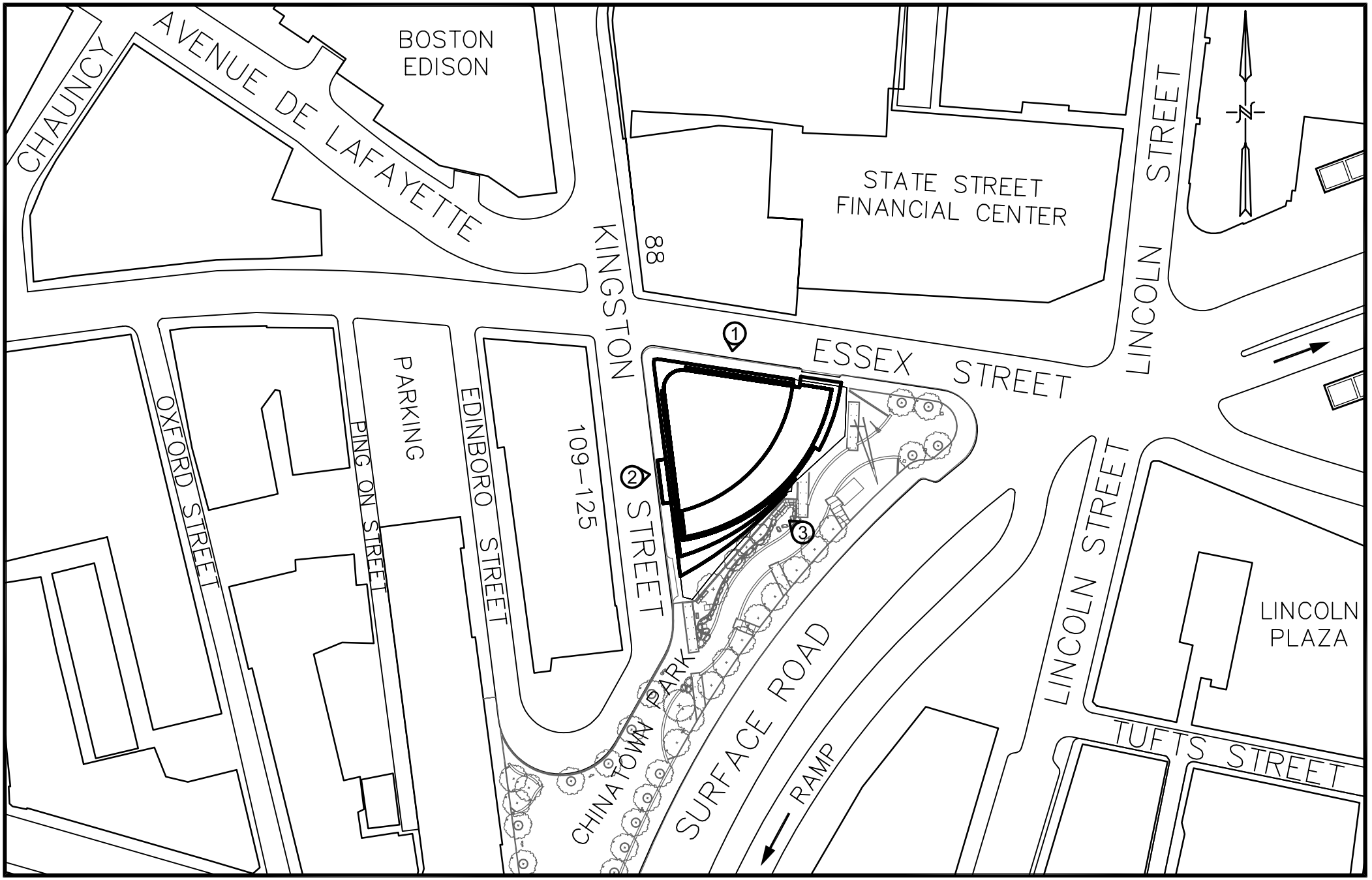


Figure 5.3.2

2653 BRADA.DWG

Daylor

Ten Forbes Road · Braintree, MA 02184

Proposed Configuration: Observation Points

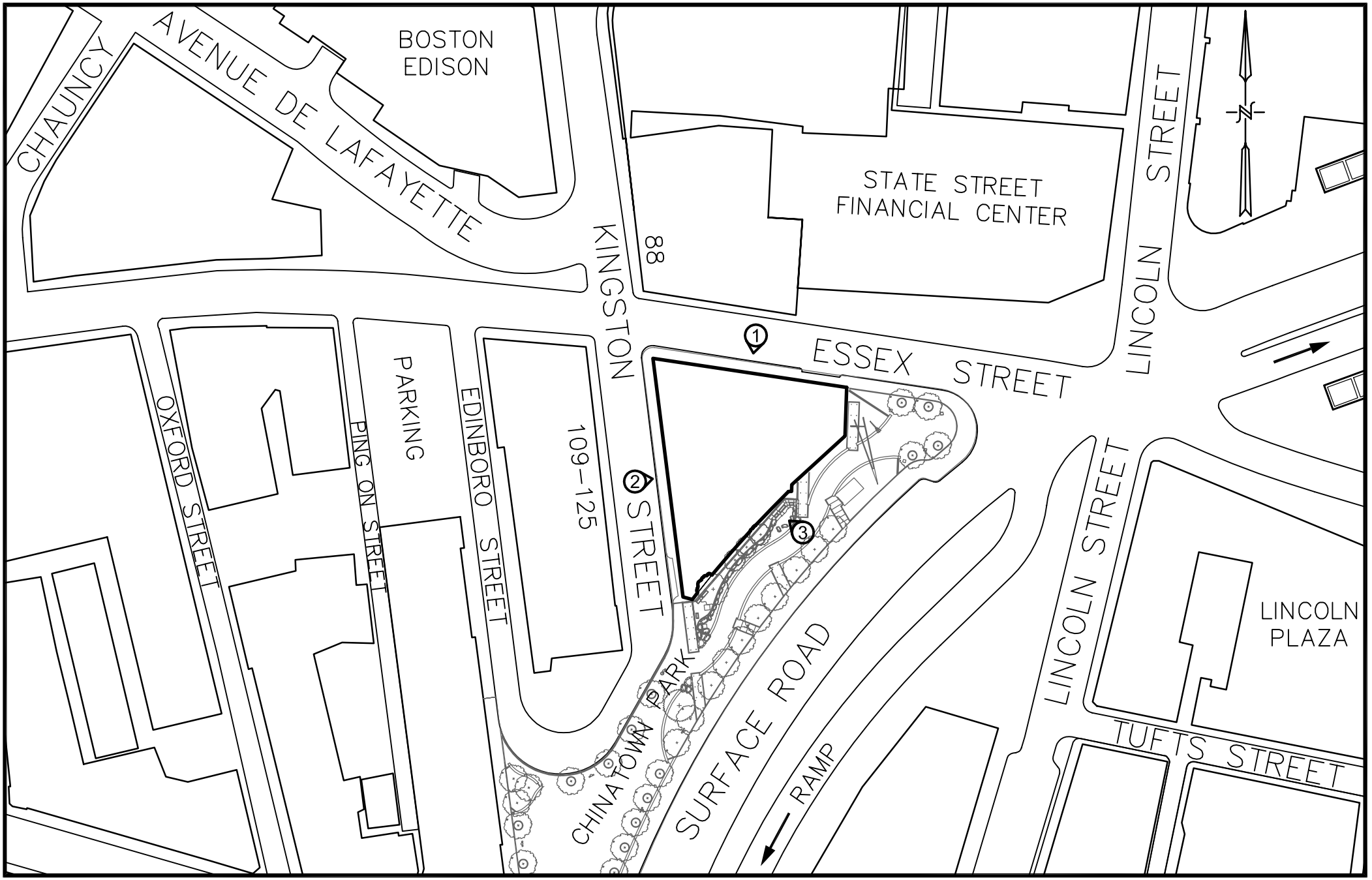


Figure 5.3.3

2653 BRADA.DWG

Daylor

Ten Forbes Road · Braintree, MA 02184

As-Of-Right Zoning Observation Points

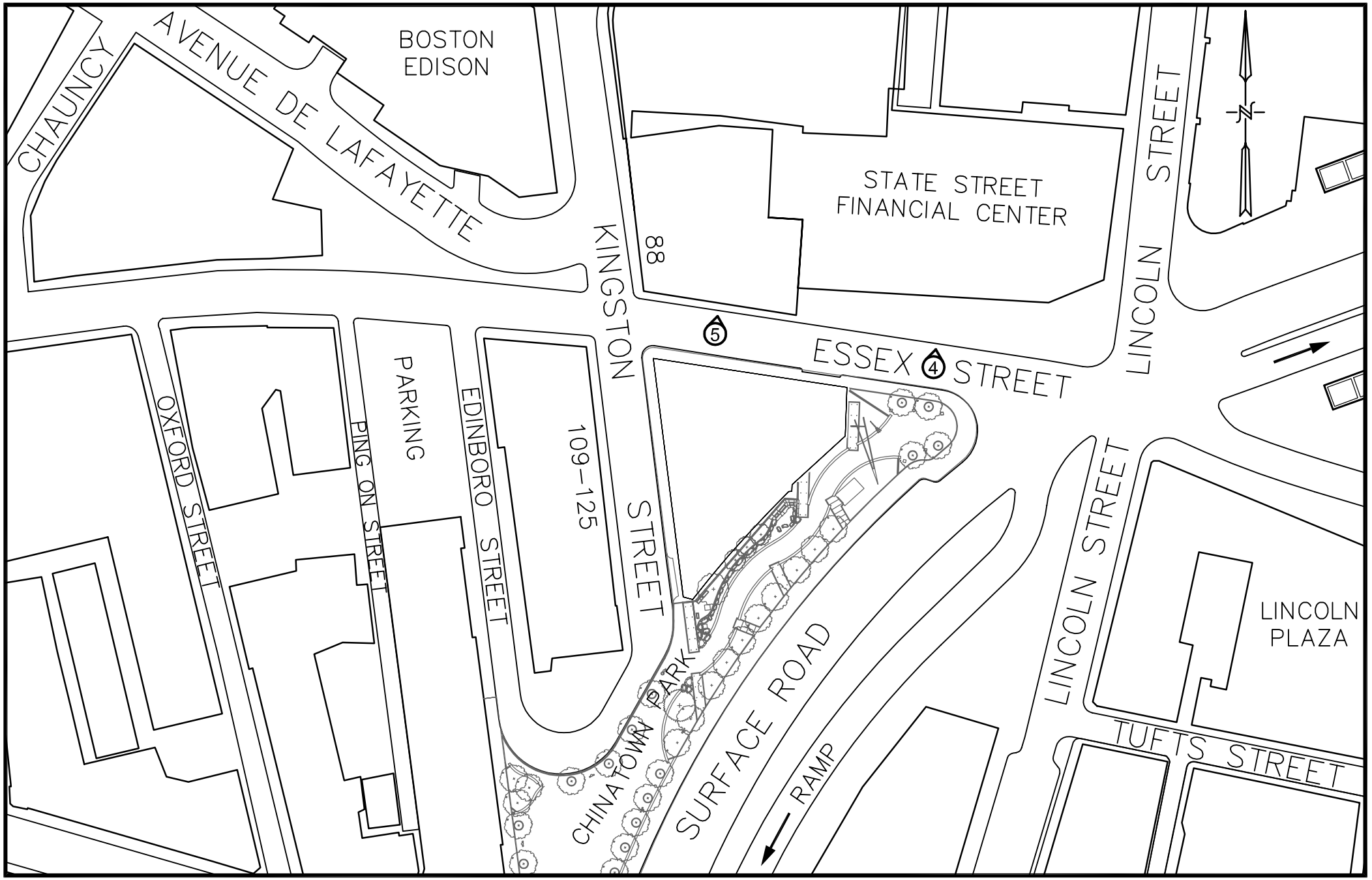


Figure 5.3.4

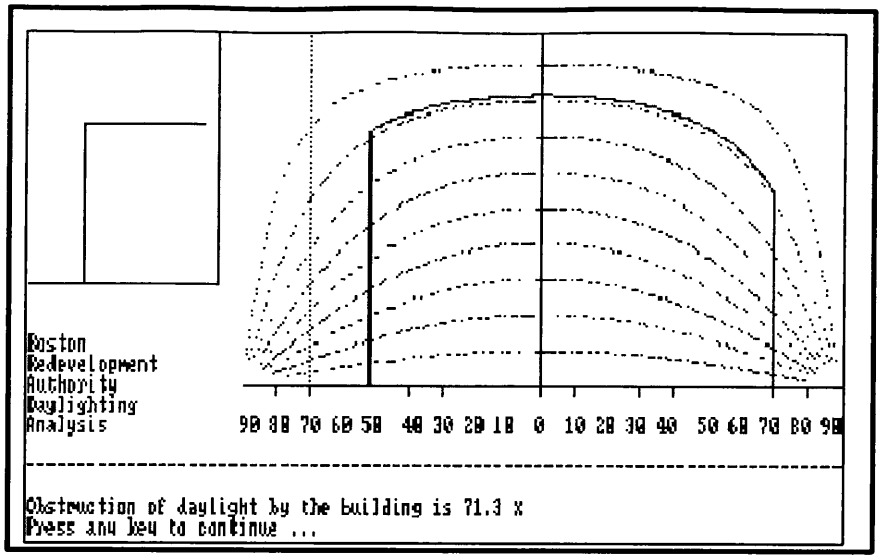
2653 BRADA.DWG

Daylor

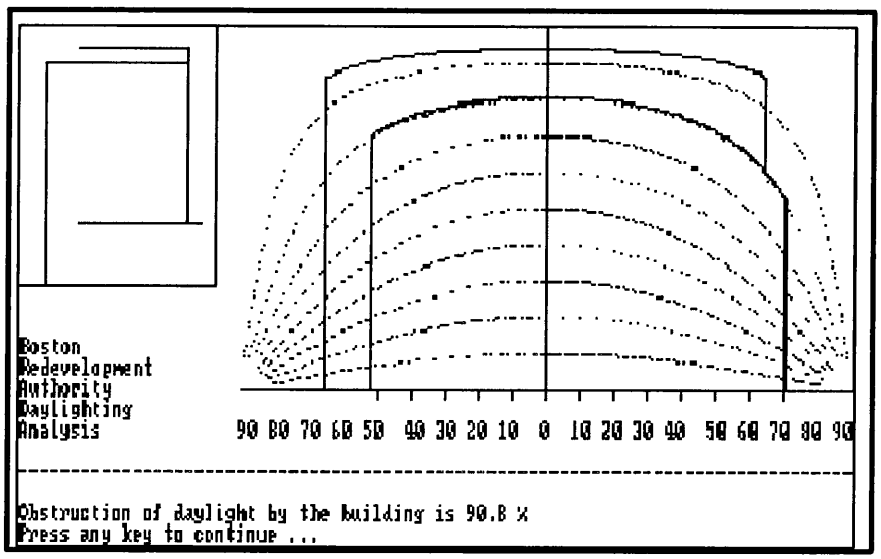
Ten Forbes Road · Braintree, MA 02184

Context Building: Observation Points

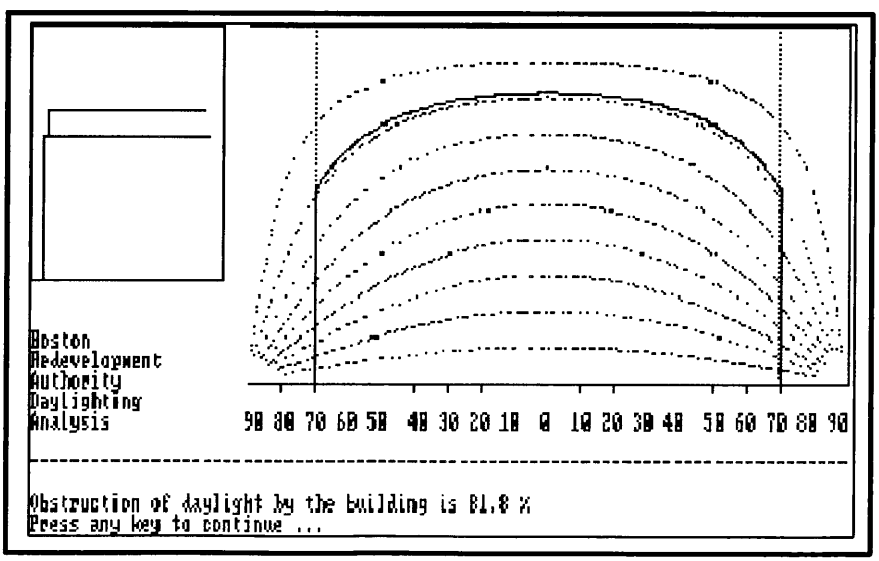
Existing
71.3%
Essex Street
(Observation Pt. 1)



Build
90.8%
Essex Street
(Observation Pt. 1)



As-of-Right
81.8%
Essex Street
(Observation Pt. 1)



Daylor

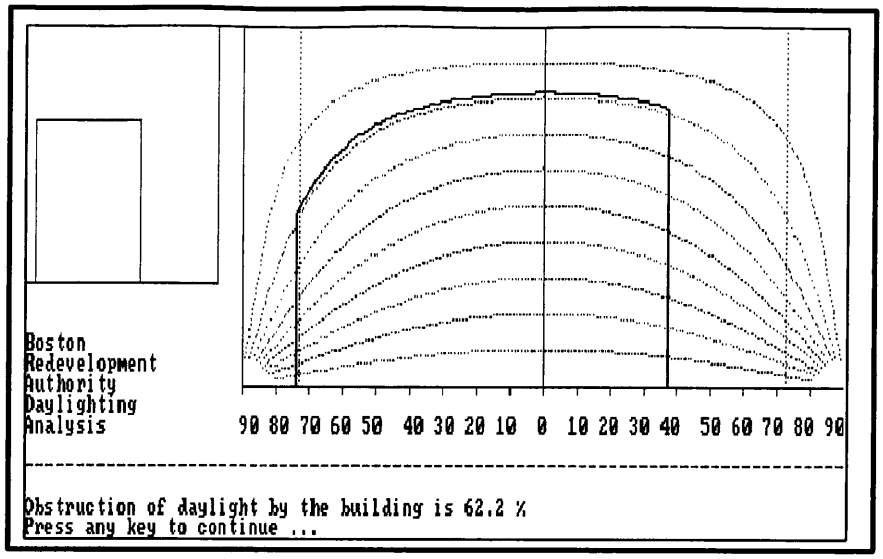
Ten Forbes Road · Braintree, MA 02184

120 Kingston Street
Daylight Study
Observation Point 1

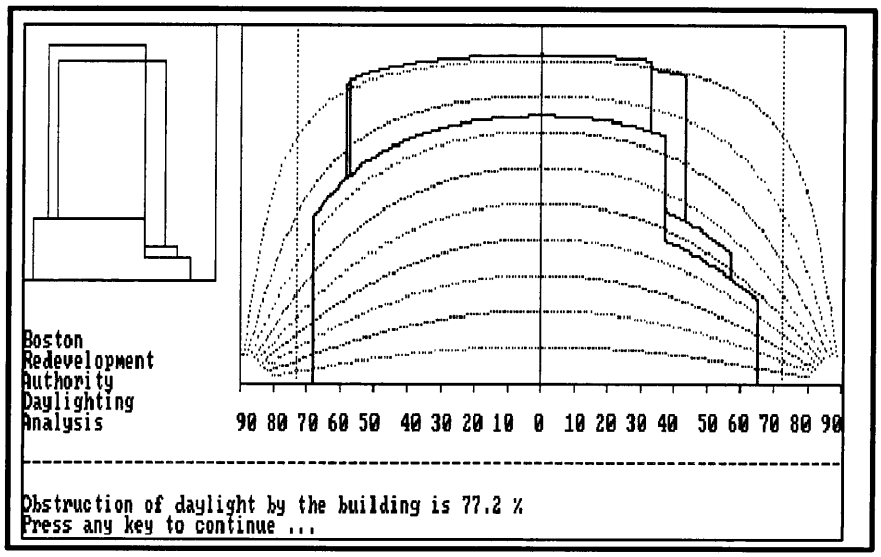
Figure
5.3.5

2653 BRADA.DWG

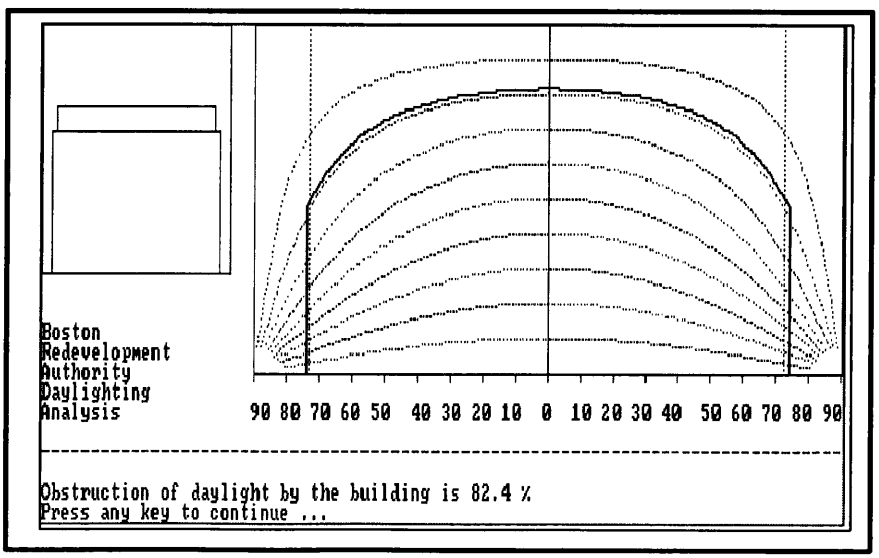
Existing
62.2%
Kingston Street
(Observation Pt. 2)



Build
77.2%
Kingston Street
(Observation Pt. 2)



As-of-Right
82.4%
Kingston Street
(Observation Pt. 2)



Daylor

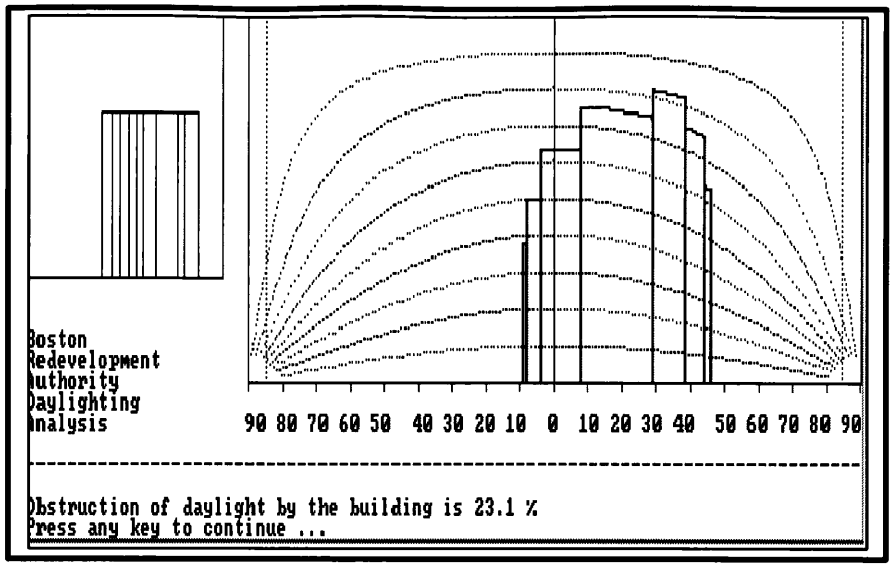
Ten Forbes Road · Braintree, MA 02184

120 Kingston Street
Daylight Study
Observation Point 2

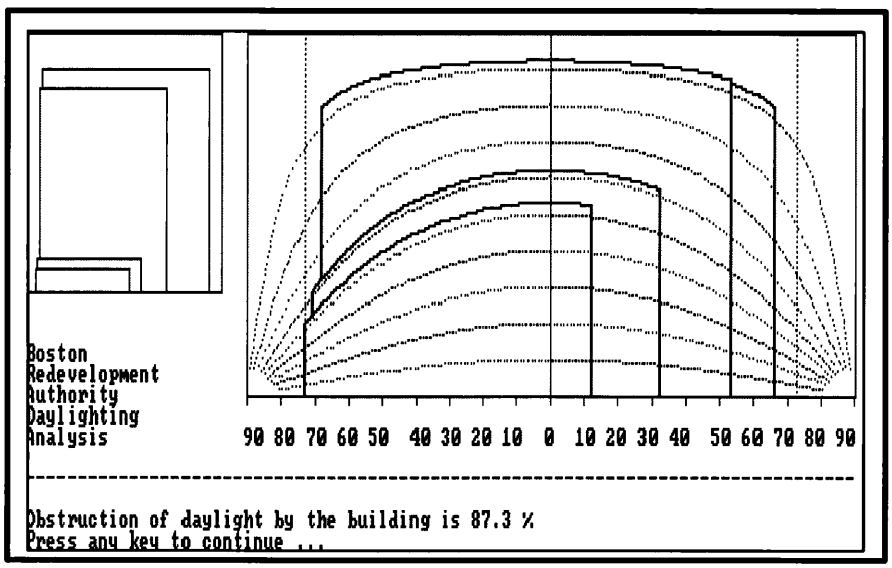
Figure
5.3.6

2653 BRADA.DWG

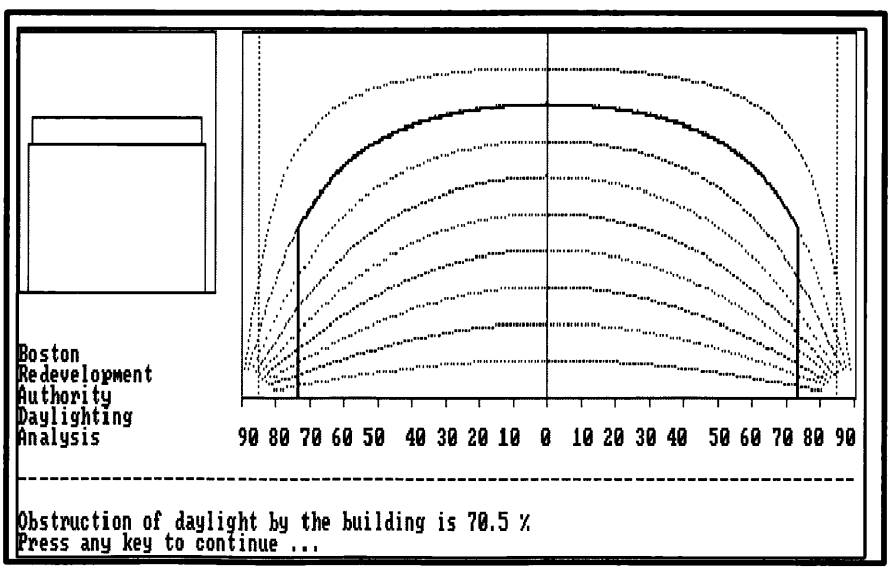
Existing
23.1%
Greenway
(Observation Pt. 3)



Build
87.3%
Greenway
(Observation Pt. 3)



As-of-Right
70.5%
Greenway
(Observation Pt. 3)



Daylor

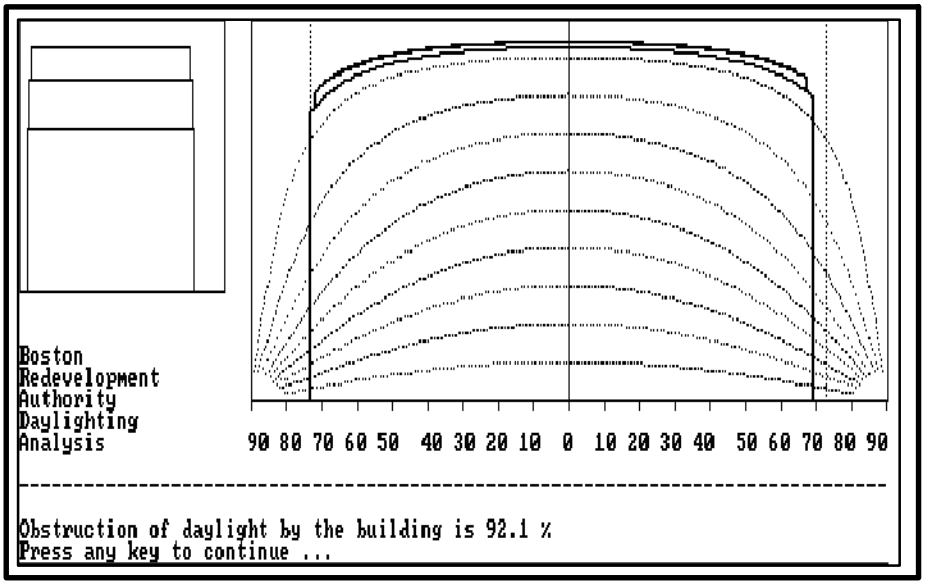
Ten Forbes Road · Braintree, MA 02184

120 Kingston Street
Daylight Study
Observation Point 3

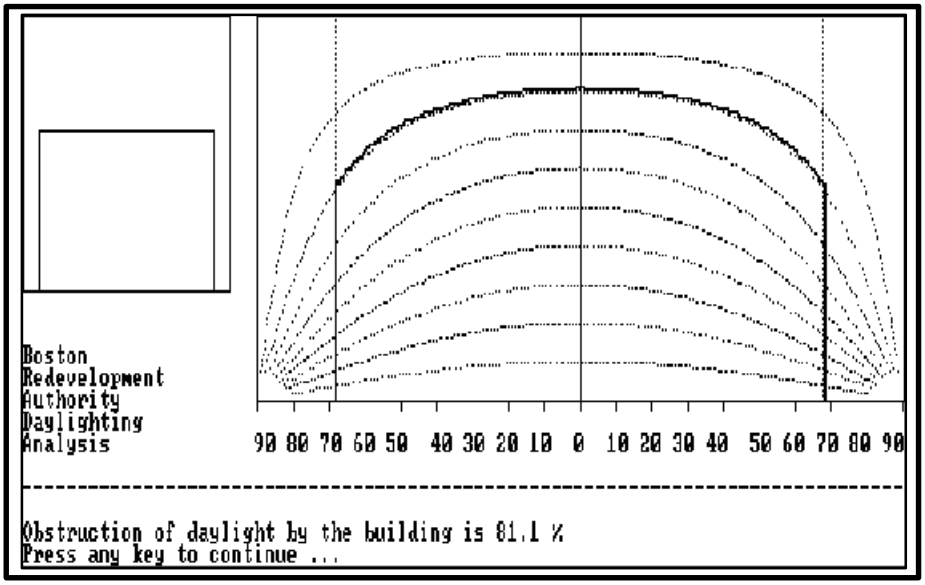
Figure
5.3.7

2653 BRADA.DWG

Context
92.1%
Essex Street
(Observation Pt. 4)



Context
81.1%
Essex Street
(Observation Pt. 5)



Daylor

Ten Forbes Road · Braintree, MA 02184

120 Kingston Street
Daylight Study
Context

Figure
5.3.8

2653 BRADA.DWG

5.4 Solar Glare Analysis

5.4.1 Introduction

The study presented below provides an evaluation of reflected sunlight onto local street and pedestrian levels from the proposed Project's glass surfaces. While the *120 Kingston Street* project will not use highly reflective glass, such as that used in some office buildings, there is some potential that the building surfaces will reflect sunlight onto portions of adjacent streets, including the southbound Surface Road and portions of Essex, Hudson, Tufts, and Beach Streets. Experience shows that reflected sunlight, or solar glare, as it is generally called, may be a nuisance, and can produce visual impairment at times or even discomfort if the source is very intense. Because the Project's design does not include highly reflective glass, the intensity of the solar glare will be mitigated. An analysis of the potential glare impacts is provided however, because some reflection will occur.

The proposed *120 Kingston Street* project will include a single 27-story tower clad in a combination of glass, metal, granite, and precast concrete. The tower will have three main elevations, facing onto Essex Street, Kingston Street, and the Greenway, respectively. The Greenway elevation is proposed to have a curved face, which will consist mainly of low-reflective glass windows, divided by strips of painted metal and narrow aluminum mullions. A portion of the Greenway elevation will consist of low-reflective glass windows separated by grayish green Minas granite. The Essex Street and Kingston Street elevations will consist primarily of low-reflective glass windows, set into a field of precast concrete panels finished to match grayish green Minas granite with contrasting borders matching cream-colored Regina limestone. The tower will border the new Chinatown Park, which runs alongside the southbound Surface Road between Essex and Beach Streets, and which will be planted with gingko and bamboo trees.

The sun's intensity or brightness, the ability of a surface to reflect light, and the sun's position in the sky are the factors affecting potential visual impairment from solar glare. Two general types of surfaces can be distinguished: (1) those which are "smooth specular (flat) surfaces which reflect the sun's rays in a parallel fashion"; and (2) those which scatter or diffuse the sun's rays in various directions, such as porous or curved surfaces.[5] Smooth specular surfaces, which reflect the sun's rays in parallel fashion, produce an image of the source (spot glare) at an intensity of that equal to that of the sun times the surface's reflectivity. Other surfaces which are porous will scatter or diffuse the sun's rays (scattered glare). These surfaces will appear brighter, but they will actually have a lower intensity than if the surface were non-porous.

For the proposed *120 Kingston Street* project, the visible exterior will consist of a combination of specular surfaces and rough or porous surfaces. The Minas granite will

[5] Erickson, Donald K., "Seattle – Coping with Visual Impacts, Evaluation of Light and Glare", EC, July, 1980.

have a thermal finish, which is somewhat rough, rather than polished, while the precast concrete and brick portions of the façade will be porous, tending to scatter visible light. The Greenway elevation, while consisting mainly of glass, stone, and metal, will be curved so that reflected sunlight will be spread over a large area, reducing the apparent size and intensity of any spots of glare visible at ground level.

Studies indicate that solar glare should be evaluated for the events when reflective light is visible within the normal human viewing range. The normal human viewing range is defined as an angle 30 degrees above the horizontal, 45 degrees below the horizontal, and 65 degrees to the right or left of the forward line of sight. Therefore, reflected sunlight could be found to occur within the normal human viewing range when the sun's altitude angle is 30 degrees or less above the horizon and the reflected sunlight is 65 degrees to the right or left from a forward line of sight. Though lower solar altitude angles produce glare that is within the normal viewing range, the sun's rays will also pass through more atmosphere than at higher angles thus scattering incoming rays more and reducing sunlight intensity.

5.4.2 Methodology

Potential for solar glare from the Project's glass façades were evaluated using solar altitude and azimuth angles and simple geometry. This was done by considering the location of reflected light during four times of the year. The four periods were the spring and autumnal equinox and winter and summer solstice. Initially, three hours for each of these four cases were selected; 8:00 a.m., noon, and 4:00 p.m. These times were chosen because both pedestrians during lunch (noon) and commuters (8:00 a.m. and 4:00 p.m.) are affected by solar glare. For each of these times, solar angle data was calculated. Altitude and azimuth angles are presented in **Table 5.4-1** for each of the time periods evaluated.

Table 5.4-1: Altitude and Azimuth Angles			
Time		**Altitude Angle (Degrees) Above Horizon**	**Azimuth Angle (Degrees) Clockwise from North**
Spring Equinox			
March 21	- 8:00 a.m. EDT*	13	102
	- Noon EDT	46+	161
	- 4:00 p.m. EDT	31+	238
	- 5:00 p.m. EDT	19	252
Summer Solstice			
June 21	- 8:00 a.m. EDT**	29	84
	- Noon EDT	69+	151
	- 4:00 p.m. EDT	46+	261
	- 6:00 p.m. EDT	23	281
Autumnal Equinox			
September 21	- 8:00 a.m. EDT	14	103
	- Noon EDT	47+	164
	- 4:00 p.m. EDT	29	240
Winter Solstice			
December 21	- 8:00 a.m. EST*	6	130
	- Noon EST	24	184
	- 4:00 p.m. EST	2	236

*Eastern Standard Time
*Eastern Daylight Time
+Reflected sunlight will be outside normal viewing range.

Because reflected sunlight is only in the normal viewing range when the sun's altitude angle is below 30 degrees, cases with larger angles were not included in this study. The spring and summer afternoon cases, at 4:00 p.m. EDT, were therefore not considered. Instead, the first spring and summer afternoon hours for which the sun altitude angle was below 30 degrees were calculated and evaluated in this study. (For the spring equinox, this occurs at 5:00 p.m. EDT – 19 degrees, and for summer solstice, this occurs at 6:00 p.m. EDT – 23 degrees.)

Since light is reflected from a specular surface at the same angle the light strikes the surface (measured from an imaginary line perpendicular to the surface), the light's angle of reflectance can be determined if its angle of incidence is known. In the horizontal plane, the angle of incidence was determined by knowing the sun's azimuth angle and the orientation of the reflective surface. By projecting the sun's rays from the corners of the building facing the sunlight, the area potentially affected by solar glare was determined. The distance that reflected sunlight would extend was determined by projecting a ray, using the appropriate altitude angle, from the top of the reflective surface. The reflected ray was then extended until it intersected ground level.

In many cases, reflected light will be intercepted by adjacent buildings. The reflected light can be completely blocked by a building or partially intercepted. In the case where reflected light is intercepted by a lower nearby building, only the upper portion of reflected light remains unopposed. This results in a shaded area just beyond the adjacent building followed by a resumption of the glare sector further away. Adjacent buildings will also act to block out incoming rays and thus reduce the amount of sunlight actually striking the reflective surface. The results presented in this study account for reflected light intercepted by existing adjacent buildings. This study also accounts for incoming sunlight that would be blocked by One Financial Center, a 46-story tower situated east of the Project Site at the intersection of Summer Street and Atlantic Avenue.

Using sun position data, diagrams of reflected sunlight from the Project were developed for each study case that the reflected light was predicted to be in the normal viewing range. The solar glare diagrams are shown in **Figures 5.4-1** through **5.4-9**.

5.4.3 Results

The potential for solar glare impacts for drivers and pedestrians is minor since most of the nearby streets are one-way and reflected light will frequently be outside drivers' normal field of vision. The most significant potential solar glare impacts from the Project will be caused by light reflected from the southeast-facing Greenway elevation of the tower. The glass surfaces on this side have potential solar glare impacts along the southbound Surface Road, and along portions of Essex, Hudson, and Albany Streets. As discussed earlier, however, several factors mitigate these impacts. The use of low-reflectivity glass will reduce the intensity of any ground-level glare, while the curved face of the Greenway elevation will fan reflected light out into a number of narrow beams. The granite and limestone portions of the façade will tend to scatter light rather than produce specular reflections, and the densely planted trees and vegetation along the Greenway elevation will block much of the reflected light from reaching the ground immediately adjacent to the tower.

Winter Solstice

The winter period is generally of concern for solar glare because the winter sun altitude angle is continuously below 30 degrees. On the winter solstice (December 21) at 8:00 a.m. EST, the sun is very low and is positioned in the southeast portion of the sky. As shown in **Figure 5.4-1**, sunlight is reflected eastward onto Essex Street and southward onto Surface Road, Hudson Street, and Albany Street. Essex Street is a one-way street in the eastbound direction, so drivers will be facing directly away from reflected glare. Similarly, Surface Road and Albany Street are one-way streets traveling south, such that drivers will face in the opposite direction from reflected glare. Hudson Street is a one-way street traveling north, and drivers there will see some reflected sunlight, which will be mitigated by the use of low-reflective glass and by the curved face of the tower, which will spread the glare into a number of narrow beams over a wide area. Pedestrians walking north along

Hudson and Albany Streets may see some glare, which will be partly blocked by trees lining these streets. Pedestrians in the plaza to the west of One Financial Center may also see glare as they face west toward the Project Site.

At 12:00 noon on the same day (**Figure 5.4-2**), the sun's rays will come from the south at a higher altitude angle. During this period, sunlight will be reflected from the Greenway elevation of the tower, northeastward along Surface Road, eastward along Essex Street and across a portion of Lincoln Street, and southeastward across Surface Road adjacent to the Project Site. While drivers on Surface Road will see some reflected light as they approach the Project Site from the northeast, the impact will be mitigated by the use of low-reflective glass and by the curved face of the tower, which will spread the glare into a number of narrow beams over a wide area. For drivers on Essex Street and Surface Road southward of the Project Site, reflected light will be outside the normal range of view, coming either directly from behind or from over drivers' shoulders. For drivers traveling north along Lincoln Street, reflected light will be at the very edge of drivers' peripheral vision, but will not interfere with vision in the direction of travel. Pedestrians facing toward the Project Site along the Surface Road sidewalk and in the plaza west of One Financial Center will experience some glare, again, mitigated by the used of low-reflective glass and the curved face of the tower.

At 4:00 p.m. EST (**Figure 5.4-3**), the sun's very low angle of incidence will cause virtually all reflected sunlight to be blocked by other buildings before reaching the ground. Reflected light from the tower's upper stories will only be visible from the ground at a distance of several thousand feet. In the vicinity of the Project, no ground-level impacts are predicted.

Spring Equinox

On the spring equinox (March 21) at 8:00 a.m. EDT, **Figure 5.4-4** indicates that reflected light from the Greenway elevation will sweep from southeastward to southwestward, crossing the Surface Road and a small portion of Lincoln Street directly adjacent to the Project Site, and extending south along the Surface Road, Hudson Street, and Albany Street. Drivers traveling on the Surface Road and Lincoln Street will experience only very brief periods of glare before the angle of the reflected light moves outside the normal range of vision; for most of the affected areas on these streets, reflected light will come from the side or from behind drivers as they pass through. Northbound drivers on Hudson Street and on the Interstate 93 exit ramp that terminates at the intersection of Lincoln and Kneeland Streets, will experience some glare, which will be mitigated by the use of low-reflective glass and by the curved face of the tower. Reflected light from the Essex elevation of the tower will also extend along short stretches of Essex Street and Avenue de Lafayette. Pedestrians walking north through the proposed Chinatown Park, and on the sidewalks alongside the Surface Road and Hudson, Albany and Lincoln streets, will experience some glare, which will be partly blocked by trees planted along these streets.

At 12:00 noon EST, reflected light is outside of the normal viewing range because the solar altitude angle is too high.

At 5:00 p.m. EDT (the first afternoon hour with an altitude angle below 30 degrees), reflected light from the Greenway and Kingston Street elevations will strike narrow portions of Surface Road and Essex Street, respectively (**Figure 5.4-5**). Drivers will be affected by glare over a short stretch of Surface Road traveling southbound past the Project Site, and over a short stretch of Essex Street traveling eastbound toward the Project Site. The intensity of glare will be mitigated by the use of low-reflective glass, and on the Kingston elevation of the tower, by the use of stone panels in the façade. Pedestrians in the plaza west of One Financial Center will see some glare as they face the Project Site.

Summer Solstice

During the summer solstice (June 21), **Figure 5.4-6** indicates that at 8:00 a.m. EDT, reflected light from the Greenway elevation will strike Surface Road to the south and southeast of the Project Site, as well as small portions of Lincoln and Hudson Streets. All of the reflected glare on Surface Road will be out of the normal range of view, coming from behind drivers as they travel south. Reflected light striking Lincoln Street will be at the very edge of drivers' peripheral vision as they travel north. Drivers on Hudson Street will see some reflected sunlight over a very short stretch of road, which will be mitigated by the use of low-reflective glass and by the curved face of the tower. Pedestrians walking north in the proposed Chinatown Park, and on the sidewalks along the Surface Road and Hudson Street, will experience some glare, which will be at the edge of the normal range of vision, and which will be partly blocked by trees planted in these areas.

At 12:00 noon EDT, reflected light is beyond the normal viewing range because of the high solar altitude angle.

At 6:00 p.m. EDT (the first afternoon hour with an altitude angle below 30 degrees), sunlight will be reflected from the Kingston Street elevation toward the southwest. Virtually all of the reflected light will be blocked by neighboring buildings, except for a very small area of Beach Street, where it will be out of westbound drivers' range of vision (see **Figure 5.4-7**). Non significant impacts to pedestrians are predicted.

Autumnal Equinox

For the autumnal equinox (September 21), **Figure 5.4-8** indicates that at 8:00 a.m. EDT the solar rays will come from an east-southeasterly direction. Reflected sunlight from the Greenway elevation will extend east and south along the Surface Road and along portions of Hudson Street, Albany Street, and Lincoln Street. For southbound drivers on the Surface Road and Albany Street, which are both one-way, reflected glare will be outside of drivers' range of view. Northbound drivers on Hudson Street, Lincoln Street, and also on the Interstate 93 exit ramp that terminates at the intersection of Lincoln and Kneeland Streets, will experience some glare, which will be mitigated by the use of low-reflective glass, and

by the curved face of the tower, which will spread reflected light over a large area. A very small portion of Essex Street will be affected by reflected light from the Essex elevation of the Project, the impact of which will be reduced by the incorporation of the existing brick and brownstone structure into the building façade. Pedestrians walking north through the proposed Chinatown Park, and on the sidewalks alongside the Surface Road and Hudson, Albany and Lincoln Streets, will experience some glare, which will be partly blocked by trees planted along these streets.

At 12:00 Noon EDT, reflected light is outside the normal viewing range because the solar altitude angle is too high.

At 4:00 p.m. EDT (**Figure 5.4-9**), sunlight will strike the Greenway elevation, causing reflected glare to extend east and northeast along Surface Road. Sunlight will also be reflected from the Kingston Street elevation, most of which will be blocked from reaching the ground by nearby buildings, except for a very small patch along Essex Street. Drivers approaching the Project Site along Surface Road will be facing directly into the evening sun, which will be much more intense than the reflected glare from the Greenway elevation. Pedestrians in the plaza west of One Financial Center and on the sidewalk alongside Surface Road will be able to see some reflected glare as they face the Project Site, which again will come from nearly the same direction as the much more intense direct sunlight.

5.4.4 Mitigation

As discussed above, several features of the Project design and location are expected to mitigate solar glare impacts. First, the use of low-reflective glass will reduce the intensity of sunlight reflected from the building's windows. Second, the curved face of the Greenway elevation will spread reflected sunlight over a large area, causing any reflected glare to be spread out into narrow beams and minimizing the amount of time required for drivers to traverse each area of ground-level glare that does occur. Third, the use of non-specular and porous exterior surfaces such as granite, limestone, and a portion the existing brick and brownstone structure, will cause reflected sunlight to be scattered rather than focused into intense beams. Fourth, since many of the affected streets are restricted to one-way vehicle traffic, much of the reflected glare will be outside drivers' normal field of vision. Finally, nearby existing buildings will prevent much of the reflected glare from reaching the ground, while the trees and vegetation in the Chinatown Park alongside the Project Site will reduce glare impacts immediately adjacent to the new building.

5.4.5 Solar Heating Effect

Because the Project will use low-reflective glass windows, the effect of solar heat buildup on nearby buildings is not likely and was not analyzed.

5.4.6 Conclusion

The analyses demonstrate that the potential for reflected sunlight from the proposed *120 Kingston Street* project to impact drivers and pedestrians along nearby streets is minor. Solar glare impacts will be reduced and mitigated by the careful selection of the exterior building materials and use of low-reflectivity glass windows as opposed to highly reflective "mirror-type" glass. The most significant predicted solar glare impacts would be limited to the drivers on Surface Road approaching the Project Site during late afternoons. However, due to the directions of one-way travel on nearby affected streets, much of the potential ground-level glare from the proposed project will be outside of drivers' range of vision.

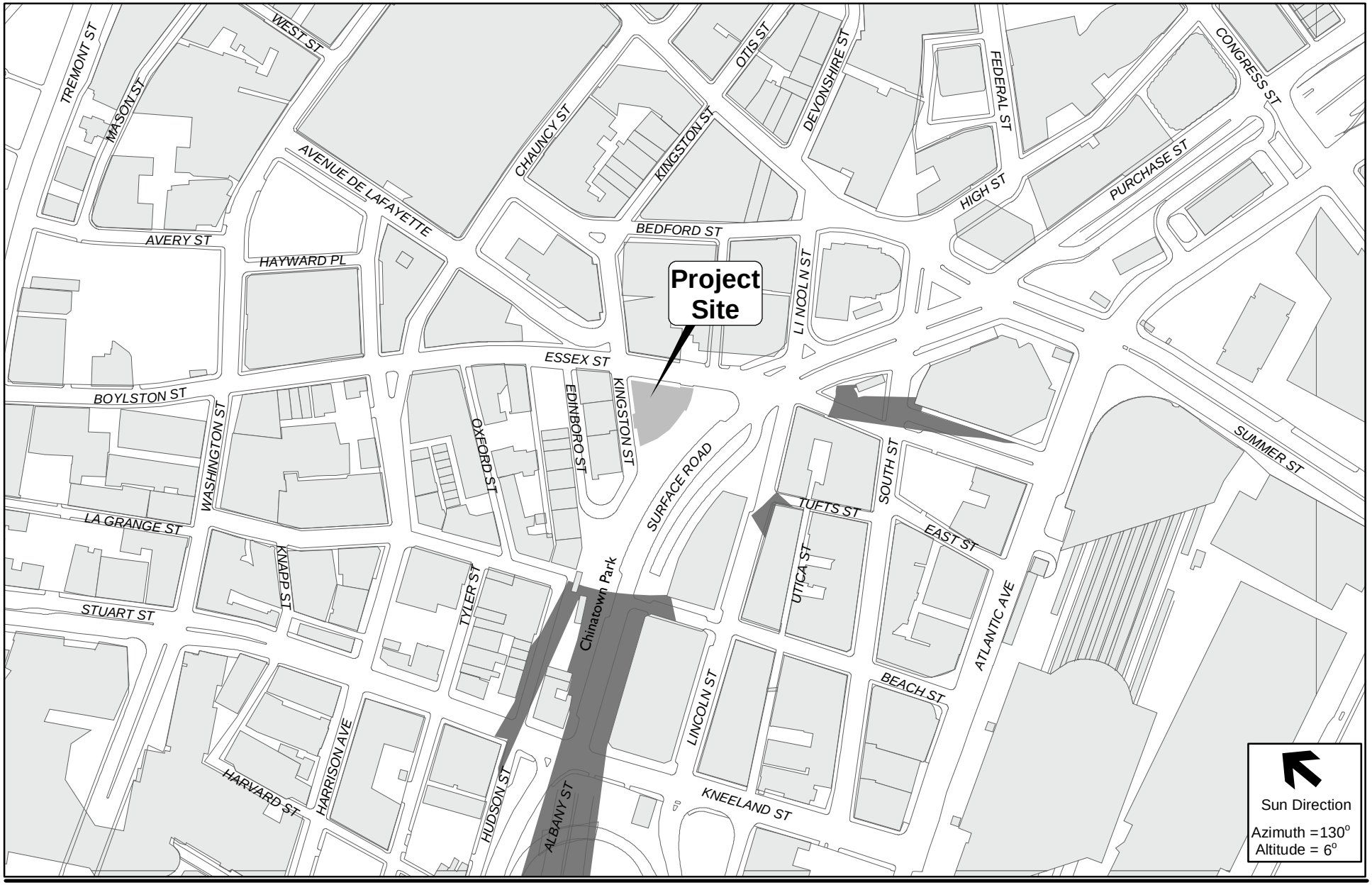


Figure 5.4-1
120 Kingston Street Solar Glare Study
Winter Solstice 8:00 AM EST

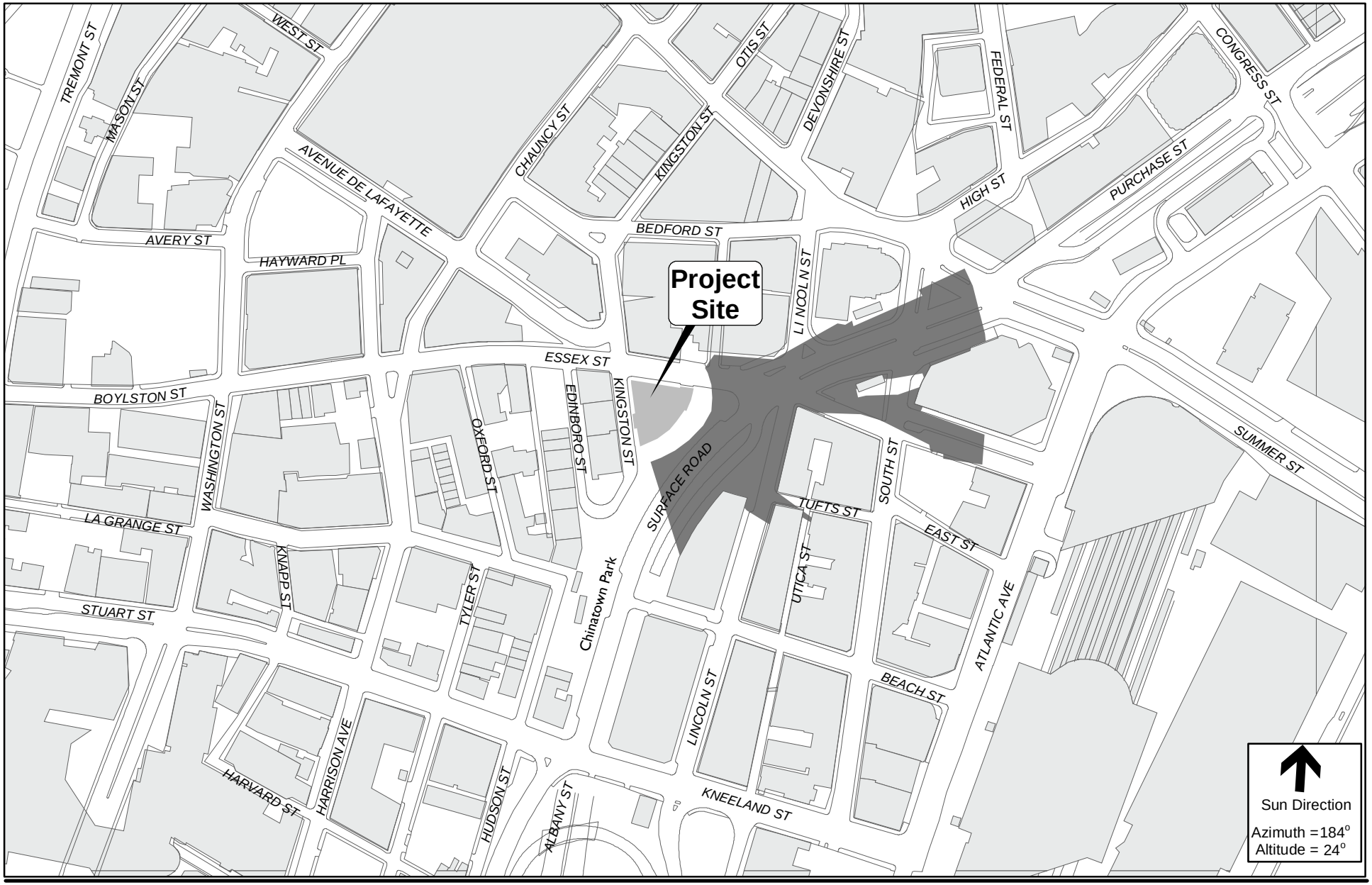
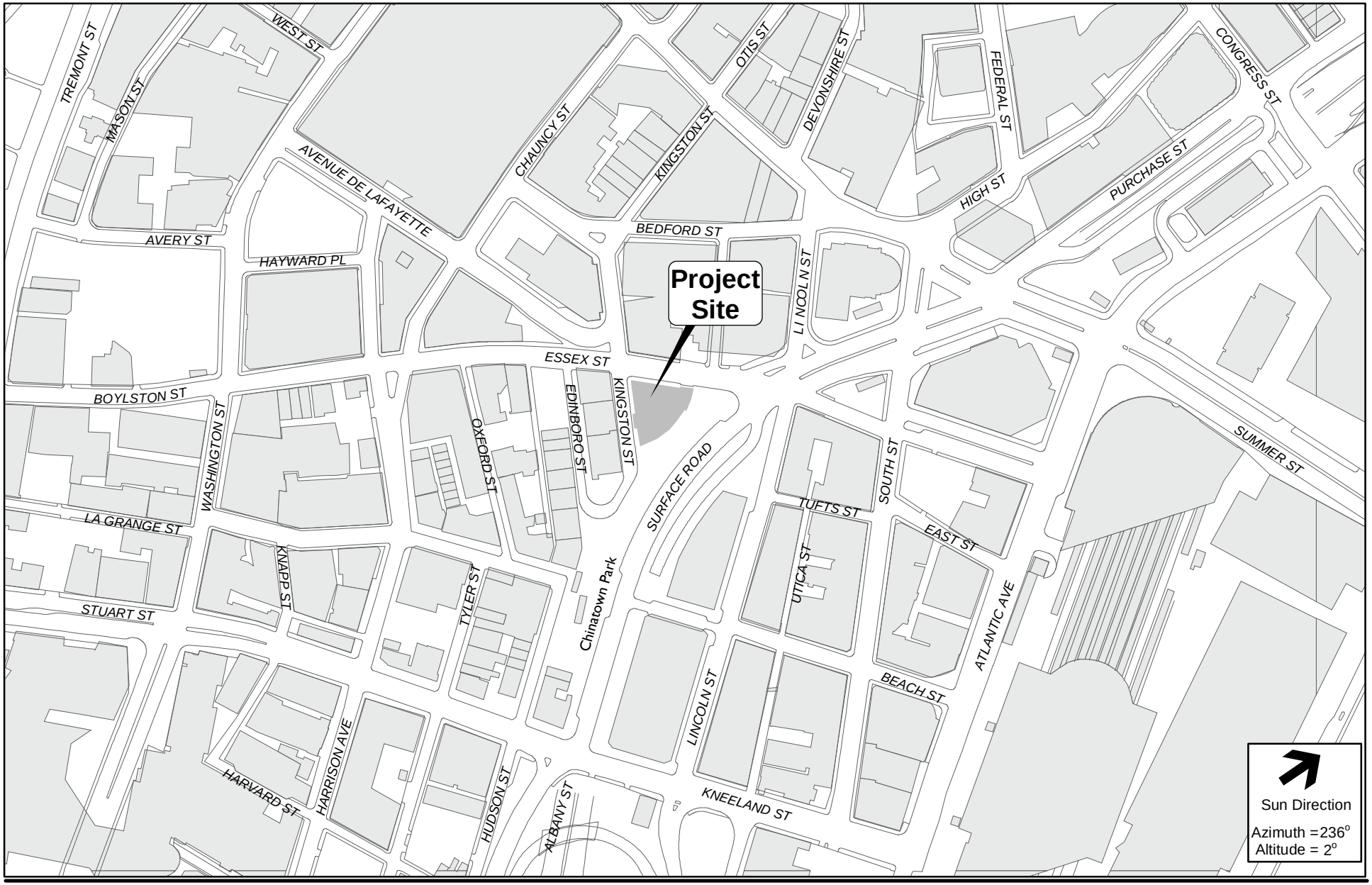


Figure 5.4-2
120 Kingston Street Solar Glare Study
Winter Solstice Noon EST



0 150 300 600
Feet

No Ground Level Impact

Solar Glare

Figure 5.4-3
120 Kingston Street Solar Glare Study
Winter Solstice 4:00 PM EST

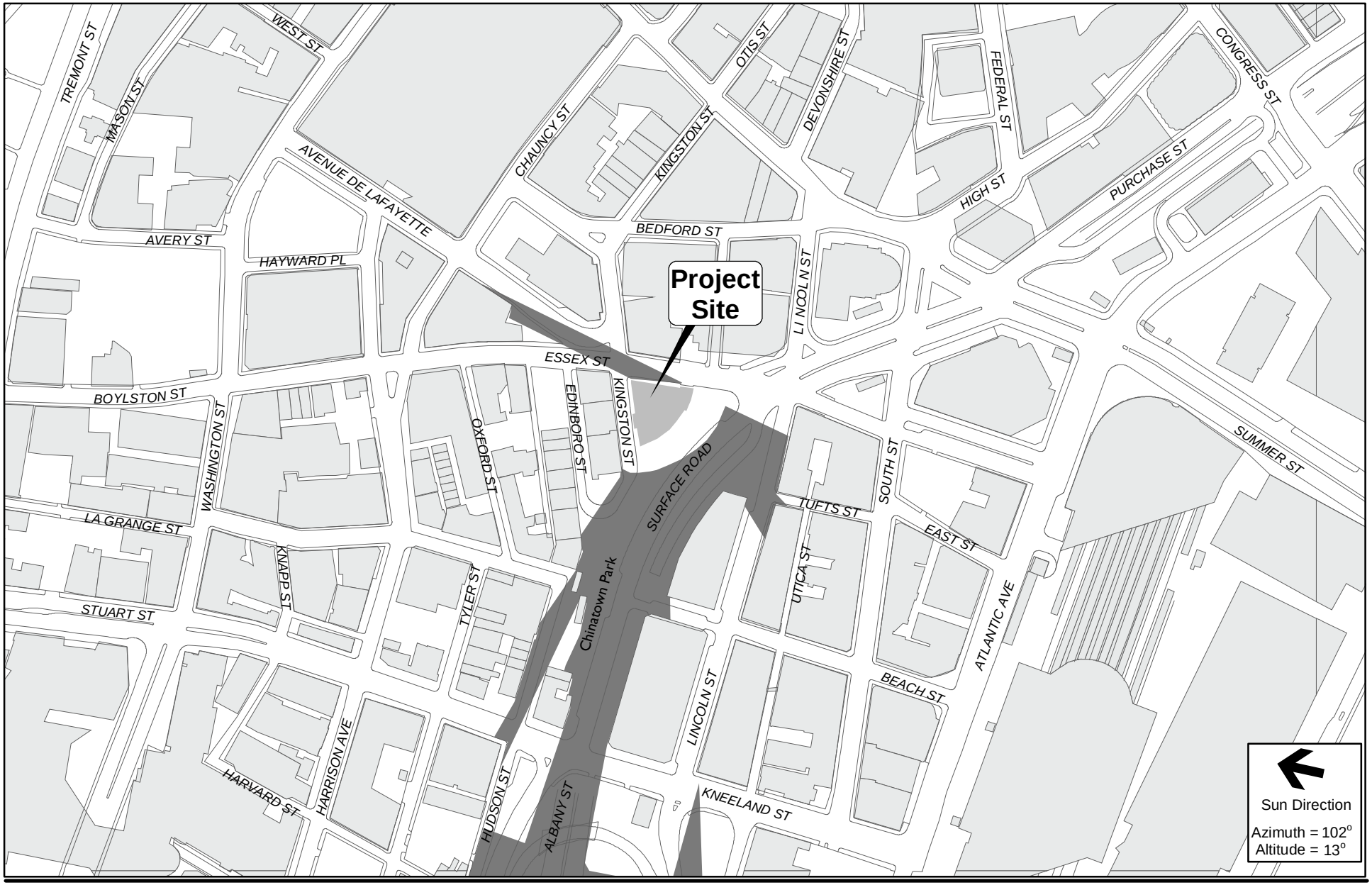


Figure 5.4-4
120 Kingston Street Solar Glare Study
Spring Equinox 8:00 AM EDT

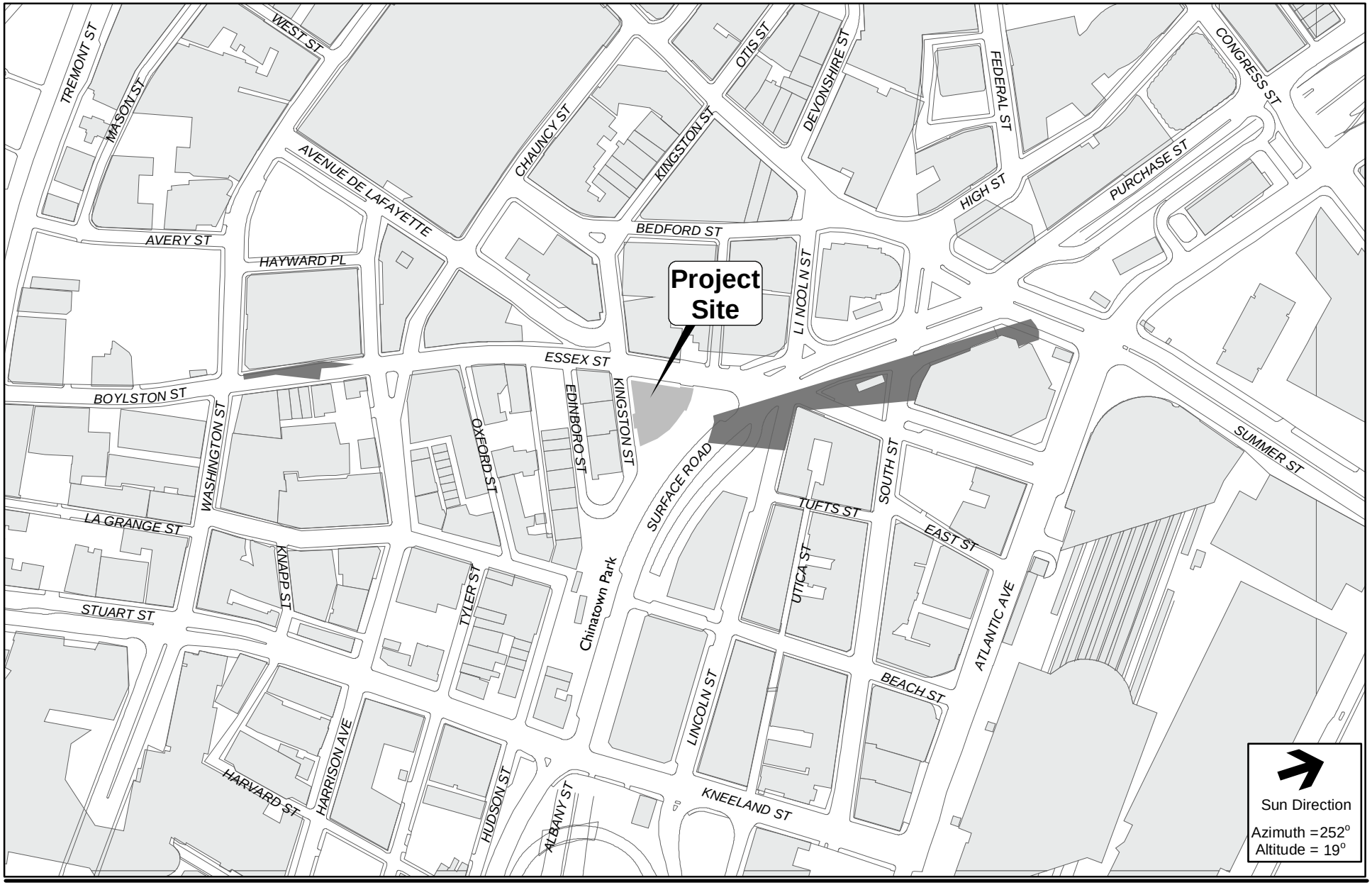


Figure 5.4-5
120 Kingston Street Solar Glare Study
Spring Equinox 5:00 PM EDT

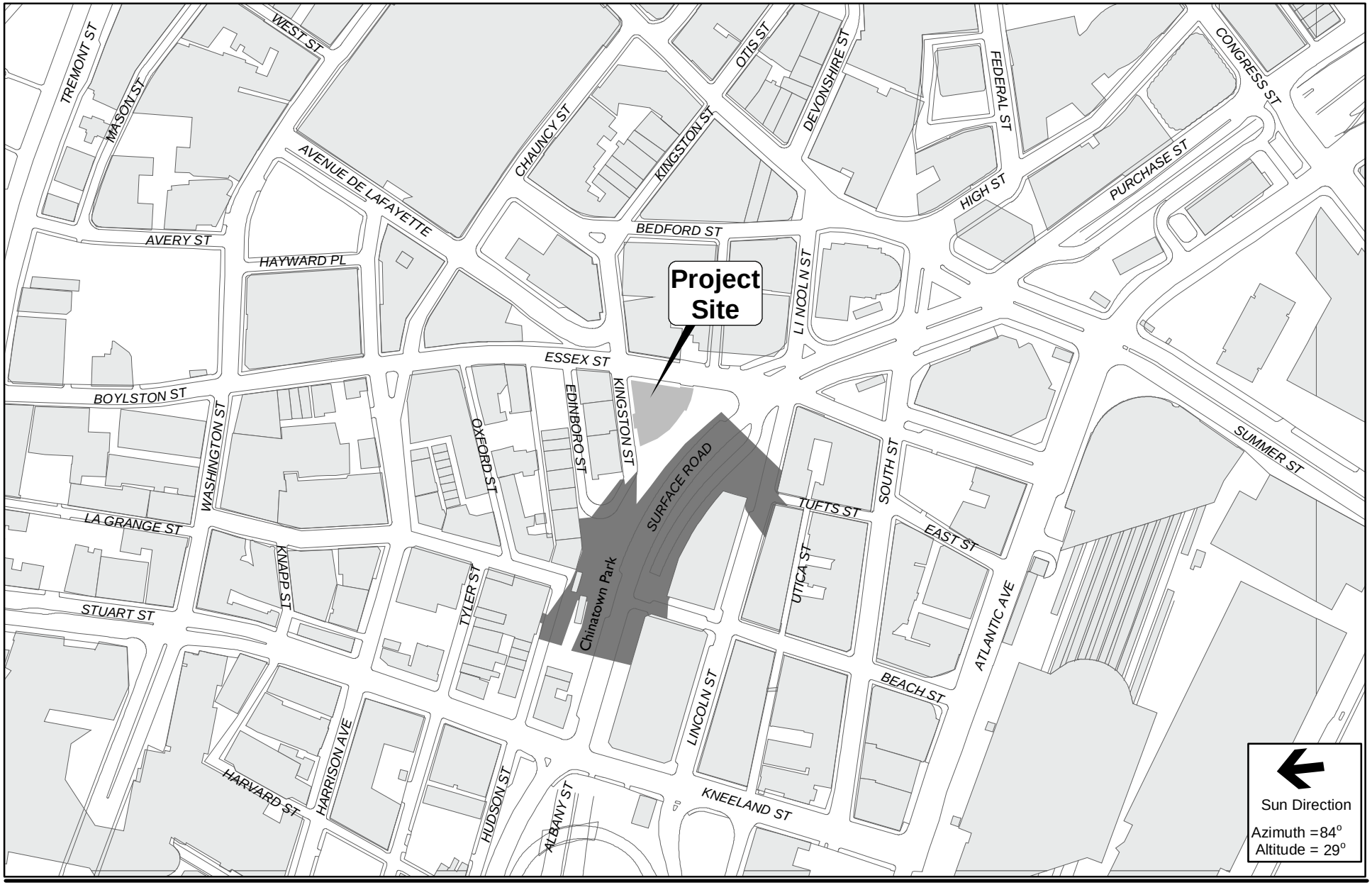


Figure 5.4-6
120 Kingston Street Solar Glare Study
Summer Solstice 8:00 AM EDT

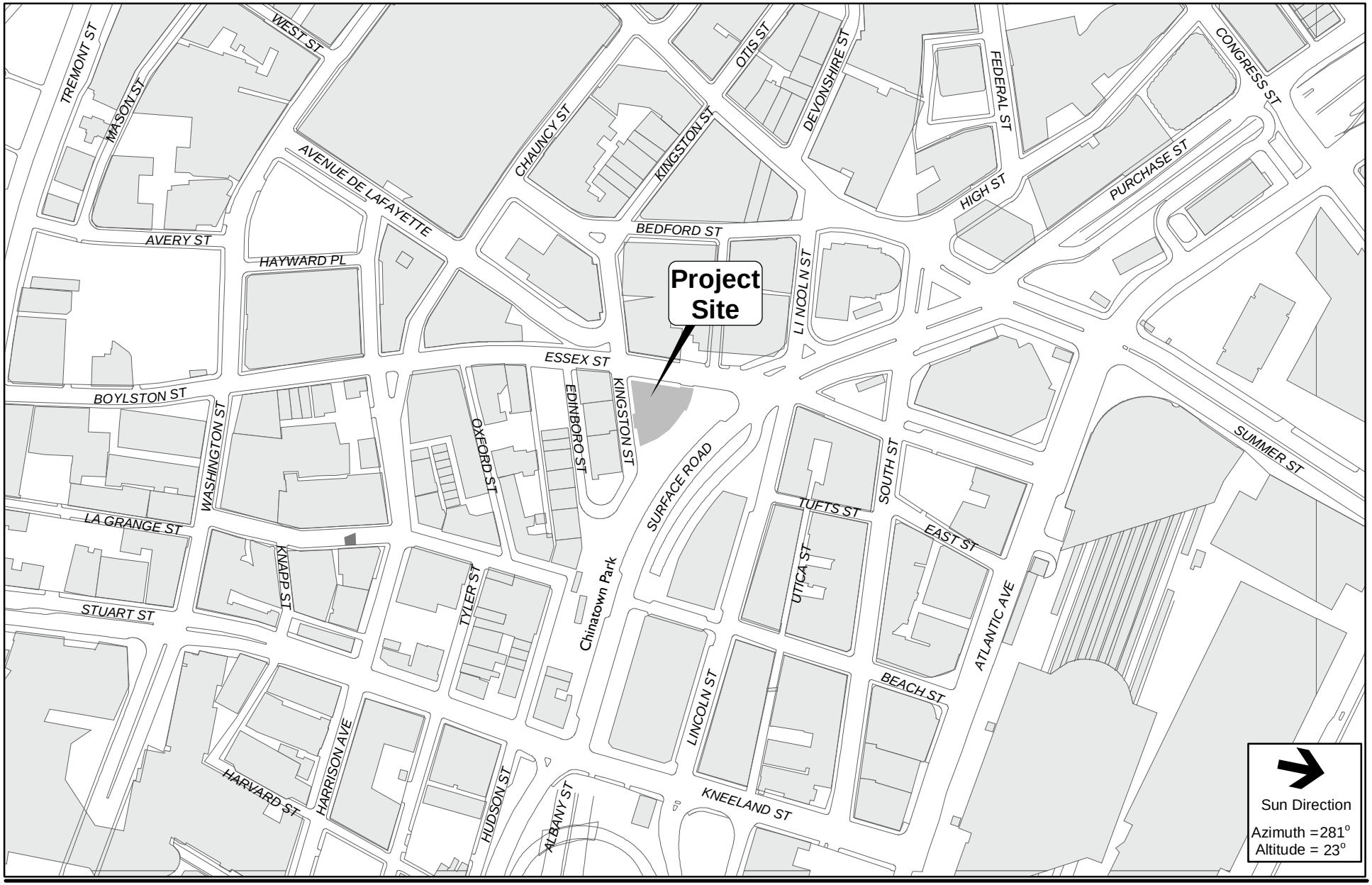


Figure 5.4-7
120 Kingston Street Solar Glare Study
Summer Solstice 6:00 PM EDT

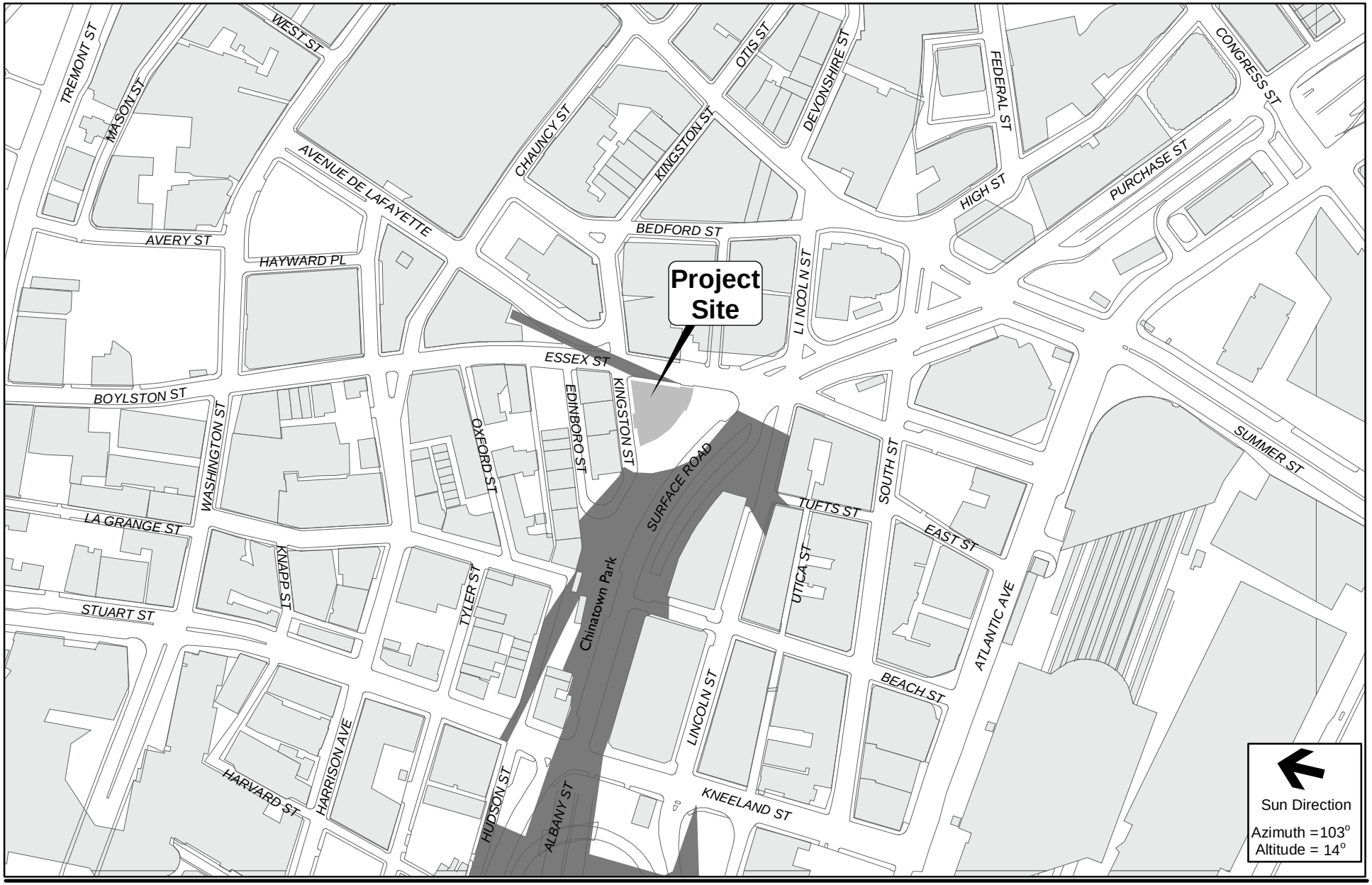


Figure 5.4-8
120 Kingston Street Solar Glare Study
Autumn Equinox 8:00 AM EDT

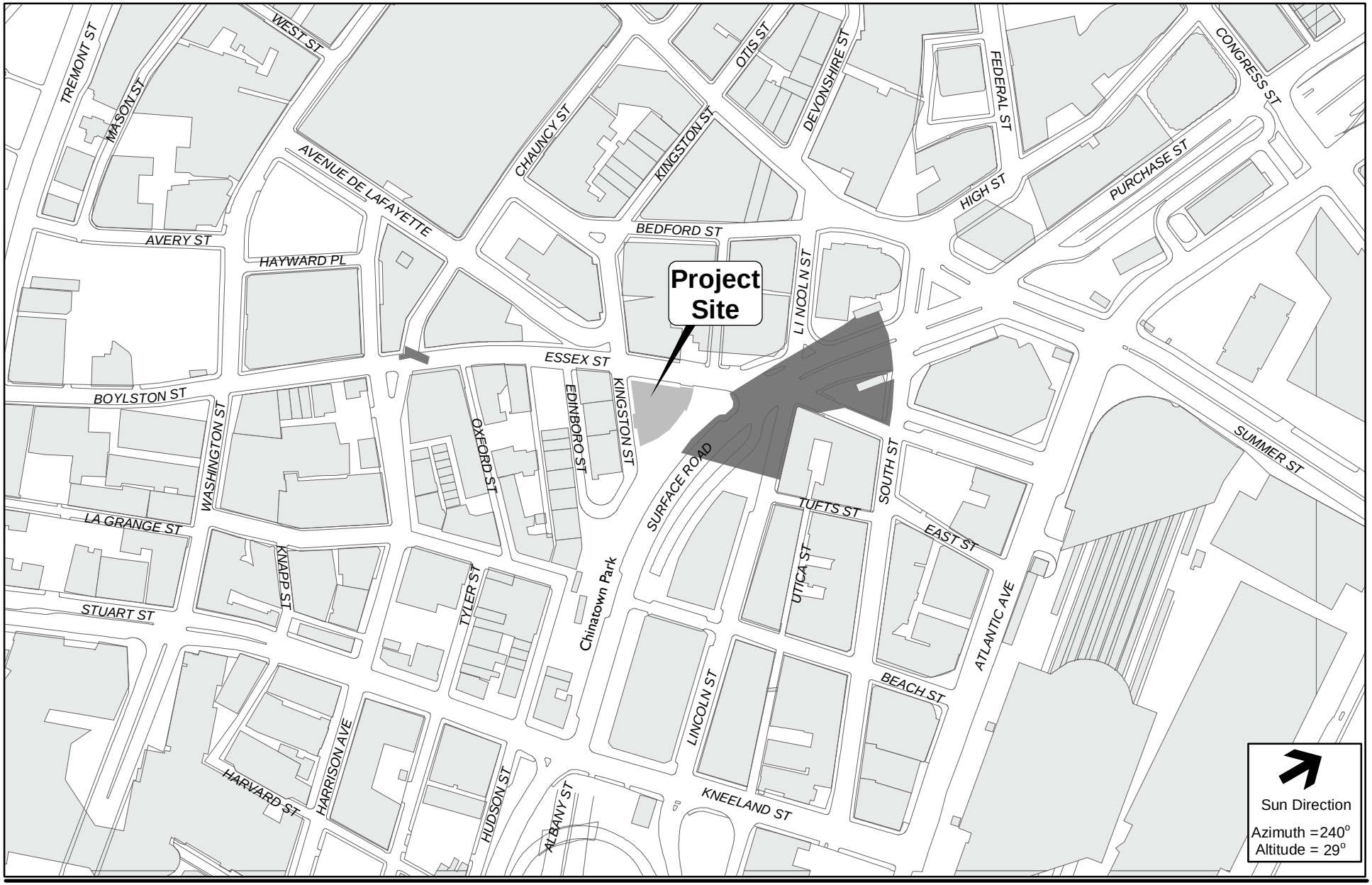


Figure 5.4-9
120 Kingston Street Solar Glare Study
Autumn Equinox 4:00 PM EDT

5.5 Air Quality Analysis

Tech Environmental, Inc. performed air quality analyses for the Project. These analyses consisted of: 1) an evaluation of existing air quality; 2) an evaluation of potential carbon monoxide ("CO") impacts from the operation of the Project's parking garage and fuel combustion equipment; and 3) a microscale CO analysis for the intersections in the Project area that meet the BRA criteria for requiring such an analysis.

5.5.1 Existing Air Quality

The City of Boston is currently classified as being in attainment of the Massachusetts and National Ambient Air Quality Standards ("NAAQS") for all of the criteria air pollutants except ozone (see **Table 5.5-1**). These air quality standards have been established to protect the public health and welfare in ambient air, with a margin for safety.

Table 5.5-1: Massachusetts and National Ambient Air Quality Standards (NAAQS)

Pollutant	Averaging Time	NAAQS (µg/m^3)
SO_2	3-hour^S 24-hour^P Annual^P (Arithmetic Mean)	1300[a] 365[a] 80
CO	1-hour$^{P/S}$ 8-hour$^{P/S}$	40,000[a] 10,000[a]
NO_2	Annual$^{P/S}$ (Arithmetic Mean)	100
PM_{10}	24-hour$^{P/S}$	150
$PM_{2.5}$	24-hour$^{P/S}$ Annual$^{P/S}$ (Arithmetic Mean)	65[b] 15[c]
O_3	8-hour$^{P/S}$	157[d]
Pb	Calendar Quarter Arithmetic Mean	1.5

P = primary standard; S = secondary standard.
a One exceedance per year is allowed.
b 98th percentile 24-hour concentrations in a year (average over three years).
c Three-year average of annual arithmetic means.
d Three-year average of the annual 4th-highest daily maximum 8-hour ozone concentration.
Note: The one-hour ozone standard was revoked by the US EPA in 2005 and the annual PM_{10} stnadard was revoked in 2006.

The Massachusetts Department of Environmental Protection (DEP) currently operates air monitors in various locations throughout the City. The closest, most representative, DEP monitors for carbon monoxide (CO) and lead are located at Kenmore Square. The closest, most representative, DEP monitors for sulfur dioxide (SO_2) and nitrogen dioxide (NO_2) are located at 531 a East First Street. The closest, most representative, DEP monitor for fine

particulate matter ($PM_{2.5}$) is located at 174 North Street. The closest, most representative, DEP monitor for combined fine and coarse particulate matter (PM_{10}) is located at City Square in Charlestown. The closest, most representative, DEP monitor for ozone is located at Dudley Square (Harrison Avenue).

Table 5.5-2 summarizes the DEP air monitoring data, for the most recent available, complete, three-year period (2004-2006), that are considered to be representative of the Project area. **Table 5.5-2** shows that the existing air quality in the project area is generally much better than the NAAQS. The highest measured air quality levels relative to a NAAQS are for ozone and $PM_{2.5}$. Ozone is a regional air pollutant on which the small amount of additional traffic generated by this Project will have an insignificant impact. The Project's operations will not have a significant impact on local $PM_{2.5}$ concentrations.

Table 5.5-2: Representative Existing Air Quality in the Project Area

Pollutant, Averaging Period	Monitor Location	Value ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)	Percent of NAAQS
CO, 1-hour	Kenmore Square, Boston	2,530	40,000	6%
CO, 8-hour	Kenmore Square, Boston	1,725	10,000	17%
NO_2, Annual	531a East First Street, Boston	33.8	100	34%
Ozone, 8-hour	Harrison Avenue, Boston	130.0	157	83%
PM_{10}, 24-hour	City Square, Charlestown	46.0	150	31%
$PM_{2.5}$, 24-hour	174 North Street, Boston	32.0	35	91%
$PM_{2.5}$, Annual	174 North Street, Boston	13.2	15	88%
Lead, Quarterly	Kenmore Square, Boston	0.02	1.5	1%
SO_2, 3-hour	531a East First Street, Boston	267.2	1,300	21%
SO_2, 24-hour	531a East First Street, Boston	104.8	365	29%
SO_2, Annual	531a East First Street, Boston	15.7	80	20%

Source: US EPA, http://www.epa.gov/air/data.

Notes:

(1) Annual averages are highest measured during the most recent three-year period for which data are available (2004 - 2006). Values for periods of 24-hours or less are highest, second-highest over the three-year period unless otherwise noted.

(2) The eight-hour ozone value is the 3-year average of the annual fourth-highest values, the 24-hour $PM_{2.5}$ value is the 3-year average of the 98th percentile values, the annual $PM_{2.5}$ value is the 3-year average of the annual values – these are the values used to determine compliance with the NAAQS for these air pollutants.

(3) The one-hour ozone standard was revoked by the US EPA in 2005 and the annual PM_{10} standard was revoked in 2006.

5.5.2 Impacts from the Parking Garage and Fuel Combustion Equipment

The *120 Kingston Street* project will include a six-level parking garage, with two parking levels below-grade and four parking levels located in Levels 2 through 5 above-ground. The garage is designed to provide parking spaces for approximately 150 vehicles. All of the parking will be valet and will be for residents only. Residents will drop their cars off at the upper basement level (level B1) and they will pick up their cars at street level (level L1). The garage will have a ramp from level L1 to level B1. Elevators will be used to transport the cars between all other garage levels.

An analysis of the worst-case air quality impacts from the proposed parking garage was performed (see the Air Quality Appendix [**Appendix D**] for the calculations). The procedures used for this analysis are consistent with U.S. EPA's Volume 9 guidance. The objective of this analysis was to determine the maximum CO concentrations inside the garage and at the closest sensitive receptors surrounding the Project. These closest sensitive receptors include: any air intakes and operable windows located on the proposed building and any nearby existing residential buildings, other buildings located near the Project, and pedestrians at ground level anywhere near the Project. CO emissions from motor vehicles operating inside the garage were calculated and the CO concentrations inside the garage and surrounding the Project were predicted for the morning and afternoon peak traffic periods. Ambient CO concentrations from the garage exhaust were modeled including CO emissions from the Project's fuel combustion equipment.

Garage Ventilation System

All levels of the proposed six-level parking garage will require mechanical ventilation. The garage ventilation system will be designed to provide adequate dilution of the motor vehicle emissions before they are vented outside. The design of the garage ventilation system will meet all building code requirements.

Full ventilation of the garage will require fans that will supply a maximum flow of approximately 20,000 cubic feet per minute (cfm) of fresh air per garage level (approximately 120,000 cfm total for the garage). This quantity of air is designed to meet the building code and will be more than adequate to dilute the emissions inside the parking garage to safe levels before they are vented outside. The garage ventilation fans will use CO sensors to trigger the exhaust when the CO concentration in the garage exceeds a preset low concentration. Garage CO monitors will have direct read capability. The garage ventilation fans will be located inside the garage with the ventilation intake air and exhaust air emitted through the building walls between the second and fifth floors (Levels L2 through L5) . Garage exhaust will be designed to avoid contamination of any public areas surrounding the building.

Peak Garage Traffic Volumes

The garage will have one access/egress point, onto Kingston Street, with one exit lane and one entrance lane. The peak morning and afternoon one-hour entering and exiting traffic volumes for the garage are shown in **Table 5.5-3**. Access to/from the parking garage will be controlled by a card reader or some other type of optical scanning device that will allow vehicles to quickly enter and exit from the garage. Therefore, the vehicle exiting capacity for the garage was conservatively estimated to be at least 300 vehicles per hour. The exit capacity is necessary to predict vehicle delays at the garage exits. The garage's exiting capacity will be significantly larger than the largest garage exit volume; therefore, no significant queuing of vehicles is expected at the garage exit to the street.

Table 5.5-3: Peak-Hour Garage Traffic Volumes

Period	Entering (vehicles/hour)	Exiting (vehicles/hour)	Total (vehicles/hour)
Morning Peak Hour	6	19	25
Afternoon Peak Hour	24	15	39

Source: Howard/Stein-Hudson Associates, Inc.

Motor Vehicle Emission Rates

The U.S. Environmental Protection Agency (EPA) MOBILE6.2 emission factor model was used to calculate single vehicle CO emissions rates, for a vehicle speed of 5 mph. The inputs to the MOBILE6.2 model followed the latest guidance from the Massachusetts Department of Environmental Protection (DEP) and were performed for the earliest possible Project completion year of 2010. This represents the worst case, since the MOBILE6.2 model predicts decreasing CO emissions rates in future years due to more stringent emission control requirements for new motor vehicles. All of the vehicles exiting the garage were conservatively assumed to be sitting for eight hours (cold-start); while the vehicles entering the garage were assumed to have the standard distribution of warm-up time.[6] The CO emission rate calculated by MOBILE6.2, for a speed of 5 mph, was 15.7 grams per mile (gpm) for each entering vehicle and 21.0 gpm for each exiting vehicle. These emission rates apply to wintertime conditions when motor vehicle CO emissions are greatest due to cold temperatures. MOBILE6.2 model output is provided in the Air Quality Appendix (**Appendix D**).

To determine the maximum one-hour CO emissions inside the garage it was necessary to estimate the amount of time each motor vehicle will be inside the parking garage with its engine running. The garage will only have valet parking; therefore, it is highly likely that the drivers will not have to search for a parking space after entering the garage. To be

[6] CO emissions are generally highest when a vehicle is operating in the cold-start mode, i.e. when a catalyst-equipped vehicle has not been used for at least one hour.

conservative, it was assumed that every car entering the garage traveled through level B1 and then used the elevator to go to the top garage level (level L5) where the driver searched for a parking space. It was conservatively assumed that the vehicles leaving the garage traveled through the same distance from inside the garage to the exit. It was conservatively assumed that each entering and exiting vehicle spent 1.5 minutes going up on the elevator and 1.5 minutes going down on the elevator, with the engine running. The Proponent will install permanent "No Idling" signs inside each garage level, inside the garage elevators, and at the garage entrance, to help reduce motor vehicle emissions inside the garage. The "No Idling" policy will be strictly enforced by building management and the valet company. The calculations in the Air Quality Appendix (**Appendix D**) show how long each vehicle was calculated to travel in the garage for both the morning and afternoon peak periods.

Peak Garage CO Emission Rate and CO Concentration Inside the Garage

The peak one-hour CO emission rate for the parking garage was calculated to be 1.63 grams per minute for the morning peak hour and 2.39 grams per minute for the afternoon peak hour. Conservatively applying the maximum volumetric garage ventilation flow rate for one level of the parking garage, the peak one-hour CO concentration inside the garage was calculated to be 2.5 parts of CO per million parts of air (ppm) for the morning peak hour and 3.7 ppm for the afternoon peak hour. Therefore, the peak one-hour CO concentration inside the garage will be 3.7 ppm with a peak one-hour emission rate of 2.39 grams/minute (0.04 grams/second), corresponding to the afternoon peak period. These predictions represent conservative estimates of the peak garage CO emissions and concentrations.

Peak CO Emission Rates from Fuel Combustion Equipment

The Project will include fuel combustion equipment that will emit air pollutants to the atmosphere when operating. Fuel combustion equipment for the Project will include gas-fired boilers to provide heating for the residential units, domestic hot water heaters, a small rooftop heating, ventilating, and air conditioning (HVAC) unit with gas-fired heating for the building corridors, and a diesel-fired emergency generator (sized at up to 800 kW).

EPA's AP-42 document was used to determine the uncontrolled CO emission rate for the gas-fired equipment. The total equipment heat input capacity for the building was conservatively estimated to be approximately 13 million Btu per hour (MMBtu/hour). Using a CO emission factor of 0.084 lb CO/MMBtu,[7] the maximum total CO emissions from the Project's heating equipment will be 1.09 lb/hour (0.14 gram/sec). This calculation conservatively assumes that all of the gas-fired fuel combustion equipment is operating simultaneously at its full design capacity.

[7] US EPA, "Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition Volume I: Stationary Point and Area Sources", Table 1.4-1, January 1995 (revised July 1998).

Emissions from the emergency generator may occur for brief periods during periodic testing (maximum 20 – 30 minutes per week) and whenever a break in electrical power necessitates their use. EPA's AP-42 document was used to determine the uncontrolled CO emission rate for the emergency generator. The AP-42 emission factor for CO is 4.06 grams/kW/hour.[8] Therefore, the maximum CO emission rate for a 800 kW generator will be 3,248 grams/hour (0.90 gram/sec).

Therefore the sum of the CO emissions from the Project's gas-fired heating equipment and the emergency generator will be 1.04 grams/sec.

Peak Ambient CO Concentration

Worst-case concentrations of CO from the Project's parking garage and fuel combustion equipment were predicted for locations around the building with the U.S. EPA SCREEN3 model (Version 96043). The results of the air quality analysis for locations outside and around the building are summarized in **Table 5.5-4**. The results in **Table 5.5-4** represent all outside locations on and near the Project Site, including building air intakes, nearby residences, and pedestrians/sidewalks. The Air Quality Appendix (**Appendix D**) contains the SCREEN3 model output.

The SCREEN3 model was used to predict the maximum ambient concentration of CO by modeling the air pollutant emissions both as a point source with aerodynamic building downwash and as a volume source, and using the largest predicted impact to be conservative. The largest air quality impact was predicted to occur when the emissions were modeled as a volume source. The SCREEN3 model was used to predict the total maximum concentration of CO by modeling the fuel combustion equipment and garage emissions as one volume source with the total peak afternoon CO emissions (1.08 grams/sec). The dimensions of the Project building were used to calculate the initial lateral and vertical dispersion parameters for the SCREEN3 analysis. The predicted concentrations presented here represent the worst-case air quality impacts from the garage and the fuel combustion equipment at all locations on and around the Project. The analysis of the ambient impacts from the garage as a volume source is not dependent on the exact location of the emissions. The SCREEN3 model predicts one-hour average concentrations of air pollutants.

The SCREEN3 model predicts that the maximum one-hour CO concentration from the garage and fuel combustion equipment will be 0.2 ppm (230.9 $\mu g/m^3$). This concentration represents the maximum CO concentration at any location surrounding the Project.

The maximum predicted eight-hour CO concentration at any ambient (outside) location will be significantly smaller than the one-hour prediction. This is because: 1) the number

[8] US EPA, "Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition Volume I: Stationary Point and Area Sources", Table 3.3-1, January 1995 (revised October 1996).

of vehicles entering and exiting the garage over the peak eight-hour period will be significantly less than the peak one-hour values used to predict the peak one-hour CO impact, and 2) the worst-case meteorological conditions used to predict the peak one-hour impact will not persist for eight consecutive hours. Massachusetts DEP guidance allows the maximum eight-hour CO impact to be conservatively estimated by multiplying the maximum one-hour impact by a factor of 0.7 (i.e. the eight-hour impact is 70% of the one-hour impact). The maximum predicted eight-hour CO concentration was determined to be approximately 0.1 ppm (0.2 ppm x 0.7).

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) to protect the public heath and welfare in ambient air, with a margin for safety. The NAAQS for CO are 35 ppm for a one-hour average and 9 ppm for an eight-hour average. The Commonwealth of Massachusetts has established the same standards for CO. Conservative, urban CO background values of 2.2 ppm for a one-hour period and 1.5 ppm for an eight-hour period were added to the maximum predicted garage/fuel combustion equipment ambient impacts to represent the CO contribution from other, more distant, sources. With the conservative background concentration added, the peak, total, one-hour and eight-hour CO impacts from the garage and the fuel combustion equipment, at any location around the building, will be no larger than 2.4 ppm and 1.6 ppm, respectively. These maximum predicted total CO concentrations (garage and fuel combustion exhaust impacts plus background) are safely in compliance with the NAAQS. This analysis demonstrates that the simultaneous operation of the garage and fuel combustion equipment will not have an adverse impact on air quality.

Conclusions

The air quality analysis demonstrates that there will be no adverse air quality impacts from the operation of the proposed parking garage and the Project's fuel combustion equipment, conservatively assuming the Project will have an emergency generator.

Table 5.5-4: Peak Predicted Garage/Fuel Combustion Air Quality Impacts

Location	Peak Predicted One-Hour Impact (ppm)	One-Hour Indoor Guideline or NAAQS (ppm)	Peak Predicted Eight-Hour Impact (ppm)	Eight-hour Indoor Guideline or NAAQS (ppm)
Inside the Garage (Garage Emissions only)	3.7	35 (EPA Tunnel)	< 3.7 ppm (Not Analyzed)	35 (OSHA)
Ambient – Surrounding the Building* (Garage and Fuel Combustion Emissions)	2.4**	35 (NAAQS)	1.6**	9 (NAAQS)

NAAQS = Massachusetts and National Ambient Air Quality Standards for CO (ppm = parts per million)
U.S. EPA Tunnel = U.S. EPA Tunnel Standard for CO
OSHA = Occupational Safety and Health Administration Standards for CO
* Representative of maximum CO impact at all nearby residences, buildings, and sidewalks.
** Includes background concentrations of 2.2 ppm for the one-hour period and 1.5 ppm for the eight-hour period.

5.5.3 Microscale CO Analysis for Selected Intersections

The Boston Redevelopment Authority (BRA) requires a microscale air quality analysis for any intersection in the Project study area where the level of service (LOS) is expected to deteriorate to D and the proposed project causes a 10% increase in traffic or where the level of service is E or F and the project contributes to a reduction in LOS. For such intersections, a microscale air quality analysis is required to examine the CO concentrations at sensitive receptors near the intersection.

A microscale CO air quality analysis was performed to predict the maximum one-hour and eight-hour CO concentrations for sensitive receptors at one intersection in the Project traffic study area: Essex Street/Lincoln Street/Surface Road. The microscale air quality analysis was performed for this intersection for three cases: 2007 Existing, 2012 No-Build, and 2012 Build. Estimation of CO levels at this intersection under the 2012 Build scenario provides a good indication of whether the project will interfere with the maintenance of the NAAQS for CO. Since CO levels are highest near intersections where the worst traffic congestion occurs, compliance with the NAAQS at this intersection protects public health elsewhere in the community. A modeling protocol was presented in advance to the BRA for this Project.

Dispersion Model

The latest version of the U.S. EPA CAL3QHC model[9] (Version 04244) was used to predict maximum one-hour CO concentrations at each intersection from both moving and idling vehicles. This model includes the U.S. EPA CALINE-3 dispersion model[10] along with methods for estimating queue lengths and the contribution of emissions from idling vehicles at intersections. The Air Quality Appendix (**Appendix D**) contains the CAL3QHC model output.

Meteorological Inputs

The following meteorological parameters were selected for the CAL3QHC modeling, in accordance with U.S. EPA and Massachusetts DEP guidance:

- Roughness Length: 175 cm
- Mixing Height: 1,000 meters
- Wind Speed: 1.0 m/s (minimum)
- Wind Direction: 360° in 10° increments
- Stability Class: Class D

[9] U.S. EPA, User's Guide to CAL3QHC Version 2.0: A Modeling Methodology for Predicting Pollution Concentrations Near Roadway Intersections, Office of Air Quality Planning and Standards, September 1995.

[10] California Department of Transportation, CALINE-3, A Versatile Dispersion Model for Predicting Air Pollutant Levels Near Highways and Arterial Streets, FHWA/CA/TL-79/23, Sacramento, CA, November 1979.

Intersections Selected for Analysis

Seven intersections were included in the transportation study area, and each of these intersections was considered for a microscale CO air quality analysis. **Table 5.5-5** shows that Essex Street/Lincoln Street/Surface Road is the only intersection that will experience a reduction in LOS from the addition of the Project's traffic, and is the only intersection that will require a microscale air quality analysis. Two other intersections have poor LOS for the No-Build and Build cases: Surface Road/Kneeland Street, and Essex Street/Harrison Street/Chauncy Street. These two intersections were not included in the microscale air quality analysis because the Project increases the traffic at these two intersections by less than 0.5% for either the morning or afternoon peak period, and the Project's traffic does not significantly increase the traffic delay at either of these two intersections. The Essex Street/Lincoln Street/Surface Road intersection has the worst overall traffic delay and will experience the largest increase in traffic from the Project.

Table 5.5-5: Summary of No-Build and Build Case Level of Service (LOS)

Intersection	2012 No-Build LOS (AM/PM)	2012 Build LOS (AM/PM)	Requires Analysis?
Essex Street/Lincoln Street/Surface Road – Signalized	E/F	F/F	YES
Surface Road/Beach Street – Signalized	B/A	B/A	NO
Surface Road/Kneeland Street - Signalized	D/F	D/F	NO
Essex Street/Kingston Street – Signalized	C/C	C/C	NO
Essex Street/Harrison Street/Chauncy Street - Signalized	F/F	F/F	NO
Essex Street/Edinboro Street – Unsignalized	B/B	B/B	NO
Kingston Street/Site Driveway – Unsignalized	N/A	A/A	NO

Data Source: Howard/Stein-Hudson Associates, Inc.

N/A = Does not exist for this case.

The Build LOS shown for the unsignalized intersections represent the LOS of the approach with the largest delay. The Build LOS shown for the signalized intersections represent the overall delay for the intersections.

The Project has an insignificant impact on traffic at the Surface Road/Kneeland Street and Essex Street/Harrison Street/Chauncy Street intersections. Traffic increases from the No-Build to Build case for either the morning or afternoon peak periods increase by less than 0.5% at either of these two intersections.

Receptors

Receptors are the locations where the CAL3QHC model predicts CO concentrations. Receptors were placed at regular intervals along each modeled roadway, where the public could have access. These receptors conservatively cover all of the locations where the general public may have frequent and prolonged access to the ambient air at each intersection. The figure in the Air Quality Appendix (**Appendix D**) shows the locations of the 40 receptors that were modeled at the analyzed intersection. Following U.S. EPA guidance, all receptors were placed at a height of 1.8 meters and were located at least 3 meters from roadway curbsides.

Modeled Roadways

Each roadway approach was modeled as a 1,000 meter, free-flow (moving vehicles), line source. The width of each free-flow link was set equal to the roadway width (excluding the parking areas) plus 3 meters on each side. Composite CO emission rates, in units of grams per mile, were applied to each free-flow link. All sources were modeled with a height of 0.33 meters (1.1 feet).

Each roadway approach with traffic signal control was also modeled as a queue link (vehicles waiting for the traffic signal to turn green). The width of each queue link was modeled as the actual approach lane width. The length of each queue was calculated by the CAL3QHC model. An idle CO emission factor, in grams per hour, was applied to each queue link.

The CAL3QHC model requires the input of signal timing for a signalized intersection such as Essex Street/Lincoln Street/Surface Road. Traffic signal timing for the intersection was provided by Howard/Stein-Hudson Associates and is shown in the Air Quality Appendix (**Appendix D**) for the peak period that was modeled.

Eight-Hour Average CO Concentrations

Peak eight-hour CO concentrations from roadway traffic were calculated by multiplying the model predicted one-hour CO values (without an added background concentration) by a persistence factor of 0.7.[11] The persistence factor takes into account that the intensity of the traffic during the peak eight-hour period will be less than that which will occur during the peak one-hour period. It also takes into account that the worst-case meteorological conditions (i.e. low wind speed blowing directly from the source to the receptor), corresponding to the peak one-hour concentrations, will not persist for an entire eight-hour period.

[11] U.S. EPA, Guideline for Modeling Carbon Monoxide from Roadway Intersections, EPA-454/R-92-005, Office of Air Quality Planning and Standards, November 1992.

Background CO Concentrations

The one-hour and eight-hour traffic-related CO concentrations predicted by the CAL3QHC model were added to conservative one-hour and eight-hour background CO concentrations of 2.2 parts of CO per million parts of air (ppm) and 1.5 ppm, respectively, for the existing case. Background concentrations for the year 2012 will likely be lower than the existing background CO concentrations. To be conservative, the same background concentrations were used for the 2012 No-Build and Build cases. The sums of the CAL3QHC modeled CO concentrations plus background were compared to the NAAQS for CO.

CO Emission Factors

The MOBILE6.2 Emission Factor Model[12] was used to predict the composite CO emission factors for moving (free flow) vehicles at the intersections and the idle emission factors for vehicles queued at traffic signals. Output from the MOBILE6.2 model is included in the Air Quality Appendix (**Appendix D**).

The input parameters used for the MOBILE6.2 models are consistent with those required by the latest Massachusetts DEP guidance dated February 12, 2003. This guidance allows credit to be taken for an enhanced I/M program with Massachusetts specific cutpoints, Stage II (refueling) emission controls, and reformulated gasoline. The latest Massachusetts DEP MOBILE6.2 input files for modeling the years 2007 and 2012 were used.[13]

Idle emission factors were calculated from the MOBILE6.2 emission factors for a speed of 2.5 mph, following U.S. EPA guidance. The idle emission factors for 2007 and 2012 were determined to be 68.3 and 50.8 grams/hour, respectively. MOBILE6.2 was used to predict the free flow emission rate for vehicles traveling on the roadways, conservatively using a vehicle speed of 25 mph for all of the modeled roadways. The free flow CO emission rate for a traffic speed of 25 mph was predicted to be 11.3 grams/mile in 2007 and 8.9 grams/mile in 2012. The reduction in CO emission rates between 2007 and 2012 is a result of newer vehicles, which have to meet more-strict federal air pollution emissions standards, replacing older vehicles on the Commonwealth's roadways with time.

Traffic Information

Traffic volume data were available for the peak weekday morning and afternoon periods. Traffic data for the period with the worst LOS (i.e. largest traffic congestion and vehicle delays) at the intersection were modeled to reflect the potential worst-case air quality impacts. The worst-case traffic period was the weekday afternoon peak period.

[12] U.S. EPA, User's Guide to MOBILE6.1 and MOBILE6.2: Mobile Source Emission Factor Model, EPA420-R-02-028, Office of Transportation and Air Quality, October 2002.
[13] Personal Communication with Mr. Marc Bennett, MA DEP, December 12, 2006.

Predicted Project Impacts

The microscale air quality analysis predicted maximum one-hour and eight-hour CO concentrations for sensitive receptors for the one intersection in the Project area which required analysis. The highest predicted CO concentrations for the one-hour and eight-hour periods, which consist of the sum of the maximum predicted impacts from intersection traffic and a conservative background CO concentration, are summarized in **Tables 5.5-6** and **5.5-7**. The results in these tables do not represent typical air pollution levels in the project area. Rather, they represent the highest concentrations that could exist during the joint occurrence of worst-case meteorology and peak roadway traffic.

2007 Existing Case: The maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, for the 2007 Existing case are 4.4 ppm and 3.0 ppm, respectively. These maximum concentrations are predicted to occur at receptor #31 on the east side of the Lincoln Street northbound approach (see the Figure in the Air Quality Appendix [**Appendix D**]), and are in compliance with the NAAQS for CO.

2012 No-Build Case: For the 2012 No-Build case, the maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, are also 4.0 ppm and 2.8 ppm, respectively These maximum concentrations are predicted to occur at receptor #1 on the north side of the Essex Street eastbound approach (see the Figure in the Air Quality Appendix [**Appendix D**]). These maximum concentrations are less than as those predicted for the 2007 Existing case and easily comply with the one-hour and eight-hour NAAQS for CO.

Table 5.5-6: Maximum Predicted One-Hour CO Concentrations at Sensitive Receptors (ppm)

Intersection	2007 Existing	2012 No-Build	2012 Build
Essex Street/Lincoln Street/Surface Road	4.4	4.0	4.0
NAAQS	**35**	**35**	**35**

Note: Maximum predicted one-hour concentrations include background concentrations. The added one-hour average background CO concentration is 2.2 ppm in 2007 and 2012.

2012 Build Case: For the 2012 Build case, the maximum predicted one-hour and eight-hour CO concentrations, including conservative background concentrations of CO, are 4.0 and 2.8 ppm, respectively. These maximum concentrations are predicted to occur at receptor #31 on the east side of the Lincoln Street northbound approach (see the Figure in the Air Quality Appendix (see the Figure in the Air Quality Appendix [**Appendix D**]). These maximum concentrations are less than the values predicted for the 2007 Existing case and are the same as those predicted for the 2012 No-Build case. The predicted CO impacts at all receptors are safely in compliance with the one-hour and eight-hour NAAQS for CO.

These results demonstrate that the Project will not have an adverse impact on air quality at the intersection where the Project will create the largest increase in traffic.

Table 5.5-7: Maximum Predicted Eight-Hour CO Concentrations at Sensitive Receptors (ppm)

Intersection	2007 Existing	2012 No-Build	2012 Build
Essex Street/Lincoln Street/Surface Road	3.0	2.8	2.8
NAAQS	**9.0**	**9.0**	**9.0**

Note: Maximum predicted one-hour concentrations include background concentrations. The added one-hour average background CO concentration is 2.2 ppm in 2007 and 2012.

The maximum predicted CO impacts for the 2012 No-Build and Build cases are less than or equal to those predicted for the 2007 Existing Case. This is a result of the lower CO emission rates for motor vehicles predicted by the MOBILE6.2 model for 2012, compared to 2007. The reduction in motor vehicle CO emission rates is primarily a result of the improved motor vehicle emission controls, and occurs as newer vehicles with lower CO emissions replace older vehicles on the road. The predicted decrease in the CO emission rates more than compensates for the small predicted future increase in motor vehicle traffic, to reduce the future predicted CO impacts. The modeling results show that the Project will not have a significant impact on the air quality at the analyzed intersection.

Conclusions

The microscale CO air quality dispersion modeling analysis clearly indicates that the worst-case traffic generated by the proposed *120 Kingston Street* project will not cause or contribute to any violations of the NAAQS for CO, and will not significantly affect air quality.

5.6 Noise Analysis

Tech Environmental, Inc. performed a noise analysis for the Project. The goal of the noise impact analysis was to determine whether the operation of the proposed Project will comply with the City of Boston Noise Regulations, the Massachusetts Department of Environmental Protection ("DEP") Noise Policy, and US Department of Housing and Urban Development ("HUD") Residential Site Acceptability Standards.

5.6.1 Common Measures of Community Noise

The unit of sound pressure is the decibel (dB). The decibel scale is logarithmic to accommodate the wide range of sound intensities to which the human ear is subjected. A property of the decibel scale is that the sound pressure levels of two separate sounds are not directly additive. For example, if a sound of 70 dB is added to another sound of 70 dB, the total is only a 3-decibel increase (or 73 dB), not a doubling to 140 dB. Thus, every 3 dB increase represents a doubling of sound energy. For broadband sounds, a 3 dB change is the minimum change perceptible to the human ear. **Table 5.6-1** gives the perceived change in loudness of different changes in sound pressure levels.[14]

Table 5.6-1: Subjective Effects of Changes in Sound Pressure Levels

Change in Sound Level	Apparent Change in Loudness
3 dB	Just perceptible
5 dB	Noticeable
10 dB	Twice (or half) as loud

Non-steady noise exposure in a community is commonly expressed in terms of the A-weighted sound level (dBA); A-weighting approximates the frequency response of the human ear. Levels of many sounds change from moment to moment. Some are sharp impulses lasting 1 second or less, while others rise and fall over much longer periods of time. There are various measures of sound pressure designed for different purposes. To establish the background ambient sound level in an area, the L_{90} metric, which is the sound level exceeded 90 percent of the time, is typically used. The L_{90} can also be thought of as the level representing the quietest 10 percent of any time period. Similarly, the L_{10} can also be thought of as the level representing the quietest 90 percent of any time period. The L_{10} and L_{90} are broadband sound pressure measures, i.e., they include sounds at all frequencies.

[14] American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., 1989 ASHRAE Handbook--Fundamentals (I-P) Edition, Atlanta, GA, 1989.

The L_{eq}, or equivalent sound level, is the steady-state sound level over a period of time that has the same acoustic energy as the fluctuating sounds that actually occurred during that same period. It is commonly referred to as the average sound level. The L_{dn} is the 24-hour average sound level, in dBA, obtained by adding 10 decibels to night-time sound levels between 10:00 p.m. and 7:00 a.m.

Sound level measurements typically include an analysis of the sound spectrum into its various frequency components to determine tonal characteristics. The unit of frequency is Hertz (Hz), measuring the cycles per second of the sound pressure waves, and typically the frequency analysis examines nine octave bands from 32 Hz to 8,000 Hz. A source is said to create a pure tone if acoustic energy is concentrated in a narrow frequency range and one octave band has a sound level 3 dB greater than both adjacent octave bands.

The acoustic environment in an urban area such as the Project area results from numerous sources. Observations show that major contributors to the background sound level in the Project area include motor vehicle traffic on local and distant roadways, aircraft over-flights, mechanical equipment on nearby buildings, and general city noises such as street sweepers, police/fire sirens, and streetlight transformers. Typical sound levels associated with various activities and environments are presented in **Table 5.6-2**.

Table 5.6-2: Common Indoor and Outdoor Sound Levels			
Outdoor Sound Levels	**Sound Pressure (μPa)**	**Sound Level (dBA)**	**Indoor Sound Levels**
	6,324,555	110	Rock Band at 5 m
Jet Over-Flight at 300 m		105	
	2,000,000	100	Inside New York Subway Train
Gas Lawn Mower at 1 m		95	
	632,456	90	Food Blender at 1 m
Diesel Truck at 15 m		85	
Noisy Urban Area—Daytime	200,000	80	Garbage Disposal at 1 m
		75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	70	Vacuum Cleaner at 3 m
Suburban Commercial Area		65	Normal Speech at 1 m
	20,000	60	
Quiet Urban Area—Daytime		55	Quiet Conversation at 1m
	6,325	50	Dishwasher Next Room
Quiet Urban Area—Nighttime		45	
	2,000	40	Empty Theater or Library
Quiet Suburb—Nighttime		35	
	632	30	Quiet Bedroom at Night
Quiet Rural Area—Nighttime		25	Empty Concert Hall
Rustling Leaves	200	20	Average Whisper
		15	Broadcast and Recording Studios
	63	10	
		5	Human Breathing
Reference Pressure Level	20	0	Threshold of Hearing

Notes: μPa, or micro-Pascals, describes sound pressure levels (force/area). DBA, or A-weighted decibels, describes sound pressure on a logarithmic scale with respect to 20 μPa (reference pressure level).

5.6.2 Noise Regulations

Commonwealth Noise Policy

The Massachusetts Department of Environmental Protection ("DEP") regulates noise through 310 CMR 7.00, "Air Pollution Control." In these regulations "air contaminant" is defined to include sound and a condition of "air pollution" includes the presence of an air contaminant in such concentration and duration as to "cause a nuisance" or "unreasonably interfere with the comfortable enjoyment of life and property."

Regulation 7.10 prohibits "unnecessary emissions" of noise. The DEP Division of Air Quality Control ("DAQC") Policy Statement 90-001 (February 1, 1990) interprets a violation of this noise regulation to have occurred if the noise source causes either:

1. An increase in the broadband sound pressure level of more than 10 dBA above the ambient level; or
2. A "pure tone" condition.

The ambient background level is defined as the L_{90} level as measured during equipment operating hours. A "pure tone" condition occurs when any octave band sound pressure level exceeds both of the two adjacent octave band sound pressure levels by 3 dB or more.

The DEP does not regulate noise from motor vehicles accessing a site or equipment backup notification alarms. Therefore, the provisions described above only apply to a portion of the sources that may generate sound following construction of the Project.

Local Regulations

The City of Boston Environment Department regulates noise through the Regulations for the Control of Noise as administered by the Air Pollution Control Commission. The Project is located in an area consisting of commercial, institutional, and residential uses. The closest residences to the Project, Lafayette Lofts at 88 Kingston Street, will be located immediately across Essex Street. Other low-rise (7 stories or less) residences will be located farther from the Project. The Project must comply with Regulation 2.2 for noise levels in Residential Zoning Districts at these residential locations. **Table 5.6-3** lists the maximum allowable octave band and broadband sound pressure levels for residential and business districts. Daytime is defined by the City of Boston Noise Regulations as occurring between the hours of 7:00 a.m. and 6:00 p.m. daily except Sunday. Compliance with the most restrictive nighttime residential limits will ensure compliance for other land uses with equal or higher noise limits.

Table 5.6-3: Maximum Allowable Sound Pressure Levels (dB) City Of Boston			
	Zoning District		
Octave Band (Hz)	Residential (Daytime)	Residential (All Other Times)	Business (anytime)
32 Hz	76	68	79
63 Hz	75	67	78
125 Hz	69	61	73
250 Hz	62	52	68
500 Hz	56	46	62
1000 Hz	50	40	56
2000 Hz	45	33	51
4000 Hz	40	28	47
8000 Hz	38	26	44
Broadband (dBA)	**60**	**50**	**65**

5.6.3 Pre-Construction Sound Level Measurements

Existing baseline sound levels in the Project area were measured during the quietest overnight period when human activity and roadway traffic were at a minimum, and when the Project's mechanical equipment (the principal sound sources) could be operating. Since the Project's mechanical equipment may operate at any time during a 24-hour day, a weekday between midnight and 5:00 a.m. was selected as the worst-case time period, i.e., the time period when Project-related sounds may be most noticeable due to the quieter background sound levels. Establishing an existing background (L_{90}) during the quietest hours of the facility operation is a conservative approach for noise impact assessment and is required by the DEP Noise Policy. The nighttime noise measurement locations are as follows (see Figure 1 in the Noise Appendix [**Appendix D**]):

Corner of Kingston Street and Essex Street (Monitoring Location #1): Represents the entire Project Site and the Lafayette Lofts residences across from the Project on Essex Street.

81 Essex Street (Monitoring Location #2): Near the building at 81 Essex Street, which has residences located on its upper floors.

Between Edinboro Street and Beach Street (Monitoring Location #3): Near the building at 25 Edinboro Street, which has residences located on its upper floors.

On Tufts Street near Lincoln Street (Monitoring Location #4): Near the Lincoln Plaza building, which has residences located on its upper floors.

Broadband (dBA) and octave band sound level measurements were made with the CEL Model 593 environmental sound level analyzer, at each monitoring location, for a duration of approximately one-half hour. The full octave band frequency analysis was performed on the frequencies spanning 16 to 16,000 Hertz. A time-integrated statistical analysis of the data used to quantify the sound variation was also performed, including the calculation of the L_{90}, which is used to set the ambient background sound level.

The CEL 593 model is equipped with a model CEL 250 ½″ precision condenser microphone and has an operating range of 5 dB to 140 dB and an overall frequency range of 3.5 Hz to 20,000 Hz. This meter meets or exceeds all requirements set forth in the ANSI S1.4-1983 Standards for Type 1 quality and accuracy and the State and City requirements for sound level instrumentation. Prior to any measurements, this sound analyzer was calibrated with an ANSI Type 1 calibrator that has an accuracy traceable to the National Institute of Standards and Technology (NIST). During all measurements, the CEL 593 was tripod mounted at approximately five feet above the ground in open areas away from vertical reflecting surfaces.

The sound level monitoring was conducted on Thursday, July 26, 2007. Weather conditions during the sound survey were conducive to accurate sound level monitoring: the temperature was 65 ^{o}F - 70 ^{o}F, the skies were clear, and the winds were very light. The microphone of the sound level analyzer was fitted with a 3-inch windscreen to negate any effects of wind-generated noise.

The nighttime sound level measurements taken in the vicinity of the Project Site reveal sound levels that are generally low for an urban area. A significant source of existing sound at all locations is motor vehicle traffic on distant and local roadways and window air conditioning equipment.

Results of the nighttime baseline sound level measurements are presented in **Table 5.6-4**, and the complete measurement printouts are provided in the Noise Appendix (**Appendix E**). The nighttime background L_{90} level ranged from 55 dBA to 59 dBA. The octave band data in **Table 5.6-4** show that a pure tone was detected in the noise measurements at Locations 1 and 2. These pure tones may have been caused by window air conditioning units.

Table 5.6-4: Nighttime Baseline Sound Level Measurements - July 26, 2007				
Sound Level Measurement	**(Location #1) Kingston St./ Essex St. 12:43 – 1:13 a.m.**	**(Location #2) Near 81 Essex Street 12:05 - 12:40 a.m.**	**(Location #3) Edinboro St./ Beach St. 1:21 – 1:51 a.m.**	**(Location #4) Tufts St./ Lincoln St. 1:55 - 2:25 a.m.**
Broadband (dBA)				
Background (L_{90})	58	59	55	56
Octave Band L_{90} (dB)				
16 Hz	58	58	55	56
32 Hz	66	65	62	64
63 Hz	69	68	64	64
125 Hz	63	63	61	60
250 Hz	59	60	55	56
500 Hz	56	57	52	53
1000 Hz	53	53	50	52
2000 Hz	49	48	45	48
4000 Hz	42	43	37	41
8000 Hz	<35	<35	<35	<35
16000 Hz	<35	<35	<35	<35
Pure Tone?	Yes (63 Hz)	Yes (63 Hz)	No	No

Noise monitoring at the Project Site during the morning peak traffic period was used to evaluate the existing ambient sound levels and to evaluate conformance with the Site Acceptability Standards established by HUD for residential development. The purpose of the HUD guidelines is to provide standards for determining the acceptability of residential project locations with regards to existing sound levels. The HUD criteria regarding the day-night average sound level (L_{dn}) are listed below. These standards apply to L_{dn} measurements taken several feet from the building in the direction of the predominant source of noise.

Normally Acceptable - L_{dn} not exceeding 65 dBA

Normally Unacceptable - L_{dn} above 65 dBA but not exceeding 75 dBA

Unacceptable - L_{dn} above 75 dBA.

These HUD standards do not apply to this Project, but are used as guidance regarding the suitability of the Project area with regard to background sound levels.

A sound level measurement was taken to help estimate the L_{dn} for the Project Site. A 30-minute sound level measurement was taken during the morning peak-traffic period, on Monday, July 26, 2007 between 7:42 a.m. and 8:12 a.m., on the Project Site facing the intersection of Essex Street and Surface Road (Monitoring Location #5). This location was judged to be the site location with the most traffic noise. This measurement was also taken with a CEL Model 593 environmental sound level analyzer. Figure 1 in the Noise Appendix (**Appendix E**) shows the location where this measurement was taken.

The main source of noise during the peak morning traffic period sound level measurement was motor vehicle traffic on Essex Street and the Surface Road. The L_{eq} and L_{10} measured during the morning peak traffic period were 75 dBA and 77 dBA, respectively. **Table 5.6-5** summarizes the sound level measurements taken during the morning peak traffic period. The Noise Appendix (**Appendix E**) contains a complete listing of this noise measurement data.

Table 5.6-5: Peak Morning Traffic Period Sound Level Measurement - July 26, 2007

Sound Level Measurement	**(Location #5) Project Site Facing Intersections of Essex Street and the Surface Road Peak Morning Traffic Period 7:42 to 8:12 a.m.**
Broadband (dBA)	
Background (L_{90})	66
Average (L_{eq})	75
Background (L_{10})	77
Octave Band L_{90} (dB)	
16 Hz	65
32 Hz	73
63 Hz	74
125 Hz	70
250 Hz	65
500 Hz	62
1000 Hz	62
2000 Hz	58
4000 Hz	51
8000 Hz	<45
16000 Hz	<45
Pure Tone?	No

The HUD regulations allow the estimation of the L_{dn} from noise measurements near roadways by using either the L_{eq} value taken during the peak traffic hour or the L_{10} value taken during the peak traffic hour minus 3 dB. Using the L_{eq} approach provides the highest estimate for the L_{dn} of 75 dBA. This noise level represents the sound level at ground level approximately 70 feet from the intersection and approximately 120 feet from the proposed building. The fourth building level (level L4) will be the lowest level of the Project that will contain residences; therefore, the sound level was adjusted to represent the closest proposed residential units facing the intersection of Essex Street and the Surface Road. Adjusting the L_{dn} estimate at level L4 of the building facing the Essex Street/Surface Road intersection provides an estimate for the L_{dn} of approximately 65 dBA. This L_{dn} sound level is considered to be acceptable compared to the HUD Design Noise Level standards. The 65 dBA L_{dn} outside sound level criteria results from HUD's goal of 45 dBA for interior sound levels. It is assumed that standard building construction practices will result in at least a 20 dBA reduction of sound from outdoor sound levels. It is likely that residence on other sides of the building and at higher levels will experience lower noise levels and will also be considered acceptable for residential use, based on the HUD criteria.

5.6.4 Reference Data and Candidate Mitigation Measures

The mechanical systems for the Project are in the early design stage. Sound power data for the equipment of the expected size and type for the Project have been obtained to represent the Project's mechanical equipment. The sound levels from all potential significant Project noise sources are discussed in this section.

The design for the Project is expected to include the following significant mechanical equipment:

- An approximately 800 ton cooling tower located on the roof behind a mechanical penthouse screen.
- Small exhaust fans that will vent residential unit bathrooms. A total exhaust flow of approximately 10,000 cubic feet per minute (cfm) will be achieved by these fans, which will be located on the roof behind a mechanical penthouse screen.
- Garage exhaust fans (totaling 120,000 cfm) located within the garage and exhausting air through louvers in the building walls.
- A 25-ton package air handling unit on the building rooftop behind a mechanical penthouse screen, to provide heating, air conditioning, and ventilation for the building common areas.
- A 700 - 800 kW (worst-case assumed to be 800 kW), diesel-powered, emergency generator to provide electricity for safety in the event of a loss of electrical power to the Project. This unit will be located on the roof.

All of the equipment listed above was included in the noise impact analysis. The sound level impact analysis assumed that all of the rooftop mechanical equipment is located near the center of the building roof. The garage vents on the Essex Street and the Greenway (Chinatown Park) sides of the building were included in the noise impact analysis.

The Project will have a loading/service area located inside the ground level of the building. Trash will be stored in a designated trash room within the building and be serviced via the loading area on an as-needed basis. Trash pickup and loading/service activities will not produce a significant amount of exterior noise and these activities were not included in the analysis. The Project's traffic was not included in the noise analysis because motor vehicles are exempt under both the City of Boston and Massachusetts DEP noise regulations.

The Project will use an emergency generator to provide power for life safety in the event of a temporary break in electrical service to the building. The noise impact analysis conservatively assumes that the proposed Project will have one 800 kW emergency power generator. This unit will include a critical silencer (muffler) to mitigate exhaust noise, and would be located on the roof within an acoustic enclosure. The emergency generator will be operated only when electrical service to the building is interrupted and periodically for brief periods for testing purposes. The emergency generator will be tested for the minimum acceptable amount designated by the manufacturer; and will only be tested during daytime periods. Emergency generator equipment will be selected and designed to assure compliance with all applicable noise regulations.

The sound generation profiles for the mechanical equipment noise sources operating concurrently under full-load conditions were used to determine the maximum possible resultant sound levels from the Project Site as a whole, to define a worst-case scenario. To be in compliance with City and DEP regulations, the resultant sound level must not exceed the allowable octave band limits in the City of Boston noise regulation and must be below the allowable incremental noise increase, relative to existing noise levels, as required in the DEP Noise Policy.

This sound level impact analysis was performed using sound generation data for representative equipment with any necessary mitigation measures to demonstrate compliance with noise regulations. As the building design evolves, the sound generation for the actual equipment selected may differ from the values that were utilized for the analysis. If equipment with smaller noise generation profiles is selected, less noise mitigation may be required. Conversely, if equipment with larger noise generation profiles is selected, more noise mitigation may be required. A range of mitigation options are available, even if the sound generation characteristics of the final equipment selected differ from that which were included in the sound level impact analysis. The Project will incorporate mitigation measures, as necessary, to achieve compliance with the noise regulations.

Mitigation measures may include:

- **Specification of low-noise mechanical equipment and silencers:** The cooling tower, package air handling unit, and garage ventilation fans will be of a low-noise design. The emergency generator exhaust stack will be equipped with a critical grade exhaust silencer for sound reduction.

- **Acoustical shielding:** The emergency generator will be located within an acoustical enclosure that will provide up to 25 dB of sound attenuation for its mechanical noise. Acoustical louvers will likely be necessary for the garage vents located on the Essex Street and Chinatown Park sides of the building. The rooftop mechanical equipment will be located within a penthouse structure that will mitigate noise propagation.

- **Operational restrictions:** The emergency generator will only be operated when electrical service to the building is interrupted and for occasional brief daytime periods for the minimum acceptable amount of testing designated by the manufacturer.

5.6.5 Calculated Future Sound Levels

Methodology

Reference sound level data were used to predict future worst-case noise levels at the modeled noise locations (receptors). These levels were calculated according to the equations (valid for a point source of noise):

$$L_p = L_w - 10 \log (2 \pi R^2) - \text{Atmospheric Absorption} - \text{Sound Mitigation}$$

$$L_p = L_{pr} - 10 \log ((D/R)^2) - \text{Atmospheric Absorption} - \text{Sound Mitigation}$$

where:

L_p = predicted sound pressure level (dB)

L_w = reference sound power level (dB)

L_{pr} = reference sound pressure level (dB)

R = distance of L_p from source (meters)

D = reference sound pressure distance.

In the equations above, the terms $[-10 \log(2 \pi R^2)]$ and $[-10\log((R/D)^2)]$ represent the decrease of sound levels due to distance from the source by hemispherical spreading. Atmospheric absorption is the process by which sound energy is absorbed by the air, and it is significant at large distances and at high frequencies. To be conservative, sound attenuation due to ground absorption and wave scattering was ignored. Sound level calculations are documented in the Noise Appendix (**Appendix E**).

Receptors

The Project is located across Essex Street from Lafayette Lofts, a residential property, and adjacent to Chinatown Park. The Project also abuts commercial property, and other residential uses are in the vicinity, including Lincoln Plaza and 168 Lincoln Street, across Surface Road. The sound level impacts from the building's mechanical equipment were predicted at the worst-case property line and at the four closest/worst-case sensitive (residential) locations. These sensitive locations were selected based on the proximity of the equipment (smaller distances correspond to larger noise impacts) and the amount of shielding by the Project building (taller nearby residential locations will experience less shielding from the Project's rooftop mechanical equipment, which may result in larger potential noise impacts from the Project). The Project's height (27-stories, 299-feet) will result in significant mitigation of its rooftop mechanical noise at low elevations near the building. This would include all of the closest residences to the Project, which are significantly smaller in height (7-stories or less), and Chinatown Park. Figure 2 in the Noise Appendix (**Appendix E**) shows the locations of the modeled noise receptors. Noise impacts at other nearby noise-sensitive locations (residences, parks, etc.) farther from the Project Site will be less than those predicted for these receptors.

Worst-Case Property Line

The property line location, most sensitive to noise, that is expected to receive the largest sound level impact from the Project's mechanical equipment was determined to be along the side of the building abutting the Chinatown Park, at ground level. This is the most sensitive location that is expected to receive the largest sound level impacts from the Project's garage vent and its rooftop mechanical equipment. This location can be classified as a residential zone.

Worst-Case Residences

The four closest and tallest residential buildings surrounding the Project were chosen as receptors for the noise impact analysis. The modeled residential receptors are: 1) the worst-case floor at the 7-story residential building at 88 Kingston Street (Lafayette Lofts), 2) the top residential floors at 81 Essex Street (7-story), 3) the top residential floors at Lincoln Plaza (6-stories), and 4) the top residential floors at 25 Edinboro Street (6-stories). The highest residences at all four locations were modeled to represent the worst potential noise impacts. These are the closest residences to the Project; other residences near the Project will experience smaller noise impacts.

Compliance with State and Local Noise Standards

The City of Boston and DEP noise standards apply to the operation of the mechanical equipment at the proposed Project. The details of the noise predictions are included in the Noise Appendix (**Appendix E**) and the results are presented in **Tables 5.6-6** through **5.6-10**. The sound impact analysis includes the simultaneous operation of the Project's cooling tower, toilet exhaust fans, garage ventilation fans, package air handling unit, and an emergency generator. The predicted sound levels are worst-case predictions that represent all hours of the day, as the analysis assumes full operation of the mechanical equipment 24-hours a day. The typical sound level impacts from the mechanical equipment will be lower than what is presented here, since most of the mechanical equipment will operate at full-load only during certain times of the day and during the warmer months of the year, it is not likely that all of the mechanical equipment will operate at the same time, and the emergency generator will operate very infrequently and only for very short periods of time. Sound level impacts at locations farther from the Project (e.g. other residences, etc.) will be lower than those presented in this report.

City of Boston Noise Standards

The noise impact analysis results, presented in **Tables 5.6-6** through **5.6-10**, reveal that the sound level impact at the worst-case property line and the closest residences will be between 27 and 44 dBA. The smallest sound level impact is predicted to occur at the residences located at the top floors of 81 Essex Street. The largest sound level impact is predicted to occur at the top floors at the Lafayette Lofts residences across from the project on Essex Street. Noise impacts predicted at all five locations are predicted to be easily in compliance with the City of Boston's nighttime noise limit (50 dBA) for a residential area. The results also demonstrate compliance with the City of Boston, residential, non-daytime, octave band noise limits at all five locations.

The City of Boston noise limits for business areas are significantly higher than the nighttime noise limits for residential areas (see **Table 5.6-3**). The Project will also easily comply with the City of Boston business area noise limits at all surrounding commercial properties.

Massachusetts DEP Noise Regulations

The predicted sound level impacts at the worst-case property line and the worst-case residential locations were added to the measured L_{90} value of the quietest daily hour to test compliance with DEP's noise criteria. Assuming the Project's mechanical noise is constant throughout the day, the Project will cause the largest increase in sound levels during the period when the lowest background noise occurs. Minimum background sound levels (diurnal) typically occur between midnight and 5:00 a.m.

The predicted sound level impacts at the worst-case property line and the closest residences were added to the L_{90} values measured during the period with the least amount of background noise to test compliance with DEP's noise criteria. The predicted noise impacts at the property line and the closest residences were added to the most-representative measured L_{90} values to determine the largest possible increase in the sound level at each location during the quietest hour at the site.

As shown in **Tables 5.6-6** through **5.6-10**, the Project is predicted to result in no increase in sound level at any of the five modeled locations. Therefore, the Project's worst-case sound level impacts during the quietest nighttime periods will be easily in compliance with the Massachusetts DEP allowed noise increase of 10 dBA. The noise predictions for each octave band indicate that the mechanical equipment will not create a pure tone condition at any location. The mechanical equipment for the proposed *120 Kingston Street* project will not result in a violation of the DEP noise regulations.

HUD Site Acceptability Standards

The maximum predicted sound level impacts from the Project are well below 65 dBA and will not increase the existing L_{dn} in the Project area. Therefore, the Project area will still comply with HUD's Site Acceptability Standards without any additional mitigation incorporated into the building design after the Project is completed.

5.6.6 Conclusion

With the mitigation outlined in this report, sound levels at all nearby sensitive locations and at all property lines will fully comply with the most stringent City of Boston and DEP daytime and nighttime sound level limits, and the HUD design Noise Levels. The proposed *120 Kingston Street* project will not create a noise nuisance condition and will comply with all applicable noise regulations

The final design process for the Project will incorporate low noise equipment and noise control measures, as necessary, to ensure full compliance with the City of Boston and DEP noise regulation at all nearby sensitive receptors. This acoustic analysis demonstrates that the Project's design will meet the applicable acoustic criteria with careful design and the use of the mitigation measures outlined in this report.

Table 5.6-6: Estimated Future Sound Level Impacts - Anytime Property Line (Chinatown Park)		
Octave Bands	**Residential Nighttime Noise Standards**	**Maximum Predicted Sound Levels***
32 Hz	68	48
63 Hz	67	46
125 Hz	61	46
250 Hz	52	41
500 Hz	46	39
1000 Hz	40	34
2000 Hz	33	23
4000 Hz	28	17
8000 Hz	26	12
Broadband (dBA)	**50**	**40**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	Maximum Sound Levels* (dBA)
Existing Nighttime Background, L_{90} (Site #1)	58
120 Kingston Street project*	40
Calculated Combined Future Sound Level	58
Calculated Incremental Increase	No Change
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.

Note: DEP Policy allows a sound level increase of up to 10 dBA

Table 5.6-7: Estimated Future Sound Level Impacts - Anytime Lafayette Lofts (88 Kingston Street)		
Octave Bands	**Residential Nighttime Noise Standards**	**Maximum Predicted Sound Levels***
32 Hz	68	57
63 Hz	67	54
125 Hz	61	52
250 Hz	52	48
500 Hz	46	42
1000 Hz	40	36
2000 Hz	33	28
4000 Hz	28	21
8000 Hz	26	13
Broadband (dBA)	**50**	**44**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	**Maximum Sound Levels* (dBA)**
Existing Nighttime Background, L_{90} (Site #1)	58
120 Kingston Street project*	44
Calculated Combined Future Sound Level	58
Calculated Incremental Increase	No Change
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.

Note: DEP Policy allows a sound level increase of up to 10 dBA

Table 5.6-8: Estimated Future Sound Level Impacts - Anytime 81 Essex Street Upper Floor Residences		
Octave Bands	**Residential Nighttime Noise Standards**	**Maximum Predicted Sound Levels***
32 Hz	68	43
63 Hz	67	38
125 Hz	61	35
250 Hz	52	30
500 Hz	46	24
1000 Hz	40	20
2000 Hz	33	15
4000 Hz	28	10
8000 Hz	26	0
Broadband (dBA)	**50**	**27**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	**Maximum Sound Levels* (dBA)**
Existing Nighttime Background, L_{90} (Site #2)	59
120 Kingston Street project*	27
Calculated Combined Future Sound Level	59
Calculated Incremental Increase	No Change
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.

Note: DEP Policy allows a sound level increase of up to 10 dBA

Table 5.6-9: Estimated Future Sound Level Impacts - Anytime Lincoln Plaza Upper Floor Residences		
Octave Bands	**Residential Nighttime Noise Standards**	**Maximum Predicted Sound Levels***
32 Hz	68	48
63 Hz	67	45
125 Hz	61	44
250 Hz	52	39
500 Hz	46	33
1000 Hz	40	27
2000 Hz	33	18
4000 Hz	28	11
8000 Hz	26	0
Broadband (dBA)	**50**	**35**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	**Maximum Sound Levels* (dBA)**
Existing Nighttime Background, L_{90} (Site #4)	56
120 Kingston Street project*	35
Calculated Combined Future Sound Level	56
Calculated Incremental Increase	No Change
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.

Note: DEP Policy allows a sound level increase of up to 10 dBA

Table 5.6-10: Estimated Future Sound Level Impacts - Anytime 25 Edinboro Street Upper Floor Residences		
Octave Bands	**Residential Nighttime Noise Standards**	**Maximum Predicted Sound Levels***
32 Hz	68	47
63 Hz	67	45
125 Hz	61	43
250 Hz	52	38
500 Hz	46	32
1000 Hz	40	26
2000 Hz	33	17
4000 Hz	28	9
8000 Hz	26	0
Broadband (dBA)	**50**	**34**
Compliance with the City of Boston Noise Regulation?		Yes

Sound Level Metric	**Maximum Sound Levels* (dBA)**
Existing Nighttime Background, L_{90} (Site #3)	55
120 Kingston Street project*	34
Calculated Combined Future Sound Level	55
Calculated Incremental Increase	No Change
Compliance with DEP Noise Policy?	Yes

* Assumes full-load operation of all mechanical equipment.

Note: DEP Policy allows a sound level increase of up to 10 dBA

5.7 Solid and Hazardous Materials

5.7.1 Construction Period Waste

During the demolition of the existing building, demolition debris will be removed from the Project Site. Construction debris will consist primarily of non-contaminated steel, concrete, and brick. To promote the reuse of materials and reduce the amount of debris, materials recovery and salvaging practices will be used for heavy timber, dimensional lumber, and other materials such as brick and steel. An extraction plan will be created, cataloguing the different materials' volume and weight, projected removal time, means of transportation, destination, and potential end users. The Proponent will further ensure that waste removal and disposal during construction and operation will be in conformance with the City and DEP's Regulations for Solid Waste.

The disposal and construction contracts will include specific language to ensure the contractor's compliance with City and State regulations. The commitments regarding demolition and construction practices and waste disposal issues will be included in the Construction Management Plan.

5.7.2 Operational Solid Waste

Although estimates for solid waste vary widely, the Project is estimated to generate approximately 278 tons of solid waste per year, based on the assumption that each residential unit will generate approximately 1.4 tons/residence/year, and each 1,000 square feet of retail space will generate approximately 5.5 tons per year of waste.

A portion of the household waste will be recycled and the remainder will be compacted. The waste is expected to be contained in a trash compactor and removed by a licensed waste hauler contracted by building management. Waste generated from the new building will be typical of residential uses and is not expected to be hazardous.

The building design will encourage the recycling of solid waste by providing storage areas for recyclable materials in appropriate areas. As typically requested by the Boston Environment Department, the building will provide the appropriate spaces required to institute a recycling program that meets or exceeds the City's recycling guidelines, and that provides recycling areas for waste paper and newspaper, metal, glass, and plastics (#1 through #7, co-mingled).

5.7.3 Hazardous Materials

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment ("ESA") report was completed for the development parcel by Lightship Engineering, dated July 2006. The report identified no significant environmental issues related to the potential presence of oil and hazardous materials, and the property is not a Listed Disposal Site.

Naturally deposited marine clay soils are anticipated to be encountered directly underlying the existing building. However, based on the site location, fill may be present in areas of the site outside the existing basement which may contain levels of chemical constituents typically encountered in urban fill soils. Specific testing of soil and groundwater will be conducted prior to construction to evaluate conditions and requirements for special handling or transport of excavated materials from the Project Site.

The construction contractor will be responsible for proper off-site removal of contaminated soil and disposal of construction and demolition debris. All work will be conducted in accordance with Massachusetts Department of Environmental Protection policies and the Massachusetts Contingency Plan ("MCP"). If hazardous materials are encountered during construction operations, this material will be managed in accordance with applicable DEP and EPA regulations by licensed contractors.

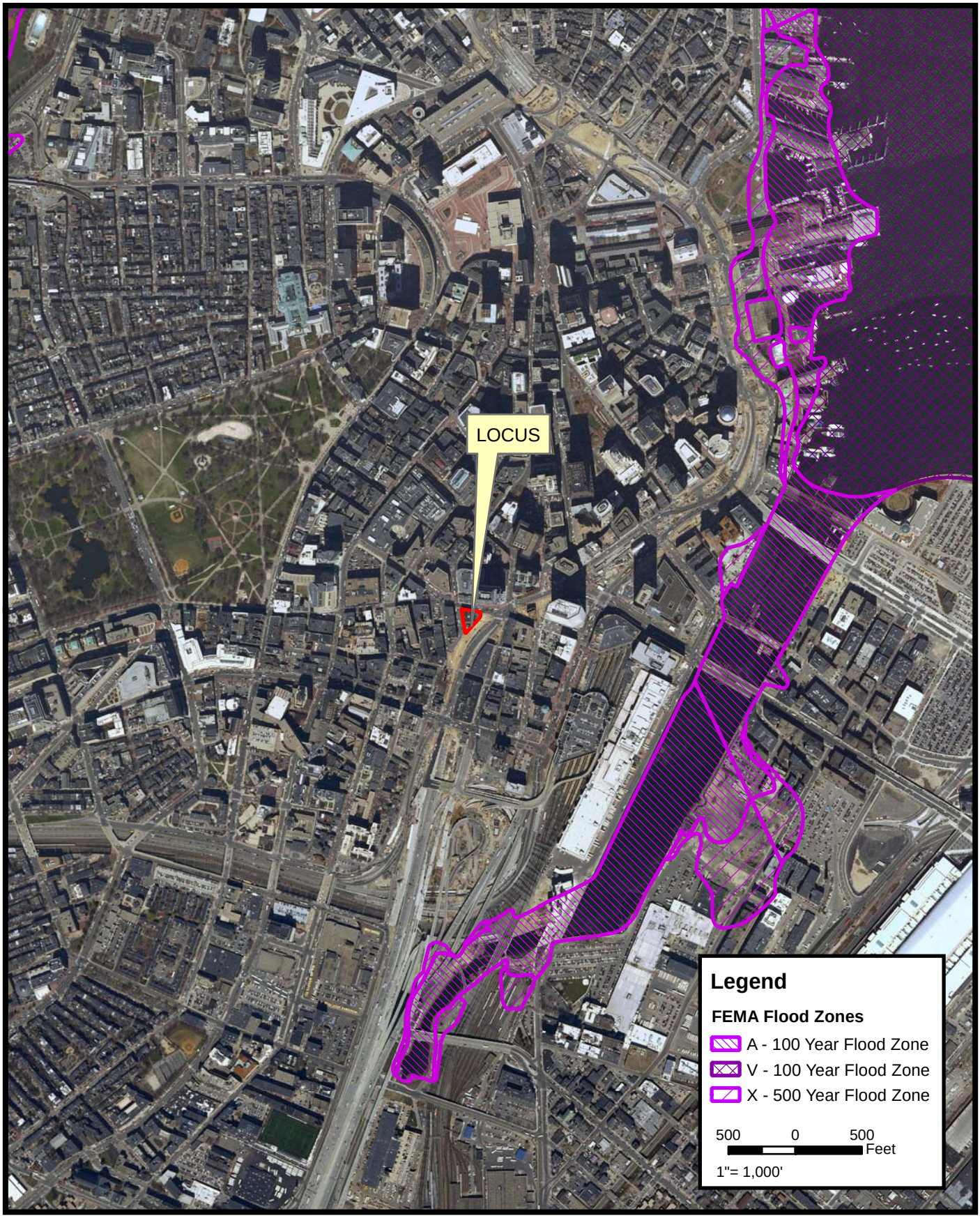
Vapor Intrusion

Based on site history and anticipated subsurface conditions, the presence of Volatile Organic Compounds ("VOCs") and vapor intrusion to indoor air is not expected to be an issue for the Project. However, conditions will be further evaluated by Haley & Aldrich during planned future subsurface explorations. Evaluations will be based on guidelines presented in the Massachusetts Department of Environmental Protection's policies for sampling and evaluation. The requirements for implementation for engineering controls will be incorporated into the design of the lowest level building floor.

5.8 Flood Hazard Zones, ACECs, and Wetlands

Federal Emergency Management Agency's (“FEMA”) Flood Insurance Rate Maps (“FIRM”) for the City of Boston (Community Panel 250-286-0010C, effective date April 1, 1982) were reviewed to determine whether the Project Site lies within the 100-year flood plain (see **Figure 5.8-1**). The Project Site falls within a Zone C, defined by FEMA as an "area of minimal flooding." Thus, the Project will not lead to an increased flood or storm damage risk.

There are no wetlands as defined by the Massachusetts Wetlands Protection Act located on the Project Site. No Areas of Critical Environmental Concern or State Certified Vernal Pools exist within the Project Site. Likewise, the Project Site is not included on the list of either Priority Habitats for State-Listed Rare Species or the list of Estimated Habitats for Rare Wildlife.



Daylor
Ten Forbes Road • Braintree, MA 02184

FEMA Flood Boundaries

120 Kingston Street
Boston, Massachusetts

09/24/07

Source: MassGIS, FEMA

Figure
5.8-1

Created by: AMS

2653_FEMA.mxd

5.9 Water Quality/Stormwater Management

5.9.1 Introduction

No negative impacts to water quality are anticipated from the development of the Project. Storm water quality will be improved as runoff will be almost entirely "clean" rooftop runoff as opposed to the current building and paved parking lot runoff. The construction of the proposed building and associated paved surfaces is not anticipated to result in substantial changes in site permeability or the amount of stormwater runoff.

The Project will implement a stormwater management program. The Project will include groundwater recharge, retaining and recharging the first inch of rainwater equal to the Project Site area. Please see **Section 7.4** of this DPIR for a discussion of existing and proposed stormwater management for the Project Site. The Project design will meet the applicable standards of the Massachusetts Department of Environmental Protection's 1996 Stormwater Management Policy, as described below.

5.9.2 Stormwater Management Standards

In November 1996, the Massachusetts Department of Environmental Protection ("DEP") issued a Stormwater Management Policy for use under multiple statutory and regulatory authorities of the DEP, including the Massachusetts Wetlands Protection Act (as amended by the Rivers Protection Act) and the federal Clean Waters Act.

Although the Project is not subject to the Wetlands Protection Act, the Stormwater Management Standards offer a method to assess the impacts of the Project. The Project meets the definition of a redevelopment project (development, rehabilitation, expansion and/or phased projects in previously developed sites resulting in no net increase in impervious area) under the Policy. No portion of this Project proposes to develop previously undeveloped land. Redevelopment projects, or portions of projects qualifying as redevelopment, are governed by Performance Standard #7. Standard #7 requires that the Stormwater Management Standards be met to the maximum extent practicable.

Below is a summary of the Project's anticipated compliance with the Stormwater Management Standards.

<u>Standard #1 Untreated Direct Discharge of Stormwater</u>

The Project is not expected to result in the discharge of untreated stormwater directly to or cause erosion in wetlands or water of the Commonwealth. Roof runoff is considered uncontaminated. Catch basins will be fitted with hoods to prevent the introduction of oil and floating debris into the drainage system.

Standard #2 No Increase in Peak Discharge Rates

Because of the impervious nature of the Project Site, the Project is likely to maintain or decrease peak discharge rates off-site.

Standard #3 Groundwater Recharge

The Proponent will investigate and implement a method to satisfactorily recharge storm water during the design phase to meet the City of Boston, Article 32, Groundwater Conservation Overlay District requirements. The proposed provisions of Article 32 will minimize stormwater impacts on the storm sewer system.

Standard #4 80% Total Suspended Solids Removal

The building covers a substantial portion of the Project Site so there will be an insignificant amount of suspended solids in the storm water runoff.

Standard #5 Higher Potential Pollutant Loads

The Project does not contain any land uses that would generate a higher than normal concentration of pollutants.

Standard #6 Protection of Critical Areas

The Project is not expected to result in the discharge of untreated stormwater to critical areas of the Commonwealth.

Standard #7 Redevelopment Projects

The Project is a redevelopment of a previously developed site. The Project is expected to result in an improvement over existing storm water runoff conditions.

Standard #8 Erosion and Sediment Control

Erosion and sediment controls will be implemented to prevent impacts during construction. Water from construction dewatering efforts will be collected in siltation tanks prior to discharge into the drainage system. If needed, controls may include siltation fences or staked hay bales positioned around the perimeter of the construction site. Nearby catch basins will be fitted with filters during the construction phase.

Standard #9 Operation and Maintenance Plan

The Proponent will develop an operation and maintenance plan to ensure the long-term function of the stormwater systems.

5.10 Geotechnical and Groundwater Impacts

5.10.1 Introduction

This section addresses the subsurface conditions and foundation construction activities under consideration for the Project. Site soil and groundwater conditions are described. The excavation and foundation construction methods planned for the Project are discussed, and potential Project impacts and proposed mitigation measures are presented.

5.10.2 Subsurface Soil Conditions

Several borings were previously completed in the immediate vicinity of the Project Site for nearby developments and for the CA/T project. These test borings were drilled to varying depths, with several extending to either the glacial till or bedrock.

Table 5.10-1 characterizes the general subsurface profile at the Project Site based on review of the readily available subsurface data.

Table 5.10-1: Subsurface Soil Profile

Generalized Description	Depth to Top of Layer (feet)	Thickness of Layer (feet)
Fill	–	5 to 20
Marine Sand and Clay	5 to 20	25 to >40
Glacial Till	40 to >55	>10
Bedrock	70 to 75 (approximate)	–

Site grades are relatively flat and ground surface elevations range from approximately Elevation 18 to 24 Boston City Base (BCB) datum.

Subsurface explorations are planned to further define conditions for foundation design studies and development of construction documents. The program will include test borings, test pits, installation of groundwater monitoring wells and chemical testing of soil and groundwater.

5.10.3 Groundwater

A groundwater monitoring well exists in front of 15 Edinboro Street, between Essex and Kingston Streets, approximately one block from the Project Site. Data reviewed from the Boston Groundwater Trust ("BGwT") website indicates the groundwater level measured in August 2007 at the well location was Elevation 9.95 BCB. This is approximately 10 to 12 feet below existing site grades (ground surface).

Historically, groundwater levels reported by BGwT ranged from approximately Elevation 9.2 to 10.8 BCB. Other wells located north of the Project Site indicate measured groundwater levels ranging from about Elevation 6 to Elevation 10.

5.10.4 Foundation System

It is anticipated that deep foundations will be required for support of new building column loads due to the soft compressible nature of the underlying clay soils and high column loads. Foundation design and installation criteria for the project are being developed in consideration of minimizing potential impacts to adjacent buildings and abutting facilities such as ground movement, vibration, and groundwater lowering. It is anticipated that drilled shaft foundations extending to bedrock, or a similar drilled-in pile system, will be utilized for foundation support of the new building. Drilled shafts are ideally suited since they are low displacement elements which lower the potential for soil disturbance, do not generate vibrations during installation, and do not require dewatering during installation. Resulting impacts to adjacent facilities and neighborhood buildings during foundation installation are expected to be negligible (See **Section 5.10.6** of this DPIR for additional information).

Due to site constraints, proximity of adjacent facilities, and planned depth of excavation, installation of a temporary earth support system around the existing building basement will be required for excavation and construction of the underground parking. The temporary earth support systems will be designed and installed to limit ground movement, groundwater impacts and protect adjacent streets and utilities. No pile driving is planned as part of the Project.

Criteria developed for design and construction of the below grade parking will be based on the requirement to not negatively impact groundwater levels. No perimeter drains will be allowed. Basement walls will be fully waterproofed.

Temporary construction dewatering will be required within the limits of the excavation. The dewatering will be conducted inside of a perimeter groundwater cut off wall and be conducted to not lower water levels outside the limits of the excavation. Groundwater monitoring wells installed around the Project Site will be used to monitor conditions.

Effluent generated during temporary construction dewatering will be chemically tested and discharged in compliance with applicable regulations and discharge permits (BWSC, NPDES or MWRA). Infiltration into the ground is not considered feasible during construction due to site constraints and soil conditions. Dewatering discharge effluent quality will also be monitored during construction as part of the discharge permit requirements.

5.10.5 Groundwater Conservation Overlay District

The Project is located within the Groundwater Conservation Overlay District (GCOD). In accordance with requirements of the GCOD, the Project plans to design and install a suitable system to capture and store storm water runoff, and recharge it into the ground (see **Section 7.4.1** of this DPIR).

The Project will coordinate with the Boston Groundwater Trust regarding selection of locations for installation of new monitoring wells, well installation details, the groundwater monitoring program, and the design of the storm water infiltration system to recharge the groundwater.

5.10.6 Probable Project Impacts and Mitigation Measures

Existing buildings in the immediate vicinity of the Project, including 88 Kingston Street and buildings on the opposite side of Kingston Street are believed to be supported on granite block and stone footing foundations bearing below existing basement levels. The buildings are located at a sufficient distance from the Project Site that they are not within the zone of influence of the planned excavation and therefore are not at risk of being impacted ground movement that might result from excavation. The CA/T structures are also soil supported at depths below planned Project excavation levels and therefore not at risk. Initial studies indicated that no wood pile supported buildings are located immediately adjacent to the Project Site.

The objective of the design and construction of the foundation system will be to avoid adverse impacts to adjacent historic buildings and other structures in close proximity to the Project Site. This will be accomplished through requirements of the design criteria developed and selection of appropriate construction methodology. A geotechnical instrumentation and monitoring program will be developed and implemented prior to the start of construction to monitor contractor performance and off site impacts. The program will include preconstruction condition surveys, settlement monitoring and vibration monitoring of adjacent facilities. The performance criteria developed will be incorporated into the Contract Documents for the Project and adherence to the performance criteria monitored during construction. Specific mitigation measures proposed are as follows:

- The design team will conduct studies, prepare designs and specifications, and will review contractor's submittals for conformance to the Project contract documents with specific attention to protection of nearby structures and facilities.
- Contractor designs and procedures will be reviewed and accepted by the Project design team prior to implementation.
- Performance criteria will be established for the lateral earth support systems with respect to movements, and the construction sequence of the below-grade portion of the work will be controlled by specific requirements in the Project specifications as

necessary. The contractor will be required to modify construction methods and take all necessary steps during the work to protect nearby buildings, the CA/T tunnel, and adjacent utilities.

- As part of the contractor's submittal, the contractor will be required to submit contingency plans for remedial measures in the event that unacceptable excavation support system performance occurs. The design team will review these measures prior to construction.
- Preconstruction condition surveys consisting of photo and video documentation will be performed of adjacent roadways and buildings to document existing conditions.
- Vibration and settlement monitoring will be performed during construction at adjacent structures. If settlement is observed, submitted remedial action plans will be enacted to limit the settlement. If vibration levels are exceeded, the contractor will be required to change construction procedures to mitigate the vibration levels.
- Groundwater levels outside the Project Site will be monitored by off-site groundwater observation wells. If groundwater levels drop below specified limits, contingency measures will be implemented to better control groundwater leakage into the excavation and/or restore groundwater levels outside the excavation to required levels. The Project will coordinate with the Boston Groundwater Trust on installation of new monitoring wells for this purpose.

5.11 Construction Impacts Analysis

5.11.1 Introduction

This section of the DPIR discusses the proposed construction activity for the Project, as well as measures that can be taken to mitigate potential construction period impacts. Prior to the commencement of construction, a Construction Management Plan ("CMP") will be developed in consultation with, and will be approved by, the Boston Transportation Department ("BTD"). The CMP will establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts to the abutters.

The Construction Manager will carry out all construction activities in a manner that ensures public safety throughout the Project's duration. Safety measures will be employed at all times to protect the general public in the immediate vicinity of the Project. Such measures shall include, but not be limited to: perimeter fencing and barricades providing clear demarcation, and segregation between, the construction area and public ways; temporary covered walkways that will provide overhead protection where required; and temporary signage directing traffic and pedestrians where established traffic patterns may be impacted.

Additionally, the Construction Manager will implement measures throughout the construction that will minimize impacts to the surrounding neighborhoods. These will include the creation of construction worker commuting and parking plans, the development of city approved truck routes for materials coming and going from the Project Site, and steps that will mitigate noise and dust associated with the construction. Neighbors will be notified of a contact name and telephone number for the Construction Manager of the Project, and the Project Site will have signage identifying the Project, Construction Manager and a contact telephone number. The Construction Manager will regularly meet with the neighbors and abutters as required to keep them informed with respect to upcoming construction activities and the potential impact of these activities. Construction procedures will meet all OSHA safety standards at all times.

In addition, Haley & Aldrich, Inc., the Project's geotechnical consultant, will provide consulting services associated with foundation design recommendations, prepare geotechnical specifications, and review the Construction Managers' proposed procedures.

5.11.2 Construction Activity Schedule

The construction is expected to last approximately 24 months, beginning the second quarter of 2008. All work shall conform to the City of Boston Noise and Work Ordinances which dictate that the normal work hours will be from 7:00 a.m. to 6:00 p.m., Monday through Friday. Selected overtime and weekend work may be required at certain phases of the construction. If and when this is required, all necessary City of Boston permits will be obtained prior to performance of off-hour or weekend activities.

Table 5.11-1 below outlines the preliminary construction schedule for the Project.

Table 5.11-1: Proposed Construction Schedule

Construction Activity	Anticipated Duration
Utility Relocation and Demolition	3 months
Excavation and Substructure	4 months
Structure*	8 months
Building Façade and Exterior Envelope*	6 months
Interior Finishes*	6 months
Building Completion	24 months

*These activities will overlap.

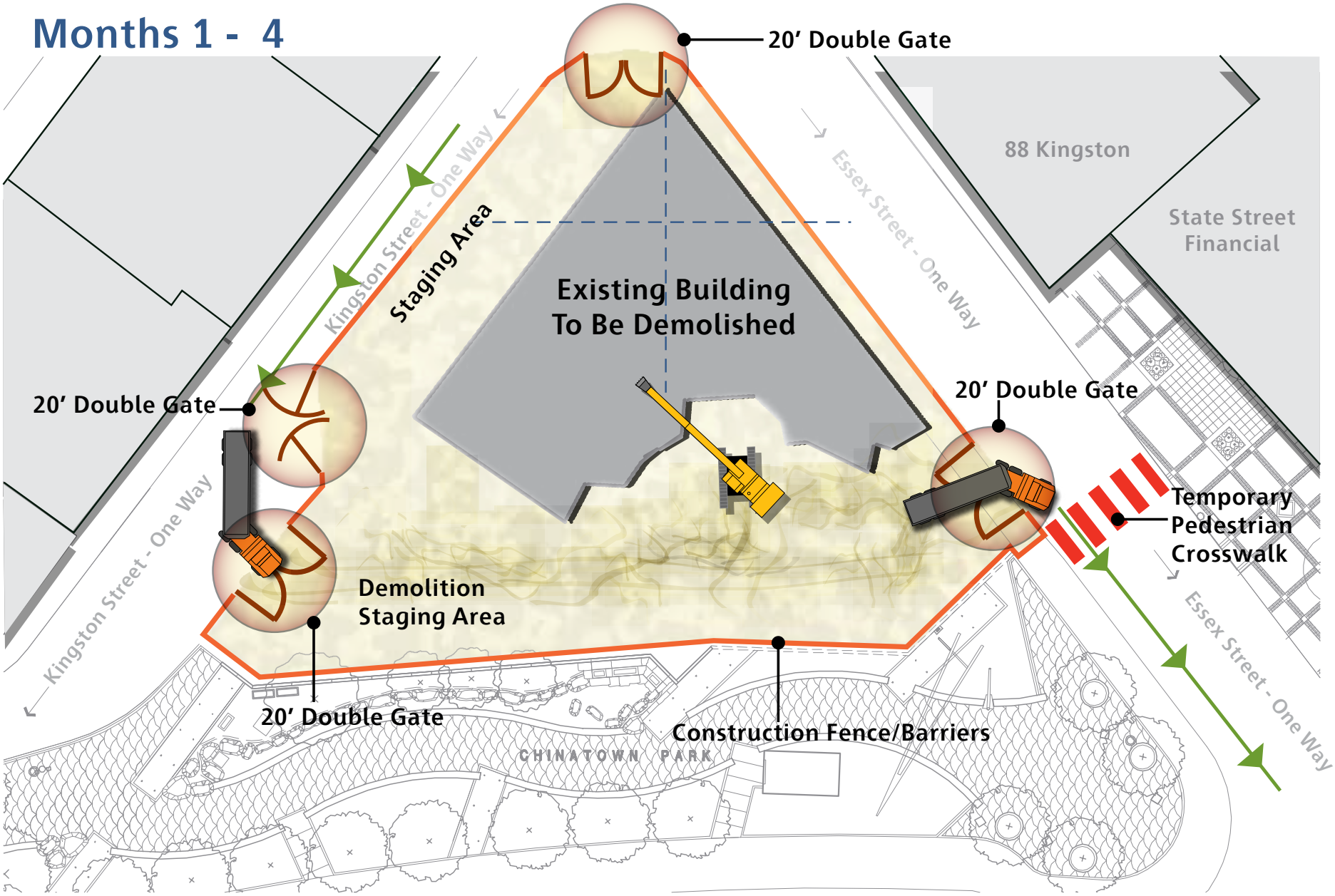
5.11.3 Construction Staging Areas

The approved CMP will describe any necessary sidewalk closures, rerouting of pedestrian traffic, the location of temporary construction fencing and barriers, the location of site entry and exit points, the proposed location of construction equipment that will remain in place for extended periods of time such as tower cranes, concrete pumps and construction hoists. Whenever possible, and without compromise to public safety, the abutting sidewalks will remain open to pedestrian traffic during the construction period.

The Construction Manager will ensure that, whenever possible, off-site staging and approved truck queuing areas are utilized to minimize the impact to pedestrian and vehicular flow. The staging plan is designed to safely isolate the construction zone while maintaining safe access for pedestrians and vehicular traffic around the site during normal day-to-day activities. Again, all work shall be performed in compliance with the City of Boston approved CMP. **Figures 5.11-1** through **5.11-3** depict the preliminary construction staging plan for the demolition phase, excavation and foundation phase, and the building structure and façade phase.

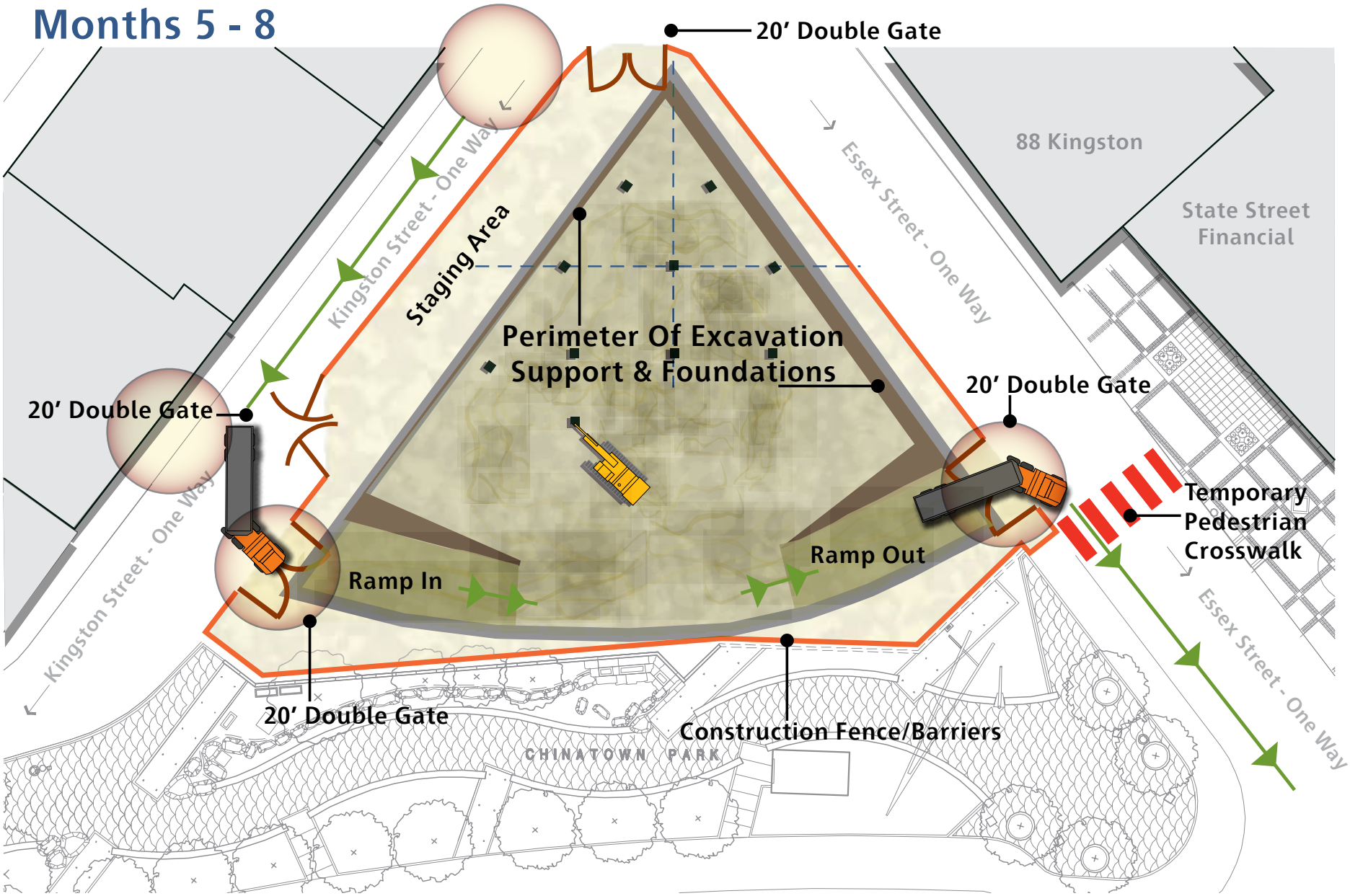
All material staging for the Project will be accomplished within the property lines of the Project Site or at off-site locations. Except as permitted by the City, there will be no stockpiling of fill, staging of equipment or materials overnight or on weekends on public property or in public ways.

Months 1 - 4



120 Kingston Street - Construction Staging
Figure 5.11-1 - Demolition Phase

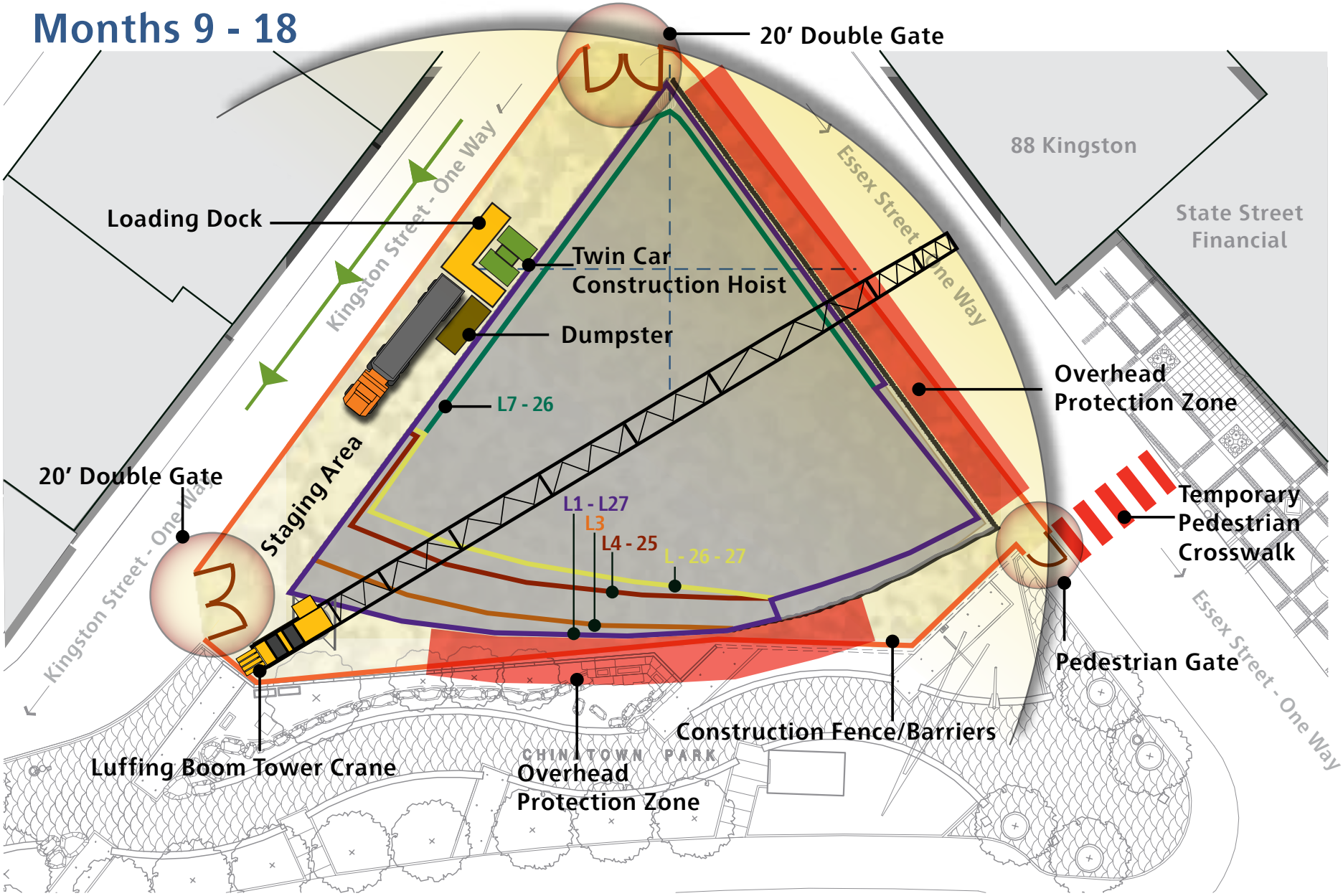
SKANSKA



120 Kingston Street - Construction Staging
Figure 5.11-2 - Excavation & Foundation Phase

SKANSKA

Months 9 - 18



120 Kingston Street - Construction Staging
Figure 5.11-3 - Building Structure & Facade

SKANSKA

In addition, sidewalk areas and walkways adjacent to construction zones will be well marked and well lit to protect pedestrians and ensure their safety. Temporary signage will direct pedestrians around the Project Site as well as direct truck traffic and deliveries. Police details will be employed as required at the primary construction gates as an added level of protection for the general public who are in close proximity to the site. All material deliveries will occur at the proposed construction gate(s) on Kingston and Essex Streets. Trucks making deliveries will not be allowed to queue up in the surrounding City streets; instead truck queuing will take place at approved off-site locations or to the extent possible, within the confines of the construction zone.

Specific construction and staging details for each phase of construction will be reviewed and approved by BTD prior to commencement of construction activities.

5.11.4 Construction Demolition

Prior to the demolition activities, a preconstruction survey will be performed on the buildings and areas immediately surrounding the project. This survey could include photographs, video recording, and written text that will document the pre-existing condition of these areas/building prior to commencement of construction. Additionally, a monitoring program will be implemented during demolition that will detect any vertical or horizontal movement in areas surrounding the construction site. Should movement occur that is beyond allowable tolerances, it will be mitigated prior continuing the work. Additionally, seismographs will be strategically located in surrounding areas to detect any vibrations exceeding allowable criteria. Should this occur, means and methods will be altered such that the work proceeds with the identified criteria.

An asbestos survey will also be conducted and any asbestos-containing materials will be removed from the building and properly disposed of in accordance with all city, state, and federal regulations. Prior to their leaving the Project Site, all trucks will cover their loads to contain the materials and prevent spillage or dust generation that might cause a nuisance in transit to the disposal site.

To promote the reuse and recycling of demolition debris, and to reduce the amount requiring disposal, all demolition materials will be segregated. Materials to be segregated includes heavy timber, dimensional lumber, brick, metals such as steel, copper and aluminum, and various other materials. A disposal plan will be devised and implemented to ensure these practices are followed. Bulk demolition is expected to take place with cranes, grapples and excavators with the debris being segregated and then loaded into tractor trailer trucks for removal. Dust mitigation such as misters, will be employed during demolition and debris removal to help control dust. Demolition materials will be loaded and removed via Kingston and Essex Streets. Again, all truck traffic will be routed in accordance with the approved CMP.

5.11.5 Construction Practices

Coordination with Abutters

As noted, the Proponent's Construction Manager will be required to prepare a Construction Management Plan ("CMP"), which will be approved by the City prior to construction. The CMP will include mitigation measures to address potential impacts on abutters, including, but not limited to, the Lafayette Lofts at 88 Kingston Street, State Street Financial Center, and the owners and tenants at 109-125 Kingston Street. The Construction Manager will be directed to notify abutters of any street occupancy that impact the availability of on-street parking. Pedestrian and material access (i.e. loading docks) to the abutting properties will be addressed in the CMP such that all are maintained throughout construction.

Impacts on Chinatown Park

It is anticipated that use of the Chinatown Park will be unaffected until the latter stages of construction when portions of the existing Park wall are proposed to be removed for completion of the new terrace areas which abut the Park. Prior to that period, there will be construction barriers in place at all times to protect the Park wall from damage related to construction activities. Additionally, there will be overhead protection in place on the building structure where it is in close proximity to the Park wall.

Construction Excavation

Construction of the foundation will require the demolition and removal of the basement structure for the existing building and the excavation of an additional level below grade to create the proposed two-level basement. The excavation will extend approximately 20 to 25 feet below the existing ground surface. The below-grade demolition and additional excavation will involve installation of a temporary earth support system that will retain the walls of the excavation as well as provide means for ground water cut-off.

For further information on the excavation and foundation phases of construction, please see **Section 5.10**, Geotechnical/Groundwater Impacts, for proposed mitigation measures related to these activities.

Erosion and Sediment Control

Mitigation measures for the control of erosion and the discharge of sediment to water bodies during construction will be implemented throughout the construction process. Typically, this includes the use of filter fabrics around slopes and at catch basins, sedimentation tanks for dewatering operations, stabilization of all slopes, the use of wheel wash stations for construction vehicles, and mechanical street sweeping of City streets adjacent to the Project Site.

Recycling of Construction and Demolition Debris

To the extent possible, the Construction Manager will take a proactive role with regard to the reprocessing and recycling of construction waste. The disposal contract will include specific requirements that will ensure that construction procedures allow for the feasible segregation, reprocessing, reuse, and recycling of materials. For those materials that cannot be recycled, solid waste will be transported in covered trucks to an approved solid waste facility, per DEP's Regulations for Solid Waste Facilities, 310 CMR 19.00. This requirement will be specified in the demolition contract.

Construction Air Quality and Mitigation

Construction activities may generate fugitive dust which can result in localized increases in airborne particle levels. Fugitive dust emissions from construction activities depend on such factors as the properties of the emitting surfaces (e.g., moisture content), meteorological variables, and construction practices employed.

To reduce emission of fugitive dust and minimize impacts on the local environment, the Construction Manager will adhere to a number of strictly enforced mitigation measures. These measures may include:

- Using wetting agents and/or misting fans to control and suppress dust from construction debris;
- Ensuring that all trucks traveling to and from the Project Site will be fully covered;
- Removing construction debris regularly;
- Monitoring construction practices closely to ensure any emissions of dust are negligible;
- Cleaning streets and sidewalks to minimize dust and dirt accumulation; and
- Wheel-washing trucks before they leave the Project Site during the excavation phase.

Construction Noise and Mitigation

To reduce the noise impacts of construction on the surrounding neighborhood, a number of noise mitigation measures will be included in the CMP. Some of the measures that may be taken to ensure a low level of noise emissions include:

- Initiating a proactive program for compliance to the City of Boston's noise limitation impact;
- Use of mufflers on all equipment and ongoing maintenance of intake and exhaust mufflers;
- Muffling enclosures on running equipment;

- Scheduling construction activities so as to avoid the simultaneous operation of the noisiest construction activities;
- Turning off all idling equipment;
- Locating noisy equipment away from abutters; and
- Shielding the noise generator by distance or enclosure.
- Use of electrically powered equipment in lieu of diesel or gasoline powered machinery where feasible.

5.11.6 Construction Traffic Impacts

Trip Generation

The number of workers required during the construction period will vary with an estimated average daily work force ranging from approximately 75 workers during typical periods to as many as 275 workers during the peak of construction. Construction workers typically arrive prior to peak traffic periods therefore construction trips are not expected to impact traffic conditions.

Construction Worker Parking

Personnel will generally arrive at the job site either by walking, public transportation or by personal vehicles. Parking at the construction site will be prohibited and is strictly enforced. Workers will be required to use public transportation or park in public off-site facilities within the area. The Construction Manager will address these requirements with all of its subcontracts. This is typical for projects located in downtown Boston and workers are conditioned to anticipate and accommodate these requirements.

Truck Routes and Projected Volumes

Truck traffic will vary throughout the construction period, depending on the activity. Whenever possible, deliveries will be scheduled for off-peak hours to minimize the impact to the existing traffic patterns. Police details will be utilized as dictated by the BTD at the major site access gates.

It is expected that truck traffic will range from an average of 5 per day during typical periods to as many as possibly 25 per day during peak periods. Specific truck routes will be established by the Construction Manager and approved by BTD as part of the CMP.

It is proposed that trucks access and leave the Project Site via Surface Road to the Massachusetts Turnpike and/or the Southeast Expressway. Truck traffic will be limited to primary roads and approved truck routes. Secondary roads in and around Chinatown and vicinity are to be avoided for site access/egress. The requirements of the CMP, including but not limited to approved truck routes will be incorporated in all subcontracts issued by the Construction Manager.

5.11.7 Other Potential Impacts

Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy requires an established rodent control program be implemented prior to issuance of any demolition or building permits. During construction, service visits will be made by a certified rodent control firm to monitor and maintain the rodent control program.

Utilities

During construction, the City or Commonwealth's infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The contractor will be required to coordinate all protections measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The contractor will also be required to provide adequate notification to the utility owner/operator prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during a switch-over to a temporary or permanent system, the contractor will be required to coordinate the shutdown with the utility owners/operators and Project abutters to minimize impacts and inconveniences accordingly.

6.0 TRANSPORTATION COMPONENT

6.1 Introduction

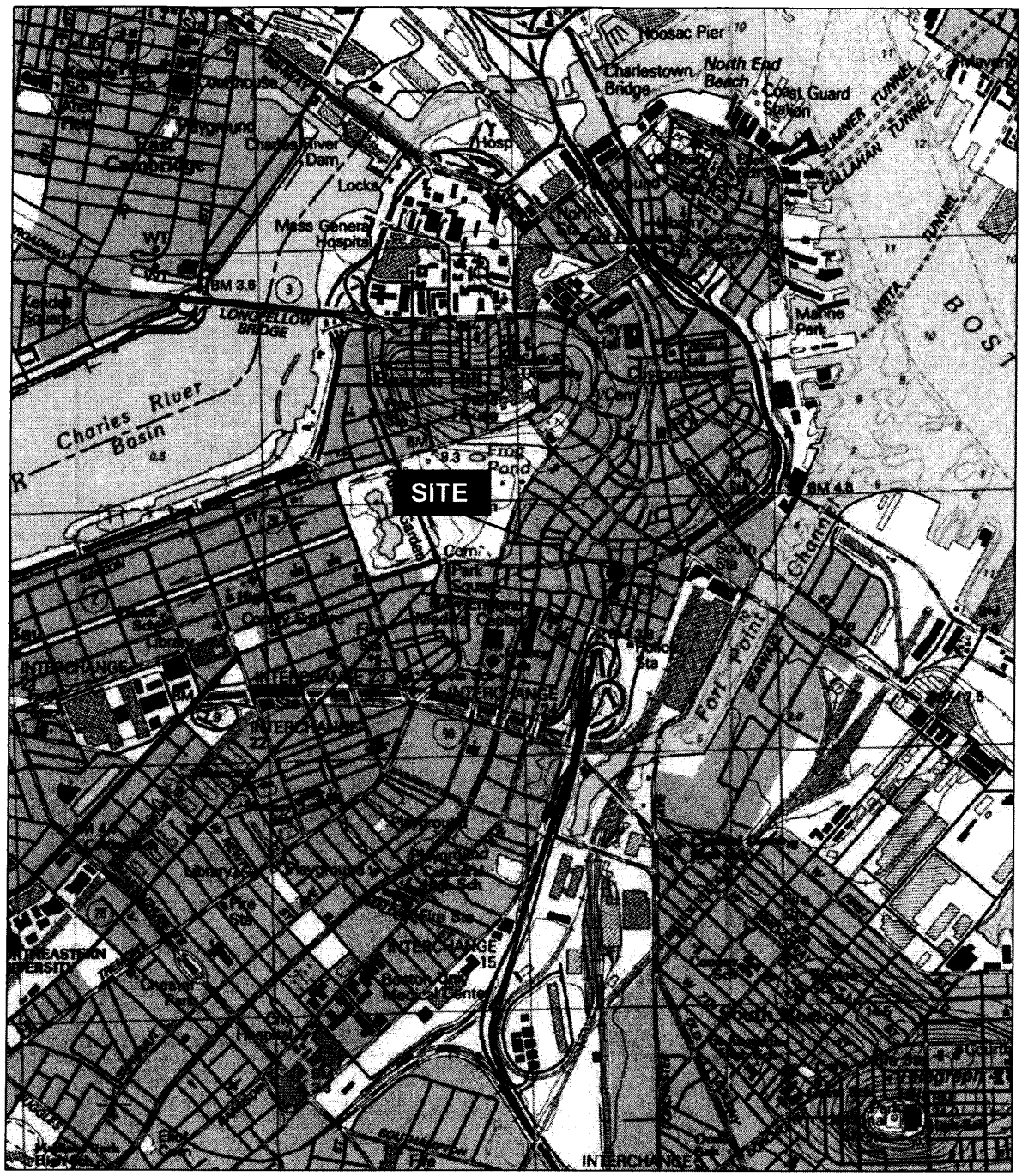
The proposed Project involves construction of a new 299-foot structure consisting of up to 180 residential condominium units and ground-floor retail or potential restaurant space (up to approximately 4,300 square feet). Parking for up to 150 vehicles will be provided on-site in a valet-managed garage. The Project's convenient location to the downtown and transit-oriented nature will reduce the need for residents to own vehicles and thus minimize the impact to area roadways during peak commuter periods. An on-call shuttle/ livery service will also be provided for residents of the building, in order to help further reduce vehicle ownership, parking needs within the building, and vehicle trips to and from the Project Site.

The proposed building will replace the existing six-story, Auchmuty Building, formerly used as a warehouse, and approximately 36 surface parking spaces designated as commercial spaces. The Project Site is located in the Chinatown neighborhood of Boston and is bounded to the north by Essex Street, to the south and east by the recently completed Chinatown Park, and to the west by Kingston Street (see **Figure 6-1).**

6.1.1 Purpose of the Report

At the request of the Boston Redevelopment Authority ("BRA") and the Boston Transportation Department ("BTD"), and in accordance with BTD *Transportation Access Plan Guidelines* (2001) and the specific scope of work issued by BTD, the study team conducted a transportation analysis for the proposed Project that includes the following:

- Definition and presentation of existing traffic, including roadway capacities, parking, transit, pedestrian circulation, loading, and overall Project Site conditions.
- An evaluation of the Project's long-term impacts on traffic, including roadway capacities, parking, transit, pedestrian circulation, loading, and overall Project site conditions.
- An evaluation of the Project's short-term traffic impacts related to construction activity.
- Identification of appropriate measures to mitigate Project impacts, including but not limited to roadway improvements, pedestrian amenities, a transportation demand management program, and participation in Transportation Management Associations.



Source: Mass GIS

N

Figure 6-1.
Locus Map

6.1.2 Project Description

Section 3.0 and **Section 4.0** of this DPIR present an overview of the Project components and a detailed Project description, respectively. The transportation study evaluates the transportation impacts resulting from the 299-foot structure consisting of up to 180 residential condominium units, approximately 4,300 square feet of restaurant space, and up to 150 parking spaces.

6.1.3 Methodology

This section describes the transportation components of the proposed Project in accordance with BTD *Transportation Access Plan Guidelines* (2001). The transportation study was conducted in three parts. The first constitutes an inventory of existing transportation conditions, including roadway capacities, parking, transit, pedestrian, circulation, loading, and site conditions. The second evaluates future transportation conditions and assesses potential traffic impacts associated with the Project. Long-term impacts were evaluated for the year 2012, five years from when the data collection and analysis were conducted. Expected roadway, parking, transit, pedestrian, and loading capacities and deficiencies were identified. This section of the transportation impact study includes the following scenarios:

- A No-Build Scenario, including general background growth;
- A Build Scenario, including specific travel demand forecasts for the Project at the site; and
- An evaluation of short-term traffic impacts associated with construction activity.

The final section of the transportation impact study identifies appropriate measures to mitigate Project-related deficiencies identified in the previous phases.

6.1.4 Study Area

The study area defined by BTD is generally bounded by Essex Street to the north, Kneeland Street to the south, Lincoln Street to the east, and Harrison Avenue to the west. The study area, shown in **Figure 6-2,** includes the following six intersections:

- Essex Street/Lincoln Street/Surface Road;
- Surface Road/Beach Street;
- Surface Road/Kneeland Street;
- Essex Street/Kingston Street;
- Essex Street/Harrison Avenue/Chauncy Street; and
- Essex Street/Edinboro Street.

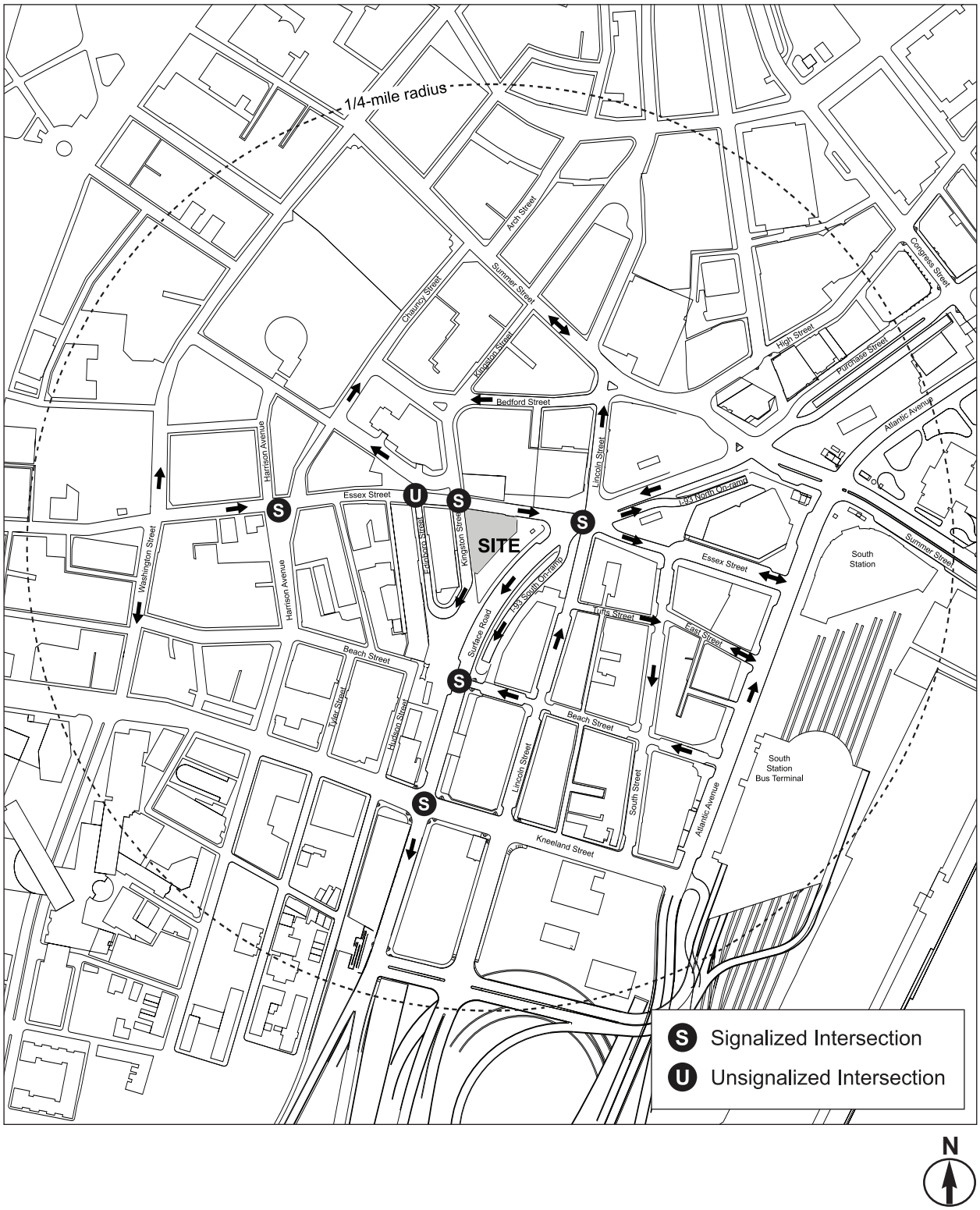


Figure 6-2.
Study Area Intersections

6.2 Existing Transportation Conditions

6.2.1 Roadway Conditions

The study area includes the following roadways, which are categorized according to Massachusetts Highway Department (MassHighway) Bureau of Transportation Planning and Development classifications:

Essex Street, a principal arterial, begins at Washington Street and terminates at Atlantic Avenue. Essex Street provides connection between Back Bay/downtown Boston and the Surface Artery and I-93 Ramps. Essex Street runs one-way eastbound between Washington Street and South Street; west of Washington Street, Essex Street is named Boylston Street. In the vicinity of the Project Site, the majority of parking on Essex Street west of Kingston Street is metered parking; to the east of Kingston Street, parking is restricted.

Lincoln Street, an urban minor arterial, runs one-way northbound from Kneeland Street to Summer Street. Lincoln Street is one-way northbound between Summer Street and Surface Road. The majority of parking on Lincoln Street is metered parking. The study team noted significant illegal and double parked on-street commercial loading activity between Beach Street and Kneeland Street during the morning peak period. Such activity often inhibits the flow of vehicular traffic and MBTA bus service.

Surface Road, a principal arterial, runs one-way southbound from the North End to south of Kneeland Street, where it provides access to I-93 southbound and Albany Street. Currently, parking is not allowed on either side of the street throughout the study area. While, in the future, the Surface Road may be renamed as the Rose Kennedy Greenway as part of the surface restoration of the Central Artery/Tunnel Project, it is herein referred to as Surface Road.

Beach Street, a local road, runs one-way westbound from Atlantic Avenue to Surface Road, then from Hudson Street to Washington Street; vehicular travel is prohibited between Surface Road and Hudson Street due to the presence of the Chinatown Gate and pedestrian plaza. In the vicinity of the site, parking on Beach Street generally consists of a mix of metered, residential, and commercial spaces.

Kneeland Street, a principal arterial, begins at Washington Street and terminates at Atlantic Avenue. Kneeland Street connects the Surface Artery, Massachusetts Turnpike ramps, and I-93 ramps with Chinatown and downtown Boston. In the vicinity of the Project Site, parking on Kneeland Street generally consists of metered spaces.

Kingston Street, an urban collector, runs one-way southbound from Summer Street to Edinboro Street. Within the study area, a mixture of short-term, commercial, and metered parking is provided on Kingston Street.

Harrison Avenue, an urban minor arterial, begins at Avenue de Lafayette and terminates at Dudley Street in Roxbury. Harrison Avenue runs one-way southbound between Avenue de Lafayette and Marginal Street.

Chauncy Street, an urban collector, runs between Essex Street and Summer Street. Chauncy Street is one-way northbound between Essex Street and Avenue de Lafayette, two-way between Avenue de Lafayette and Bedford Street, and then one-way northbound between Bedford Street and Summer Street. Within the study area, a mixture of commercial, City vehicle, and metered parking is provided along Chauncy Street.

Edinboro Street, a local road, runs one-way northbound from Kingston Street to Essex Street. Unrestricted parking is permitted along the west side of Edinboro Street.

6.2.2 Intersection Conditions

The following descriptions of the study area intersections include lane geometry, pedestrian facilities, and intersection traffic control.

Essex Street/Lincoln Street/Surface Road is a signalized intersection. The one-way eastbound Essex Street approach consists of three lanes: a 10-foot, shared left-turn/through lane; an 11-foot through lane; and a 16-foot, exclusive right-turn lane. Eastbound left turns onto Lincoln Street northbound are prohibited; however, observations made by the study team indicate that vehicles often make this movement. Parallel and directly to the east of Surface Road south of the intersection with Essex Street, a 23-foot-wide ramp provides access to I-93 southbound. The one-way northbound approach, Lincoln Street, consists of two 11-foot through lanes and an 11-foot shared through/right-turn lane; left turns are prohibited. Directly east and parallel to the Surface Road approach, a 20-foot-wide, one-way northbound ramp provides access to I-93 northbound. Surface Road operates as three one-way southbound lanes: a 13-foot, shared left-turn/through lane; a 13-foot through lane; and a 13-foot, shared right-turn/through lane. Crosswalks and handicapped ramps are located along all approaches. During field observations, the study team noted that a significant number of pedestrians jaywalk along the west side of Lincoln Street while the Lincoln Street northbound phase is in operation. Pedestrians cross in this unprotected location, since it is the shortest distance across the intersection. The City should consider adding a pedestrian crosswalk and concurrent pedestrian phase. No parking is allowed near the intersection.

Surface Road/Beach Street is a signalized T intersection. The westbound approach on Beach Street consists of two 10-foot, exclusive left-turn lanes. The southbound Surface Road approach consists of three 11-foot, exclusive through lanes. Crosswalks and handicapped ramps are provided across all approaches. No parking is allowed near the intersection.

Surface Road/Kneeland Street is a signalized intersection. The eastbound approach on Kneeland Street consists of three 11-foot lanes: two exclusive through lanes and one exclusive right-turn lane. The westbound approach consists of three lanes: one 10-foot, exclusive left-turn lane and two 12-foot through lanes. The southbound approach on Surface Road is one-way southbound and consists of one 11-foot, shared left-turn/through lane; one 11-foot, exclusive through lane; and one 11-foot, shared through/right-turn lane. Crosswalks and handicapped ramps are located along all approaches. A bus stop is provided along the western side of Surface Road approximately 150 feet north of Kneeland Street; no other parking is permitted in the vicinity of the intersection.

Essex Street/Kingston Street is a signalized intersection. Essex Street operates as two one-way eastbound lanes: one 10-foot through lane and one 10-foot, shared through/right-turn lane. Kingston Street operates as two one-way southbound lanes: one 15-foot, exclusive left-turn lane and one 14-foot, shared left-turn/through lane. Approximately 25 feet north of Essex Street, vehicles traveling southbound of Kingston Street can turn onto Avenue de Lafayette, which runs one-way westbound. Crosswalks and handicapped ramps are located along all approaches except the northwest corner of the intersection. Metered and unrestricted parking is permitted along the west leg of Essex Street; metered parking is permitted along the west side of the south leg of Kingston Street.

Essex Street/Harrison Avenue/Chauncy Street is a five-leg, signalized intersection. Essex Street operates as two one-way eastbound lanes: one 10-foot exclusive through lane and one 10-foot, shared through/right-turn lane. Chauncy Street operates in the northbound direction with no approach at the intersection. Harrison Avenue operates as two one-way southbound lanes: one 10-foot, shared left-turn/through lane and one 10-foot, exclusive through lane. All approaches have crosswalks. Handicapped ramps are provided along the northern legs of Harrison Avenue and Chauncy Street.

Essex Street/Edinboro Street is an unsignalized T intersection. The eastbound approach on Essex Street consists of two 10-foot, exclusive through lanes. The northbound approach of Edinboro Street consists of one 12-foot, exclusive right-turn lane. None of the approaches have crosswalks or handicapped ramps. Metered parking that is restricted during peak hours is permitted along the north side of Essex Street. Unrestricted parking is permitted along the west side of Edinboro Street.

6.2.3 Traffic Conditions

Due to the residential nature of the Project, turning movement counts were conducted during typical residential peak travel periods from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m. on Thursday, September 7, 2006; Wednesday, October 4, 2006; Thursday, October 5, 2006; and Tuesday, July 31, 2007. From the turning movement counts, the weekday peak hours were identified as 8:00–9:00 a.m. and 5:00–6:00 p.m.

The existing peak-hour turning movement volumes for the study area intersections are shown in **Figure 6-3** and **Figure 6-4** for the a.m. and p.m. peak hours, respectively. Complete traffic count data are included in **Appendix F.**

Since the traffic data were collected prior to the closure of the former textile use (United Curtain), the existing traffic volumes reflect the traffic generated by the former, approximately 65,000-sf textile use and the existing 24 commercial surface parking spaces (still currently in use). However, the study team prepared an estimate of the traffic generated by these uses, based on data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* (7th edition, 2003) for Land Use Code (LUC) – 110 General Light Industrial and on survey data from comparable commercial parking lot facilities. In accordance with standard practice, the unadjusted ITE vehicle trips were adjusted using vehicle occupancy rates and BTD mode splits. Daily, a.m. peak-hour, and p.m. peak-hour vehicle trips associated with the former textile use and the existing commercial parking spaces are summarized in **Table 6-1.** Detailed trip generation calculations are provided in **Appendix F.**

Table 6-1: Existing Site Vehicle Trip Generation

		Textile Building (65 ksf GLA)	Parking Lot (24 Spaces)	Total
Daily	In	50	75	125
	Out	50	75	125
	Total	100	150	250
a.m.	In	17	7	24
	Out	4	1	5
	Total	21	8	29
p.m.	In	4	2	6
	Out	18	5	23
	Total	22	7	29

As shown in the table, the former textile use and the existing commercial parking spaces currently generate a combined 250 daily vehicle trips (125 trips in and 125 trips out), with 29 vehicle trips (24 in and 5 out) during the a.m. peak hour and 29 vehicle trips (6 in and 23 out) during the p.m. peak hour.

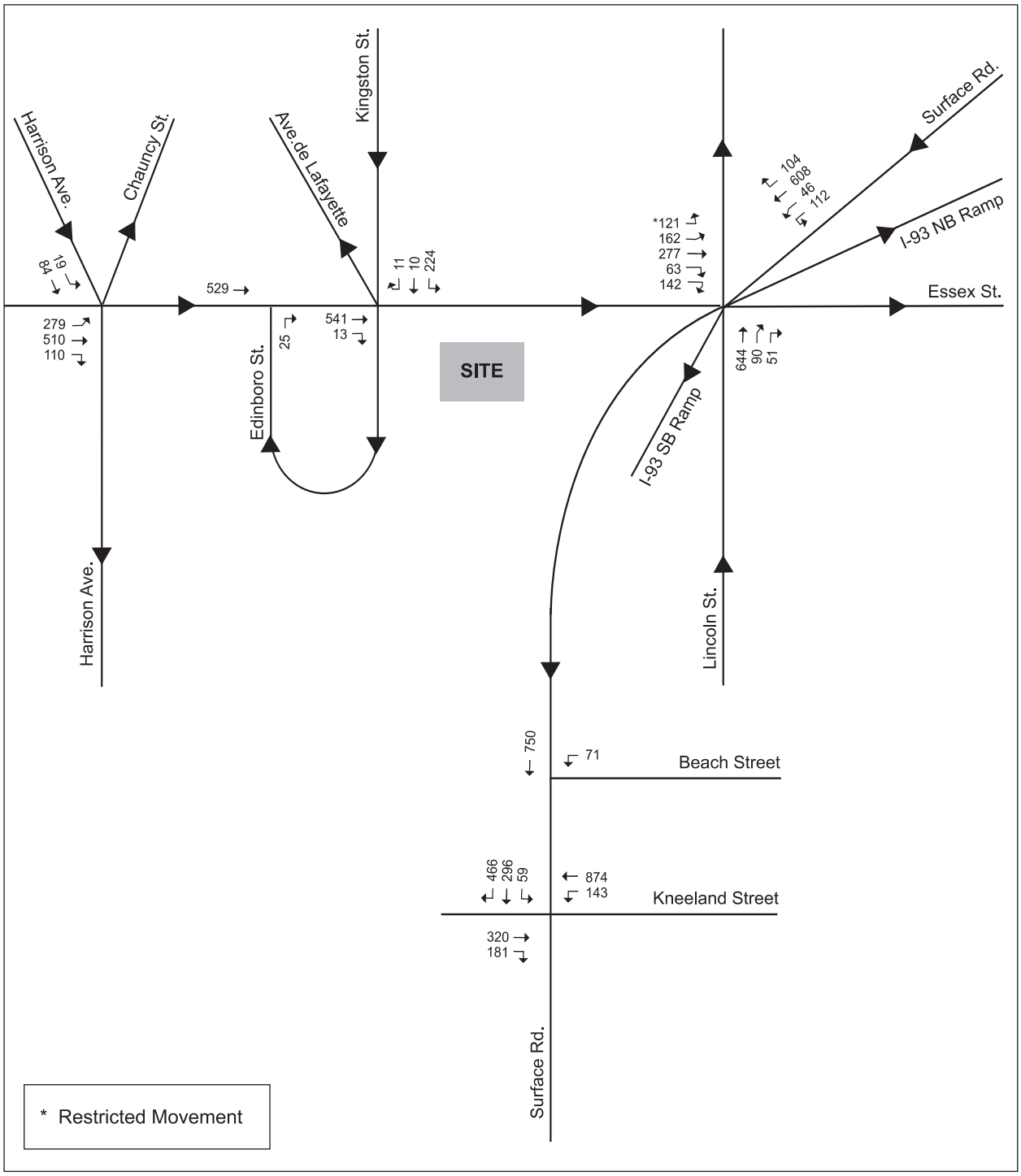


Figure 6-3
Existing Conditions (2007) Traffic Volumes,
a.m. Peak Hour (8:00–9:00 a.m.)

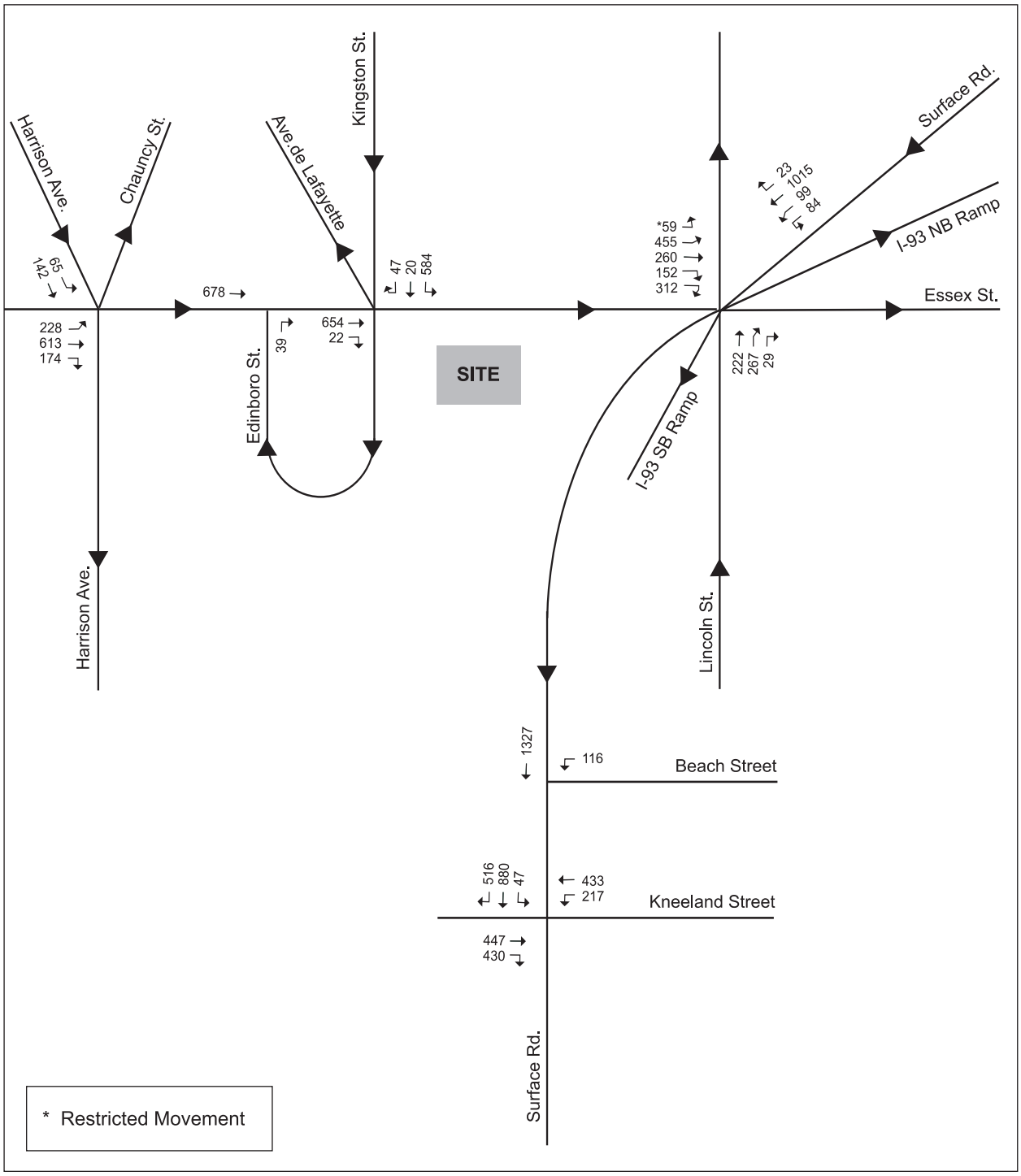


Figure 6-4
Existing Conditions (2007) Traffic Volumes,
p.m. Peak Hour (5:00–6:00 p.m.)

6.2.4 Existing Traffic Operations

Traffic operations are determined through an analysis of intersection Level of Service (LOS). The study team analyzed LOS and delay at the intersections, using Trafficware's Synchro 6 software, which is based on the traffic operational analysis methodology of the Transportation Research Board's 2000 *Highway Capacity Manual* (HCM). LOS and delay (in seconds) are determined based on intersection geometry and available traffic data for each intersection. Signal timings and phasing used in this analysis were obtained from BTD and confirmed through field observations. Derived from the HCM, **Table 6-2** provides LOS criteria for signalized and unsignalized intersections. LOS A defines the most favorable condition, with minimum traffic delay. LOS F represents the worst condition (unacceptable), with significant traffic delay. LOS D is generally considered acceptable in an urban environment.

Table 6-2: Intersection Level of Service Criteria (HCM Excerpt)

Level of Service	Average Stopped Delay (sec./veh.)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The volume-to-capacity ratio ("v/c") ratio is a measure of congestion at an intersection approach. A v/c ratio of 1 or greater indicates that the intersection approach exceeds capacity.

The 95th percentile queue represents the farthest extent of the queue (to the last stopped vehicle) upstream from the stop line over 95% of all cycles. The 95th percentile queue is not seen during every cycle. HSH performed field observations to establish intersection geometry (i.e., number of turning lanes, lane length, and lane width). Signal phasing and timing data were collected through field observations and information provided by BTD.

A level of service analysis evaluating existing intersection operations was calibrated based on field observations of actual queues and delays. **Tables 6-3** and **Table 6-4** show existing intersection LOS results for the study area during the a.m. and p.m. peak hours, respectively. Complete Synchro reports are provided in **Appendix F.**

Table 6-3: Existing Conditions (2007) Level of Service Summary, a.m. Peak Hour				
Intersection	**LOS**	**Delay (seconds)**	**V/C**	**95th Percentile Queue (feet)**
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**E**	**57.7**	**—**	**—**
Essex EB left/through/right	F	>80	>1.0	#341
Essex EB right	F	>80	>1.0	#285
Lincoln NB through/right	D	35.5	0.69	219
Surface SWB left*	C	21.2	0.29	118
Surface SWB through/right	C	26.9	0.69	248
Surface Road/Beach Street	**B**	**11.5**	**—**	**—**
Beach WB left	C	32.5	0.17	38
Surface SB through	A	9.0	0.39	76
Surface Road/Kneeland Street	**D**	**38.4**	**—**	**—**
Kneeland EB through	D	38.3	0.55	152
Kneeland EB right	A	8.5	0.44	57
Kneeland WB left	C	20.2	0.40	102
Kneeland WB through	C	24.5	0.67	317
Surface SB left/through	D	38.2	0.52	149
Surface SB right	E	77.3	0.89	#168
Essex Street/Kingston Street	**C**	**20.2**	**—**	**—**
Essex EB through/right	C	26.6	0.61	222
Kingston SB left	A	5.9	0.27	33
Kingston SB left/through	A	8.2	0.31	0
Essex Street/Harrison Street/ Chauncy Street	**E**	**69.1**	**—**	**—**
Essex EB left/through/right	E	76.3	>1.0	#413
Harrison SB left/through	B	20.0	0.17	36
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.17	0
Edinboro NB right	B	10.5	0.06	5

**De facto* turn lane.

= 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.

Table 6-4: Existing Conditions (2007) Level of Service Summary, p.m. Peak Hour				
Intersection	**LOS**	**Delay (seconds)**	**V/C**	**95th Percentile Queue (feet)**
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**F**	**>80.0**	**—**	**—**
Essex EB left*	F	>80.0	>1.0	#744
Essex EB through	D	42.1	0.70	m255
Essex EB right	F	>80.0	>1.0	#621
Lincoln NB through	C	31.0	0.31	100
Lincoln NB right*	F	>80.0	0.98	#365
Surface SWB left/through/right	C	31.1	0.75	328
Surface Road/Beach Street	**A**	**6.4**	**—**	**—**
Beach WB left	C	33.0	0.21	59
Surface SB through	A	3.9	0.60	45
Surface Road/Kneeland Street	**E**	**67.2**	**—**	**—**
Kneeland EB through	D	42.6	0.71	211
Kneeland EB right	B	11.8	0.72	120
Kneeland WB left	D	35.8	0.73	#186
Kneeland WB through	C	21.4	0.36	147
Surface SB left/through/right	F	>80.0	>1.0	#494
Essex Street/Kingston Street	**C**	**22.0**	**—**	**—**
Essex EB through/right	D	35.0	0.78	298
Kingston SB left	A	5.4	0.52	52
Kingston SB left/through	B	14.4	0.52	143
Essex Street/Harrison Street/ Chauncy Street	**D**	**43.2**	**—**	**—**
Essex EB left/through/right	D	47.5	0.98	#470
Harrison SB left/through	C	26.6	0.34	75
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.21	0
Edinboro NB right	B	11.3	0.11	9

**De facto* turn lane.

= 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.

m = Volume for 95th percentile queue is metered by an upstream signal.

Intersection approaches in the study area operate at acceptable overall levels of service (LOS D or better) during the a.m. and p.m. and peak hours, with the following exceptions:

Essex Street/Lincoln Street/Surface Road. This signalized intersection operates at an overall LOS E and F during the a.m. and p.m. peak hours, respectively. The Essex Street eastbound approaches operate at LOS F during the a.m. peak hour. During the p.m. peak hour, the Essex Street eastbound left- and right-turn approaches and the Lincoln Street northbound right-turn approach operate at LOS F.

Surface Road/Kneeland Street. During the a.m. peak hour, the Surface southbound right-turn approach operates at LOS E. During the p.m. peak hour, this signalized intersection operates at an overall LOS E. The Surface Road southbound approach operates at LOS F.

Essex Street/Harrison Avenue/Chauncy Street. This signalized intersection operates at an overall LOS E during the a.m. peak hour. The Essex Street eastbound approach operates at LOS E during the a.m. peak hour.

6.2.5 Existing Parking/Curbside Inventory

Figure 6-5 presents an inventory of existing curb use and parking restrictions adjacent to the Project Site.

Existing On-street Parking

A summary of on-street parking within a quarter-mile of the Project Site is shown in **Figure 6-6.** The majority of parking spaces are metered and commercial. In the vicinity of the Project Site, on-street parking is metered and unrestricted on the west side of Kingston Street and prohibited along both sides of Essex Street. Field observations made by the study team indicate that frequent short-term parking by commercial vehicles occurs adjacent to the Project Site.

Existing Off-street Parking

The existing Site is currently permitted for 36 commercial surface parking spaces, which has been reduced to approximately 24 spaces due to construction on the adjacent Central Artery/Tunnel project. These spaces are located in two separate 12-space lots with access from Kingston Street and Essex Street.

Public parking garages within a quarter-mile radius of the Project Site are shown in **Figure 6-7. Table 6-5** summarizes the location, capacity, and availability. Within a quarter-mile radius of the Project Site are 22 parking lots and garages, with a combined capacity of approximately 7,358 parking spaces. The off-street parking garages and surface lots located within the quarter-mile radius have capacities ranging from approximately 10 to over 1,400 spaces.

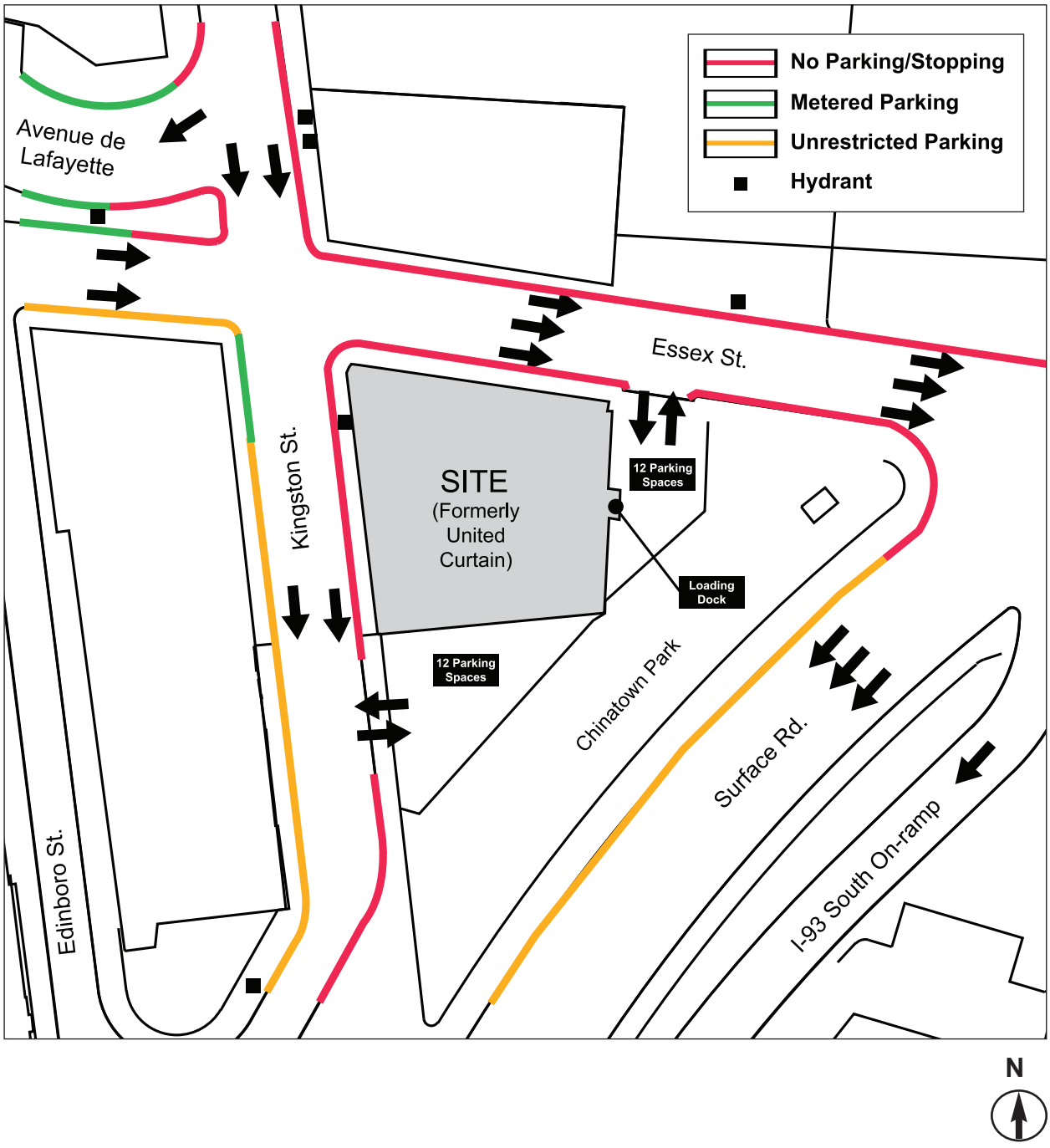


Figure 6-5
Curbside Inventory

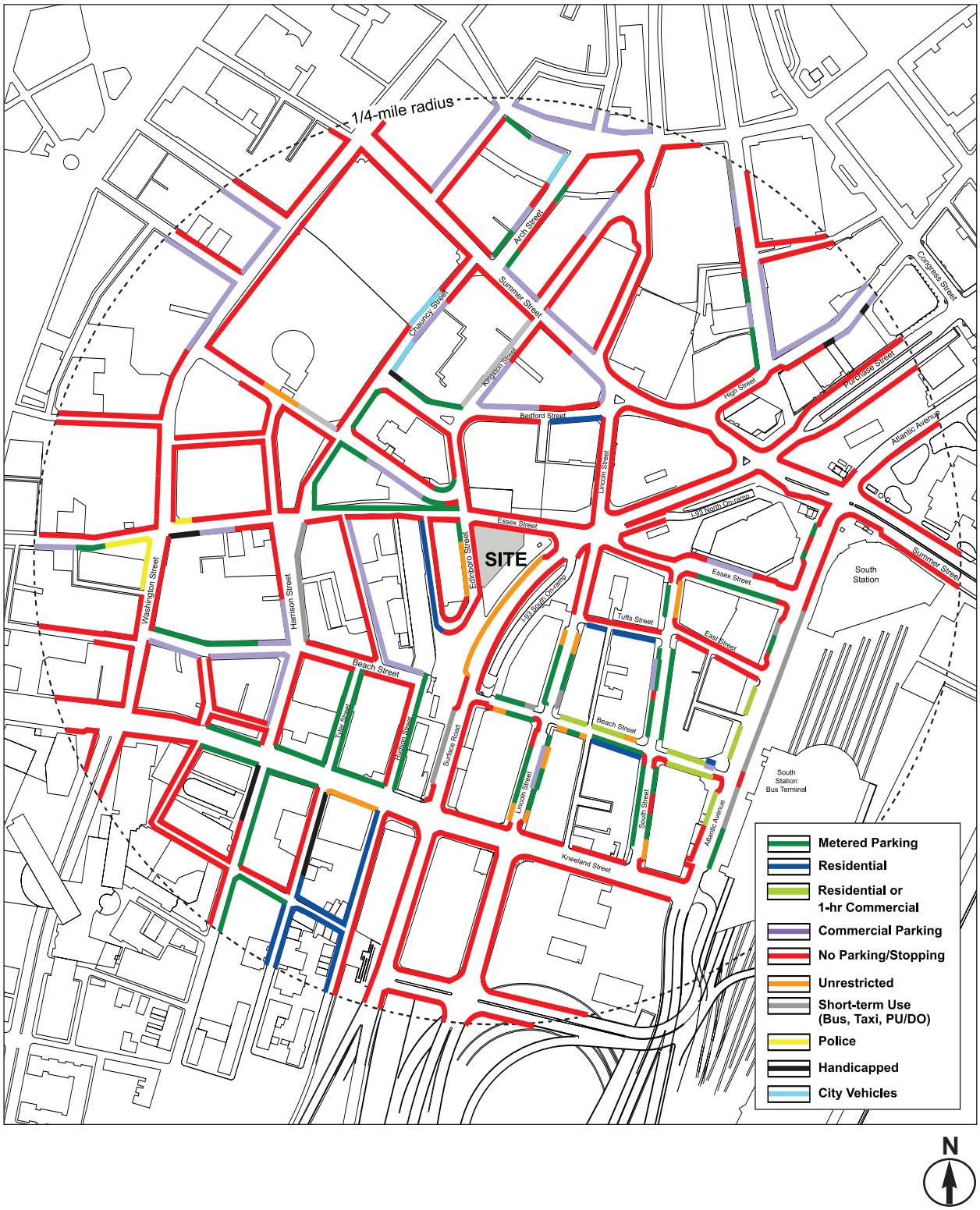


Figure 6-6
On-street Parking in the Study Area

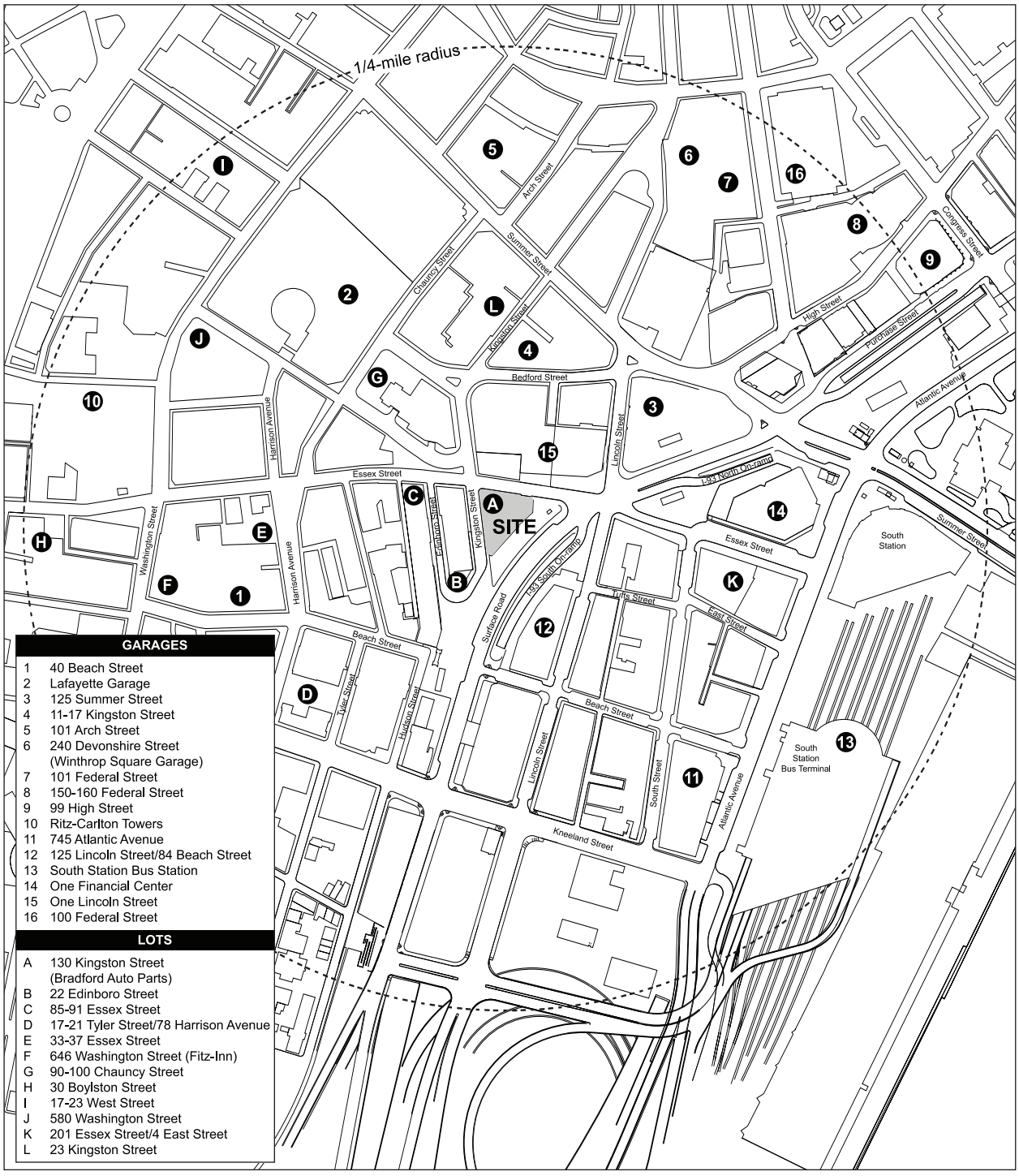


Figure 6-7
Off-street Parking in the Study Area

Table 6-5: Off-street Public Parking			
Map Location	Facility	Capacity (spaces)	
		Public	Private
Garages			
1	40 Beach Street	500	0
2	Lafayette Garage	1,276	0
3	125 Summer Street	75	275
4	11-17 Kingston Street	12	22
5	101 Arch Street	52	0
6	240 Devonshire Street (Winthrop Square Garage)	1,125	0
7	101 Federal Street	195	0
8	150-160 Federal Street	0	400
9	99 High Street	0	163
10	Ritz-Carlton Towers	0	1,413
11	745 Atlantic Ave	0	150
12	125 Lincoln Street/84 Beach Street	275	0
13	South Station Bus Station	200	0
14	One Financial Center	0	250
15	One Lincoln Street	265	635
16	100 Federal Street	0	174
	Subtotal	**3,975**	**3,482**
Lots			
A	130 Kingston Street (Bradford Auto Parts)	24	0
B	22 Edinboro Street	19	0
C	85-91 Essex Street	50	0
D	17-21 Tyler Street/78 Harrison Ave.	63	0
E	33-37 Essex Street	49	0
F	646 Washington Street (Fitz-Inn)	135	0
G	90-100 Chauncy	0	14
H	30 Boylston Street	47	0
I	17-23 West Street	15	0
J	580 Washington Street	64	0
K	201 Essex Street/4 East Street	0	250
L	23 Kingston Street	130	0
	Subtotal	**596**	**264**
	Total	**4,571**	**3,746**

Note: The number of public and private parking spaces was based on data provided by the Air Pollution Control Commission and through field observations. Actual number of spaces many vary.

6.2.6 Existing Public Transportation

The Project Site is within one-quarter mile (a five-minute walk) of South Station, a transportation hub that provides access to the MBTA Red Line, Silver Line, and seven commuter rail branches. Several MBTA local and express bus routes operate near the Project Site as well. South Station is also the terminus for Amtrak train service along the Northeast Corridor. Greyhound and Peter Pan provide regional and commuter bus service from South Station.

Weekday bus and subway service is provided between approximately 5:00 a.m. and 1:00 a.m. Actual service times vary by route or line. **Table 6-6** summarizes train and bus routes and frequencies. MBTA public transportation services, exclusive of commuter rail lines, are shown in **Figure 6-8.**

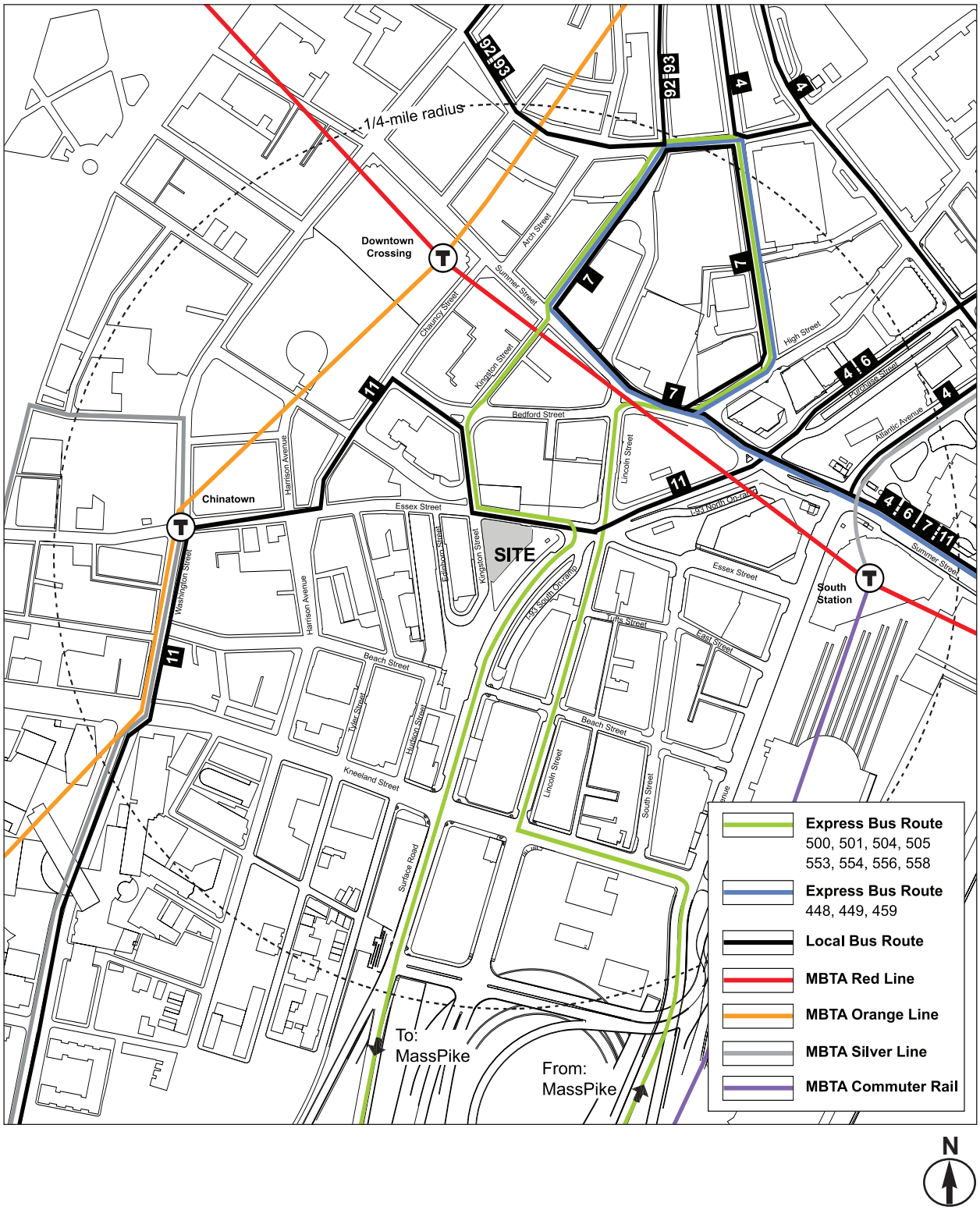


Figure 6-8.
Public Transportation in the Study Area

Table 6-6: Transit Service in the Study Area		
Transit Service	**Description**	**Rush-hour Headway (minutes)**
Rapid Transit Routes		
Red Line	Ashmont/Braintree–Alewife	6–9
Orange Line	Forest Hills-Oak Grove	5
Silver Line (Washington Street)	Dudley Station–Downtown Crossing	5–10
Silver Line (Waterfront)	SL1 South Station–World Trade Center/Logan Airport	10
Silver Line (Waterfront)	SL2/3 South Station–City Point	10
Commuter Rail		
Commuter Rail	Attleboro/Providence, Fairmont, Forge Park, Middleborough/Lakeville, Needham, Kingston, Canton, Stoughton, Framingham/Worcester	N/A
Local Bus Routes		
4*	North Station–World Trade Center via Federal Courthouse	16
6*	Boston Marine Industrial Park–Haymarket	35
7	City Point–Otis and Summer streets	3–10
11	City Point–Downtown	7–11
92	Assembly Sq. Mall–Downtown via Sullivan Square Station, Main Street, & Haymarket Station	12
93	Sullivan Square Station–Downtown via Bunker Hill Street & Haymarket Station	6–10
Express Bus Routes		
448	Marblehead–Downtown Crossing	30
449	Marblehead–Downtown Crossing	8
459	Salem Depot–Downtown Crossing	60
500	Riverside–Downtown	15–20
501	Brighton Center–Downtown	4-8
504	Watertown/Newton Corner–Downtown	8–11
505	Waltham–Downtown	10–15
553/554	Roberts–Downtown	60
556/558	Waltham Highlands or Riverside–Downtown	30

*Service is provided during the morning and evening peak hours only.

MBTA Rapid Transit in the Study Area

The MBTA Red Line stations at Downtown Crossing and South Station are both within walking distance of the Project Site. The Red Line runs from 5:15 a.m. to approximately 1:00 a.m., with service every 6–9 minutes during rush hours and every 11–13 minutes during off-peak hours.

The Orange Line stations at Downtown Crossing and Chinatown are each less than one quarter-mile from the Project Site. The Orange Line operates from 5:16 a.m. to 12:26 a.m., with rush-hour service every 5 minutes and off-peak service every 8–13 minutes.

The MBTA Silver Line operates two routes that provide service along Washington Street between Dudley Station and Downtown Crossing and along the Waterfront between South Station and Silver Line Way, Logan Airport, and City Point. They can be accessed via the Downtown Crossing and South Station facilities; all are located less than one quarter-mile from the Project Site. The Silver Line runs between 5:15 a.m. and 12:54 a.m., with service approximately every 5 to 10 minutes during rush hours.

Commuter Rail

The Project Site is located within a 5-minute walk (less than one-quarter mile) from South Station, a transportation hub that provides access to seven commuter rail branches serving communities to the west and south of Boston. Commuter trains from South Station serve Plymouth, Kingston, Middleborough/Lakeville, Stoughton, Providence, Forge Park-495, Needham Heights, and Worcester. South Station is also the terminus for Amtrak train service along the Northeast Corridor. Greyhound and Peter Pan provide regional and commuter bus service from South Station.

Commuter rail service to communities north of Boston operates out of North Station, located about one mile from the Project Site. Five commuter rail lines operate from North Station, including Rockport, Newburyport, Haverhill, Lowell, and Fitchburg. While North Station is a 15- to 20-minute walk from the Project Site, the Orange Line also provides a direct transit connection from the Downtown Crossing Station to North Station.

Bus and Express Bus

Many local and express bus routes operate within a 5- to 10-minute walk (one-quarter to one-half mile) of the site. Express bus service provides convenient connections to points west of the Site via the Massachusetts Turnpike, including Brighton, Newton, Waltham, and Watertown and also north of the site, including Salem and Marblehead.

6.2.7 Existing Pedestrians Conditions

Pedestrian counts were conducted at study area intersections on Thursday, September 7, 2006, Wednesday, October 4, 2006, Thursday, October 5, 2006, Tuesday, July 31, 2007, and on Wednesday, August 8, 2007 from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.

Like most of downtown Boston, the level of pedestrian activity on and around the Project Site is quite high. The office buildings, institutions, residential buildings, restaurants, theaters, nightclubs, and transit stations generate high levels of pedestrian activity. Construction of the adjacent Chinatown Park was recently completed; the Park is expected to attract significant additional pedestrian traffic through the area. Sidewalks in the study area are generally in good condition. Handicapped-accessible ramps and crosswalks are provided at most study area intersections. Existing pedestrian counts are shown in **Figure 6-9** and **Figure 6-10.**

During field observations the study team noted that a large volume (78 during a.m. and 115 during p.m. peak hours) of pedestrians at Essex Street/Lincoln Street/Surface Road cross illegally from the south leg of Lincoln Street to the north leg of Lincoln Street concurrently with the westbound Lincoln Street traffic movement. This is a dangerous maneuver due to the high volumes of vehicles utilizing that intersection. The City should consider providing a pedestrian crosswalk and concurrent pedestrian phase in this location.

6.2.8 Bicycles

The Dr. Paul Dudley White Memorial Bike Path along the Charles River from Watertown Square to Science Park in Boston is approximately one mile from the Project Site. In addition, Essex Street, Harrison Avenue, Washington Street, and Kneeland Street are all identified as on-street bicycle routes, according to *Boston's Bikemap*, published by Rubel Bike Maps. The Southwest Corridor Bike Path from Jamaica Plain terminates in the Back Bay, about one and one-half miles from the site.

Massachusetts General Law Ch. 85, Sect. 11B prohibits bicycle riding on sidewalks in business districts, and cyclists in downtown Boston generally avoid riding on sidewalks because of the high number of slow-moving pedestrians. Commuting cyclists, tourists, and messengers find it is faster and safer to ride in the street.

No bicycle racks are currently provided on-site.

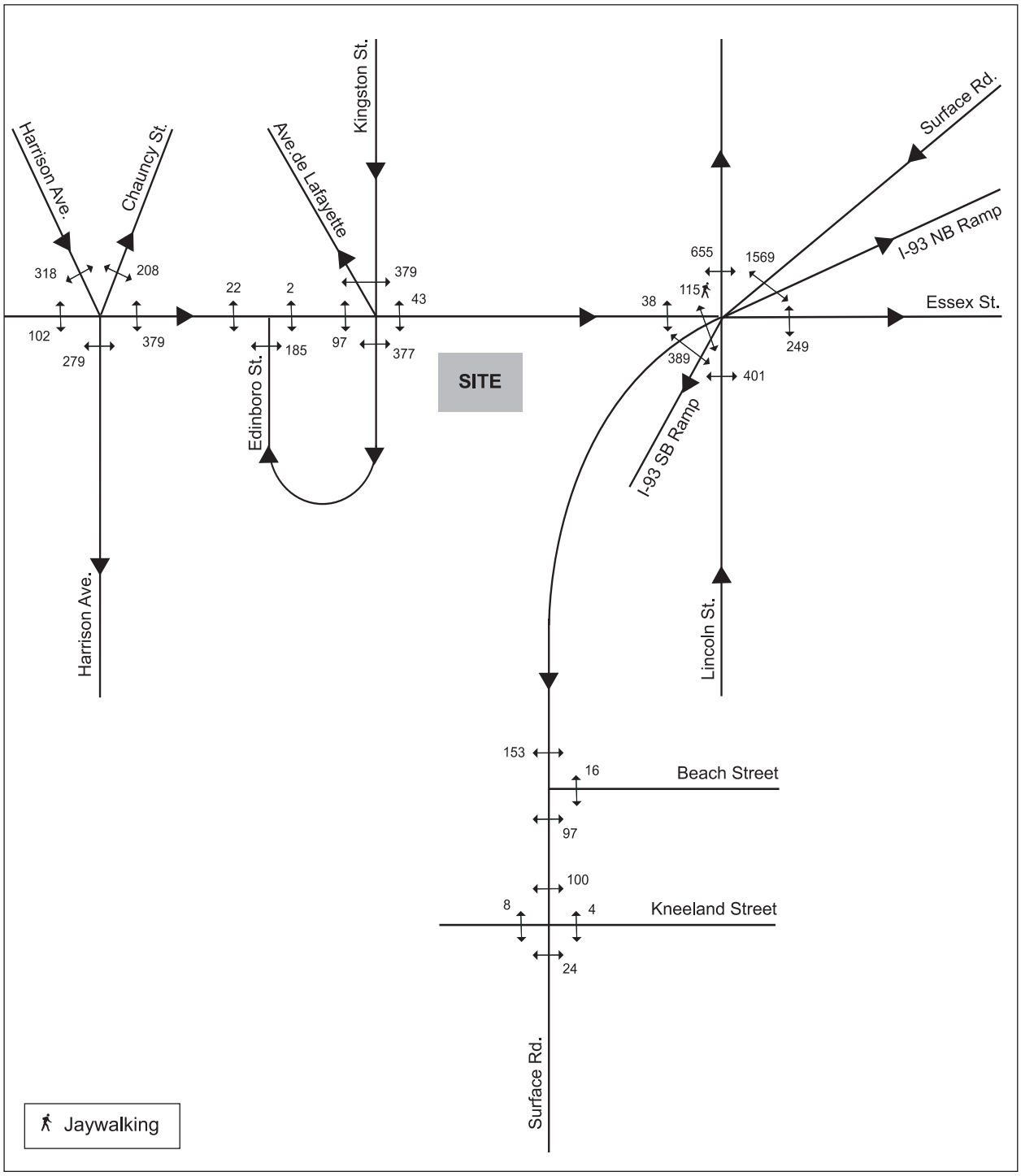


Figure 6-9
Existing Conditions (2007) Pedestrian Volumes,
a.m. Peak Hour (8:00–9:00 a.m.)

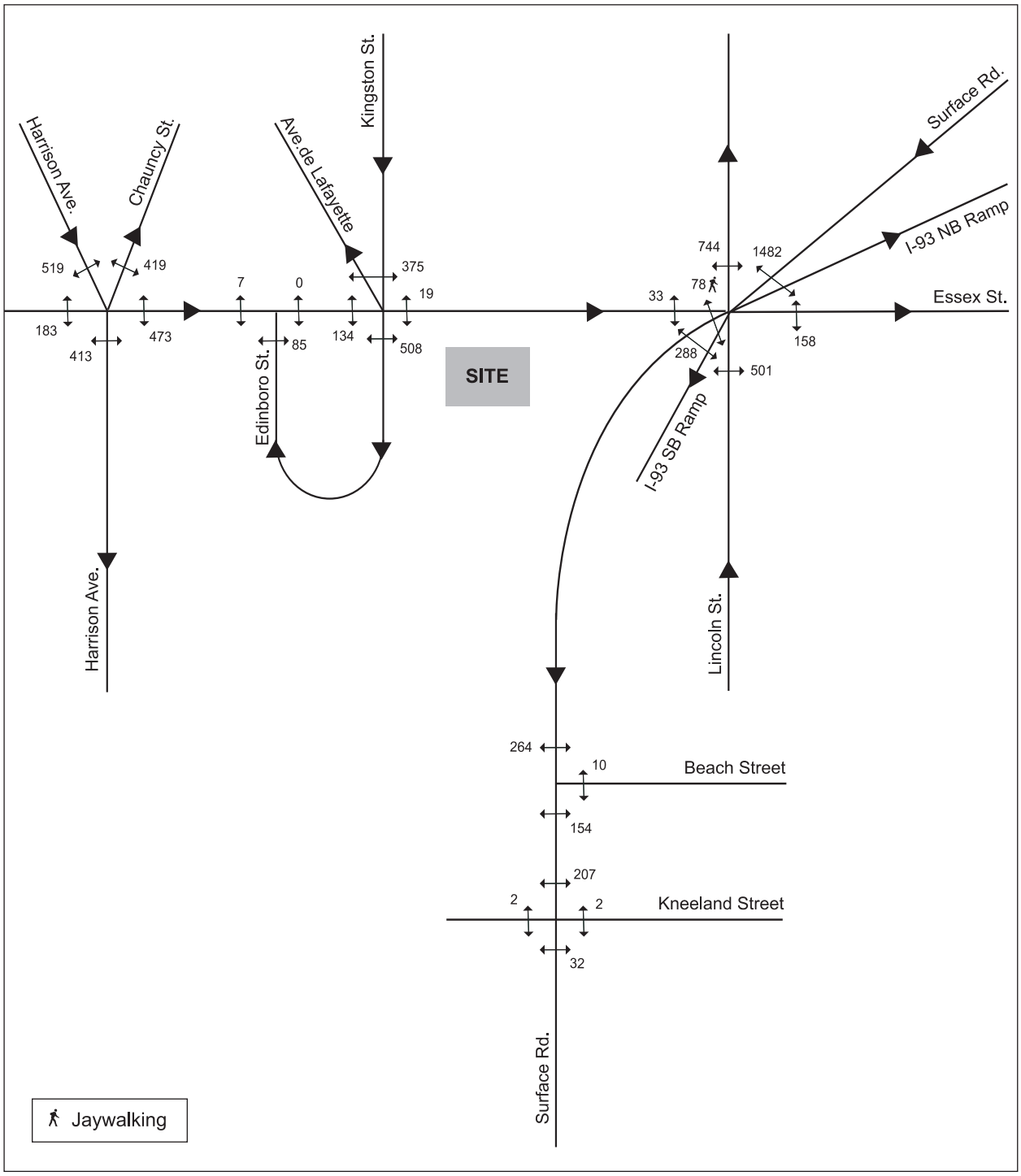


Figure 6-10
Existing Conditions (2007) Pedestrian Volumes,
p.m. Peak Hour (5:00–6:00 p.m.)

6.2.9 Loading and Service

Existing service and loading activities currently occur at an exterior loading dock on Essex Street and also on-street along Kingston Street and Essex Street. Based on field observations of existing loading operations on Tuesday, November 28, 2006, HSH noted that current access/egress for the loading requires vehicles to back in/pull out of the site via Essex Street, which temporarily impedes traffic flow along Essex Street. On-street loading activity along Kingston and Essex Streets occurs in two "No Stopping" zones adjacent to the site; on-street loading along Essex Street was noted to occur when the main loading dock was occupied. Existing service and loading activity often involves vehicles as large as WB-40 (approximately 46 feet) and occasionally WB-50 (approximately 55 feet). The loading dock and on-street parking restrictions surrounding the site are shown in **Figure 6-5** ("Curbside Inventory").

Loading Dock Survey Methodology

In order to better understand current loading demands, the study team conducted a daylong survey at the existing textile building on Tuesday, November 18, 2006, between 6:00 a.m. and 6:00 p.m. to cover the entire period when the loading docks are open. The existing building's hours of operation are Monday through Friday from 7:00 a.m. to 3:30 p.m.; however, this survey time period was chosen to capture any activity that may occur before or after the normal hours of operation. The survey recorded the time of delivery, vehicle type and size, type of delivery, loading area used, duration of stay, and, if the loading areas were full, duration of wait.

Daily Activity

Over the course of the survey day, 20 vehicles serviced the existing building. Only 8 (40%) of the 20 deliveries occurred at the main loading dock area with the remaining occurring on-street either along Kingston Street or Essex Street; 4 vehicles (20%) needed to wait along Essex Street while the main loading dock was occupied by another vehicle.

The peak activity at the loading area on the survey day occurred between 12:30 p.m. and 1:30 p.m. during which time a total of 8 vehicles entered and 10 exited. Loading duration varied from as short as 1 minute up to 150 minutes. Average observed loading duration over the course of the survey day was approximately 29 minutes.

Delivery Types

The majority of the deliveries (75%) were miscellaneous loading/unloading of packages associated with the existing textile building. Mail and package delivery (e.g., USPS) accounted for 25% of loading and service activity. A breakdown of the total daily delivery activity is presented in **Table 6-7.**

Table 6-7: Loading Survey by Delivery Type		
Type of Delivery	**Occurrences**	**Percentage of Occurrences**
Mail	1	5%
Packages	5	20%
Miscellaneous/Unknown	10	50%
Total	**20**	**100.0%**

Vehicle Types

A majority of the deliveries (60%) to the existing building were made using a vehicle size SU-30 (e.g., box truck) or smaller, while 8 (40%) vehicles on the survey day were WB-40 or larger (e.g. tractor trailer). Vehicles types and frequency of delivery are summarized in **Table 6-8.**

Table 6-8: Loading Survey by Vehicle Types		
Type of Vehicle	**Frequency**	**Percentage**
SU-30 or smaller	5	25%
Auto	3	15%
Pick-up Truck	4	20%
Total <= SU30	*12*	*60%*
SU-40	1	5%
WB-40	6	30%
WB-50	1	5%
Total > SU30	*8*	*40%*
Total	**20**	**100.0%**

6.3 Evaluation of Long-term Impacts

This section presents a description and evaluation of 2012 No-Build and Build conditions.

6.3.1 No-Build Scenario

Background Traffic Growth

No-Build traffic conditions are independent of the proposed Project and include all existing traffic and any new traffic resulting from both general background growth and any identified development projects in the area. The No-Build condition is used to evaluate the cumulative impacts of the anticipated future traffic increases, while providing a baseline of comparison for the proposed Project.

Two procedures are used to determine background traffic growth. The first is to apply a general growth rate to account for changes in demographics, auto usage, and ownership. Consistent with recent projects in this area of the City, this analysis assumes a general background growth rate of 1% per year.

The second procedure is to estimate traffic generated by planned new major developments and anticipated roadway changes. The area development projects are shown in **Figure 6-11.** Additional traffic generated by the following projects was included in this background analysis:

Hayward Place will be located on an approximately 38,000-square-foot site bounded by Washington Street, Avenue de Lafayette, Hayward Place, and Harrison Avenue extension. Commercial (public) parking spaces currently on the site will be maintained in a "shared parking" arrangement in a new underground garage. The proposed building program includes a moderately scaled, mixed-use building of 12 stories containing approximately 373,000 FAR square feet ("sf"), which will include up to 40,000 sf of retail space, and an underground garage with up to three levels and up to 271 parking spaces. Trip generation and distribution for this project was obtained from the transportation chapter of the *Hayward Place Draft Project Impact Report,* prepared by Howard/Stein-Hudson Associates (March 2005).

179 Lincoln Street will redevelop the Teradyne office building located on the block bounded by Beach Street to the north, Kneeland Street to the south, Lincoln Street to the east, and Surface Road to the west. The redevelopment will be a mixed-use development containing either 174,000 sf of office space, 38,000 sf of retail space, a 10,000-sf restaurant, and 60 on-site parking spaces or 132 residential apartment units, 41,000 sf of retail space, 7,000 sf of restaurant space, and 60 on-site parking spaces. The "worst-case" scenario that would generate the most trips to the site would be the program with office space. The trip generation and distribution for this "worst-case" scenario were obtained from the transportation section of the *179 Lincoln Street Project Notification Form,* prepared by Howard/Stein-Hudson Associates (December 2006).

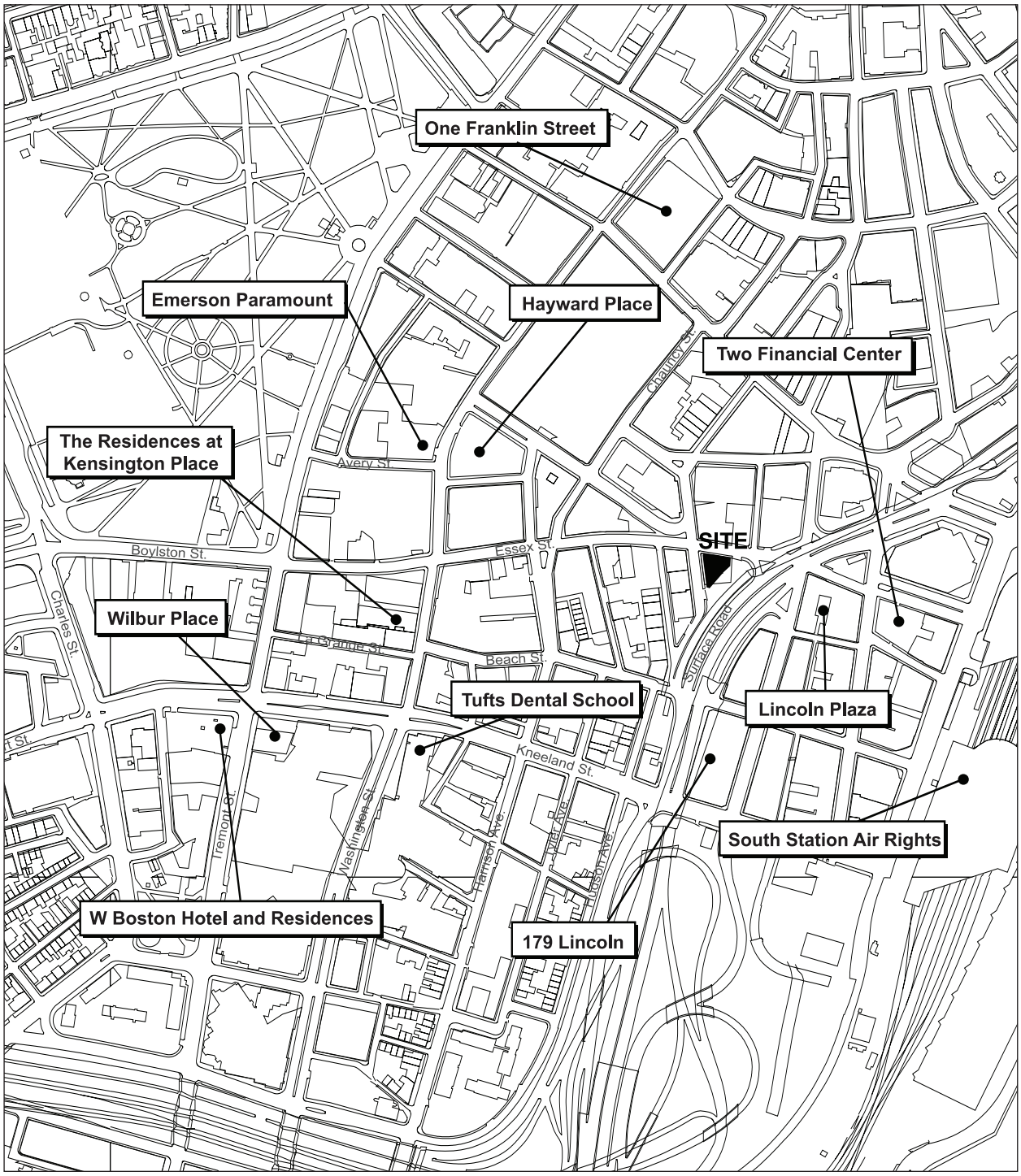


Figure 6-11
Area Projects

Paramount Theatre will be redeveloped by Emerson College, including the existing Paramount Theatre, "Arcade" Building, and a vacant lot located on Washington Street in Downtown Boston. The proposed project will include construction of a 550- to 580-seat theatre, a 125- to 140-seat black box theatre, a 180-seat screening room; approximately 1,900 sf of studio/rehearsal space; 262 student dormitory rooms; and a 150-seat restaurant. No off-street parking will be provided. The traffic study conducted determined that the peak hours for this redevelopment were between 6:45 and 7:45 p.m. on Friday nights and between 4:45 and 5:45 p.m. on Saturday nights. The traffic impact study results are documented in the *Emerson College Paramount Theatre Project Notification Form,* prepared by Howard/Stein-Hudson Associates (May 2006).

Lincoln Plaza includes conversion of 107,821 sf of existing office space into 87 residential condominium units and an upgrade of existing ground floor retail/office space (19,215 sf). The site is located in the Leather District on the block bounded by Essex Street, Lincoln Street, South Street, and Tufts Street. The two parking spaces currently on-site may be maintained with the development. No additional parking will be created, due to on-site constraints. Trip generation and distribution were obtained from the transportation section of the *Lincoln Place Project Notification Form,* prepared by Howard/Stein-Hudson Associates (April 2004).

South Station Air Rights is a mixed-use development, including 1.375 million sf of office space, a 200-room hotel, 170 residential units, and 934 parking spaces. Access to this project is via the South Station Connector or Atlantic Avenue. Trip generation and distribution information was obtained from the *South Station Final Environmental Impact Report/Project Impact Report* prepared by Vanasse & Associates, Inc. (2005).

Tufts Dental School will vertically expand four additional floors above the tenth floor of the Existing Dental School Building. The total expansion of approximately 95,000 square feet (sf) will alleviate overcrowding and provide additional program space for School of Dental Medicine uses—outpatient clinical, offices, and meeting rooms. No parking will be constructed as part of this Project. Trip generation and distribution were obtained from the transportation chapter of *Tufts Dental School Institutional Master Plan Supplemental Documentation* prepared by Howard/Stein-Hudson Associates (July 2007).

One Franklin will occupy the entire block bounded by Franklin Street, Summer Street, Hawley Street, and Washington Street in downtown Boston. The project will include rehabilitation of two historic buildings and demolition of two buildings on the site, along with construction of a new, 39-story, mixed-use building totaling approximately 1,186,000 sf of space. The Project will include a new hotel, a restaurant, office space, condominium units, retail space, and possibly a health club/spa. The Project will retain Filene's Basement in a refurbished space. Trip generation and distribution were obtained from the transportation chapter of *One Franklin Redevelopment,* prepared by Howard/Stein-Hudson Associates (2007).

The Residences at Kensington Place will provide approximately 324 residential units, 7,000 square feet of retail space, and 330 parking spaces in a below-grade garage. Trip generation and distribution were obtained from the transportation chapter of the *Residences at Kensington Place Draft Project Impact Report,* prepared by Howard/Stein-Hudson Associates (July 2002).

Two Financial Center is a 214,200 square foot office building project (including 7,600 sf of ground level retail space), with a 250-space, below-grade parking garage. The garage will be accessible from a ramp located on Essex Street. Trip generation and distribution were obtained from the transportation section of the *Two Financial Center Notice of Project Change,* prepared by Howard/Stein-Hudson Associates, Inc. (March 2005).

W Boston Hotel and Residences comprises a 26 story, 350,000± square-foot hotel/condominium residences building, with approximately 235 hotel keys, approximately 123 condominium units, and approximately 12,000 square feet of retail, restaurant, and spa space. The building will also include a two-level, underground garage that will accommodate 142 valet-parked cars. The project will include the extension of Seaver Place, a private alley open to public travel, which nonetheless, currently dead-ends mid-block, to Warrenton Street, as well as its reconstruction to allow through vehicular and pedestrian access. In addition, the project will include a restaurant and lounge, retail space and a health spa. Trip generation and distribution were obtained from the transportation component of the *W Boston Hotel & Residences Notice of Project Change,* prepared by Howard/Stein-Hudson Associates (October 2006).

Wilbur Place consists of the construction of a new, 14-story building with approximately 72 residential condominium units, including 60 studio units and 12 one-bedroom units, and approximately 6,300 sf of restaurant space. The project is located adjacent to the intersection of Tremont Street and Stuart Street in Boston's Chinatown. Trip generation and distribution were obtained from the transportation component of the *Wilbur Place Project Notification Form,* prepared by Howard/Stein-Hudson Associates (November 2006).

No-Build Traffic Operations

The 2012 No-Build analysis uses the methodology described for Existing Conditions. No-Build traffic volumes are shown in **Figure 6-12** and **Figure 6-13.** The resulting intersection operations, assuming the mitigation described above, are shown in **Table 6-9** and **Table 6-10.** Complete Synchro reports are provided in **Appendix F.**

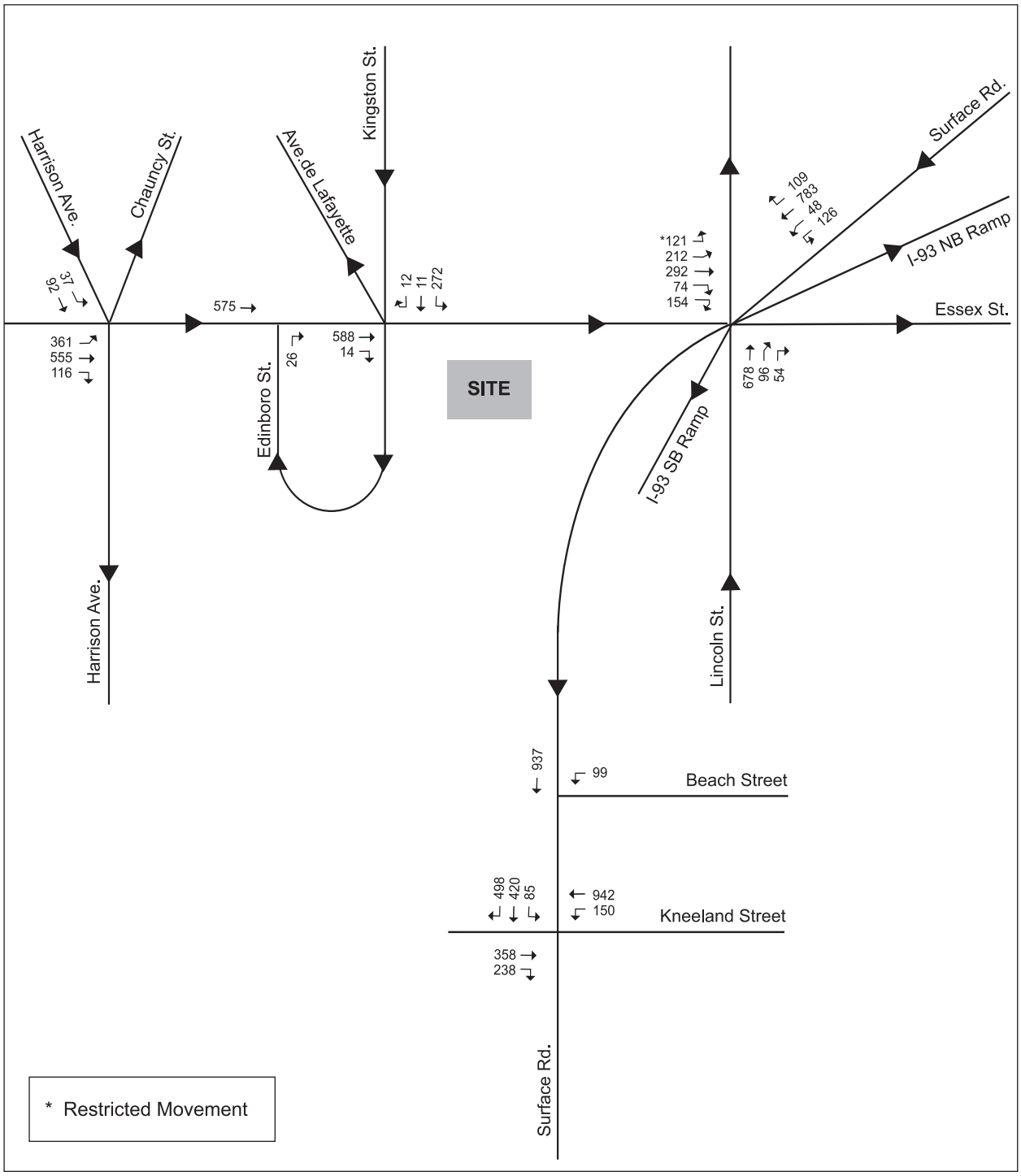


Figure 6-12
No-Build Conditions (2012) Traffic Volumes,
a.m. Peak Hour

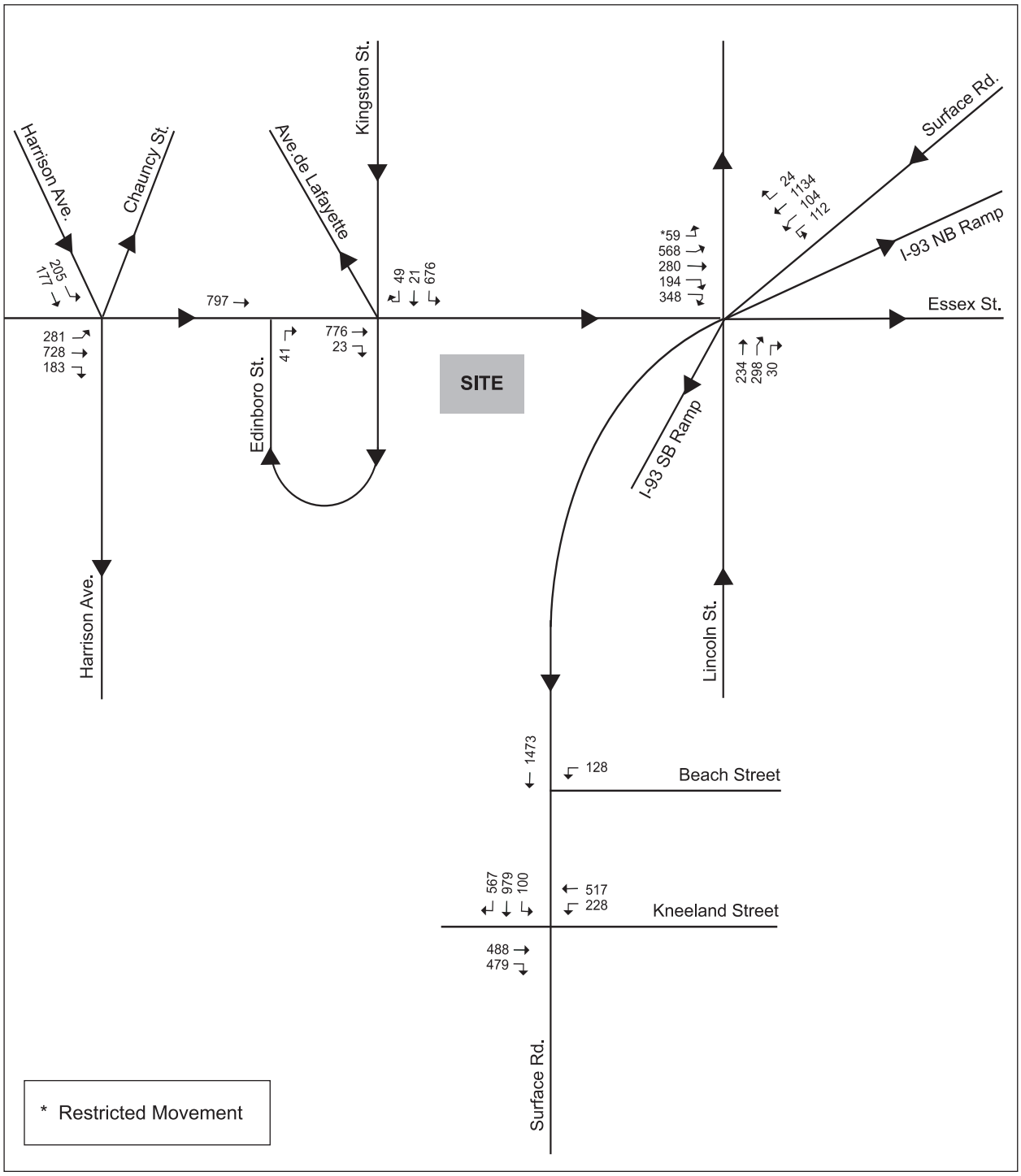


Figure 6-13
No-Build Conditions (2012) Traffic Volumes,
p.m. Peak Hour

Table 6-9: No-Build Conditions (2012) Level of Service Summary, a.m. Peak Hour				
Intersection	**LOS**	**Delay (seconds)**	**V/C**	**95th Percentile Queue (feet)**
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**E**	**79.8**	**—**	**—**
Essex EB left*	F	>80.0	>1.0	#500
Essex EB through/right	F	>80.0	>1.0	#421
Essex EB right	F	>80.0	>1.0	#309
Lincoln NB through/right	D	>80.0	>1.0	#309
Surface SWB left*	C	21.6	0.32	128
Surface SWB through/right	C	34.8	0.87	334
Surface Road/Beach Street	**B**	**15.6**	**—**	**—**
Beach WB left	C	33.3	0.24	50
Surface SB through	B	13.3	0.48	120
Surface Road/Kneeland Street	**D**	**46.0**	**—**	**—**
Kneeland EB through	D	39.9	0.62	170
Kneeland EB right	A	8.7	0.52	66
Kneeland WB left	C	20.9	0.43	107
Kneeland WB through	C	26.0	0.72	353
Surface SB left/through	D	42.8	0.75	210
Surface SB right	F	>80.0	0.96	#258
Essex Street/Kingston Street	**C**	**20.6**	**—**	**—**
Essex EB through/right	C	28.0	0.66	247
Kingston SB left	A	5.8	0.32	35
Kingston SB left/through	A	8.0	0.36	0
Essex Street/Harrison Street/ Chauncy Street	**F**	**>80.0**	**—**	**—**
Essex EB left/through/right	F	>80.0	>1.0	#502
Harrison SB left/through	C	20.4	0.21	43
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.19	0
Edinboro NB right	B	10.7	0.07	5

Cell shading indicates that LOS has worsened from Existing Conditions.
# = 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.
m = Volume for 95th percentile queue is metered by an upstream signal.
*De *facto* turn lane

Table 6-10: No-Build Conditions (2012) Level of Service Summary, p.m. Peak Hour

Intersection	LOS	Delay (seconds)	V/C	95th Percentile Queue (feet)
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**F**	**>80.0**	**—**	**—**
Essex EB left*	F	>80.0	>1.0	m#856
Essex EB through	D	43.8	0.76	m256
Essex EB right	F	>80.0	>1.0	m#736
Lincoln NB through	C	31.3	0.32	104
Lincoln NB right*	F	>80.0	>1.0	#420
Surface SWB left/through/right	C	34.8	0.85	385
Surface Road/Beach Street	**A**	**6.7**	**—**	**—**
Beach WB left	C	33.3	0.24	64
Surface SB through	A	4.2	0.67	49
Surface Road/Kneeland Street	**F**	**>80.0**	**—**	**—**
Kneeland EB through	D	45.5	0.78	232
Kneeland EB right	B	18.9	0.81	#233
Kneeland WB left	D	42.3	0.80	#223
Kneeland WB through	C	22.4	0.43	178
Surface SB left/through/right	F	>80.0	>1.0	#620
Essex Street/Kingston Street	**C**	**29.1**	**—**	**—**
Essex EB through/right	D	46.2	0.92	#410
Kingston SB left	A	8.6	0.59	100
Kingston SB left/through	B	15.8	0.60	469
Essex Street/Harrison Street/ Chauncy Street	**F**	**>80.0**	**—**	**—**
Essex EB left/through/right	F	>80.0	>1.0	#598
Harrison SB left/through	C	31.1	0.60	131
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.25	0
Edinboro NB right	B	12.1	0.11	11

Cell shading indicates that LOS has worsened from Existing Conditions.
# = 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.
m = Volume for 95th percentile queue is metered by an upstream signal.
*De *facto* turn lane.

Under No-Build Conditions, LOS for the following intersections and approaches worsens from Existing Conditions:

Surface Road/Beach Street. During the a.m. peak hour, the Surface Road southbound approach worsens from LOS A to LOS B as a result of an increase in delay of less than 5 seconds.

Surface Road/Kneeland Street. During the a.m. peak hour, the Surface Road southbound approach worsens from LOS E to LOS F. During the p.m. peak hour, the overall intersection operations worsen from LOS E to LOS F.

Essex Street/Harrison Avenue/Chauncy Street. During the a.m. peak hour, the overall intersection operations worsen from LOS E to LOS F. The Essex Street eastbound approach worsens from LOS E to LOS F and the Harrison Avenue southbound approach from LOS B to LOS C. During the p.m. peak hour, the overall intersection operations worsen from LOS D to LOS F. The Essex Street eastbound approach worsens from LOS D to LOS F during the p.m. peak hour.

No-Build Public Transportation

The MBTA plans the following improvements to increase service capacity:

Silver Line. The Silver Line is being completed in three phases, the first of which—Silver Line Washington Street—opened in July 2002. It travels as a bus rapid transit ("BRT") route along Washington Street between Dudley Square and Downtown. The second phase, Silver Line Waterfront, opened in December 2004 and runs as a BRT underground from South Station to Silver Line Way. It will then continue through the South Boston Waterfront above-ground to the Boston Convention & Exhibition Center, the Boston Marine Industrial Park, South Boston residential neighborhoods, and Logan International Airport. Silver Line Phase III, which is currently in design, is a tunnel (known as the "Core Tunnel Segment") linking Downtown and South Station via the Boylston Street and Chinatown stations; it will connect Silver Line Phase I (Dudley Square to Downtown) and Silver Line Phase II (South Station to the South Boston Waterfront).

When the final phase has been completed, all three segments will connect to become the "Silver Line"—the MBTA's fifth rapid transit line, offering a seamless link between the communities of Roxbury, the South End, Chinatown, Downtown, and South Boston. This new transit line will connect passengers quickly and easily to the T's other rapid transit lines—the Orange, Green, and Red—to South Station, where they can board the T's south side commuter rail lines and Amtrak trains, and to Logan Airport. The MBTA expects the Silver Line to accommodate some existing Green, Orange, and Red lines commuters and to provide additional service to those who currently do not utilize the public transit system.

The Core Tunnel Segment will pass along north side of the 120 Kingston Street property below Essex Street; however, the final alignment of the tunnel has yet to be defined. The Executive Office of Transportation and Public Works (EOTPW) anticipates construction to begin by December 31, 2010. The staging and sequence of construction will not be determined until the final design stage, sometime in summer 2009. Service on Silver Line Phase III is slated to begin by December 31, 2016.

Construction of the proposed 120 Kingston Street Project is slated to begin during the second quarter of 2008 and completed during the second quarter of 2010. All Project-related construction activities will be completed prior to the commencement of Silver Line Phase III. Additionally, construction of the Phase III tunnel in the vicinity of the Project Site will be accomplished by deep tunneling and will not impact vehicle flow along Essex Street. Therefore, construction of the Phase III tunnel will not conflict with the proposed Project.

Urban Ring. In the long-term future, the Urban Ring is projected to expand MBTA service outside downtown Boston. This service will include East Boston and Logan Airport, Charlestown, Longwood Medical Area, Mission Hill, the Dudley Square/Uphams Corners neighborhoods of Roxbury, the University of Massachusetts campus at Columbia Point, and the Seaport/ Convention Center area. The MBTA expects this planned improvement to "substantially reduce Green Line congestion and commuter through-traffic." The Urban Ring will offer many commuters an alternate route to destinations surrounding the City without having to make connections downtown.

In addition to the Urban Ring development, which is expected to alleviate the congested Green Line, the MBTA has made a commitment to provide additional three-car trains during peak hours to increase Green Line capacity.

6.3.2 Build Scenario

The proposed Build scenario assumes construction of a new 299-foot building with up to 180 residential condominium units and ground floor restaurant space (approximately 4,300 square feet). Parking for up to 150 vehicles will be provided on-site in a valet-managed garage. To provide a conservative estimate, this analysis includes no credit for the trips associated with the existing textile building and commercial surface parking; all person trips and vehicle trips associated with the proposed residential units and restaurant use are assumed to be new trips.

Site Access and Circulation

Vehicular Access

Vehicular access and egress to the proposed building will be provided on Kingston Street (see **Figure 6-14)**. The existing curb cut on Essex Street will be closed with the Project in place. Vehicles will enter the internal parking garage via a one-way ramp that will provide access to a holding area where valet attendants will receive and park the vehicles for residents. Access between the internal garage levels and the car pick-up area will be provided via a vehicle elevator. Residents will receive their vehicles from the valet attendant in the car pick-up area and exit via a one-way driveway onto Kingston Street.

The previous design presented in the *120 Kingston Street Project Notification Form*, dated March 20, 2007, had proposed to provide vehicular access to the parking garage on Essex Street and egress on Kingston Street. Based on discussions with BTD and BRA, the Project team eliminated the curb cut on Essex Street due to the following concerns:

- ***Pedestrian/Vehicular Conflicts*** – Because of the anticipated heavy increase in pedestrian activity with the opening of the new Chinatown Park, vehicles traveling eastbound on Essex and choosing to enter the garage may conflict with crossing pedestrians, causing backups on Essex, a key corridor during peak traffic hours.

- ***Merging*** – Vehicles traveling eastbound on Essex Street in the left lane may experience difficultly merging through the three-lane cross-section into the right lane to access the garage ramp. Merging related delays could worsen vehicular queuing associated with the upstream intersection at Essex Street/Surface Road/Lincoln Street. Alternately, the study team also evaluated reversing the direction of flow of the proposed driveways to allow for access via Kingston Street and egress on Essex Street; however, there was similar concern that vehicles exiting the driveway that are destined for points north of site via I-93 Northbound and Surface Road (Northbound) would cause merging delays due to the close proximity to the adjacent intersection.

- ***Proximity*** – The proximity of the previously proposed Essex Street egress driveway with the intersection of Essex Street/Surface Road/Lincoln Street would potentially inhibit the efficient flow of vehicular and pedestrian traffic along Essex Street, a peak-hour heavy demand corridor. Provision of an access and egress point on Kingston Street, a significantly lower peak-hour demand roadway, will have minimal impact on area roadways.

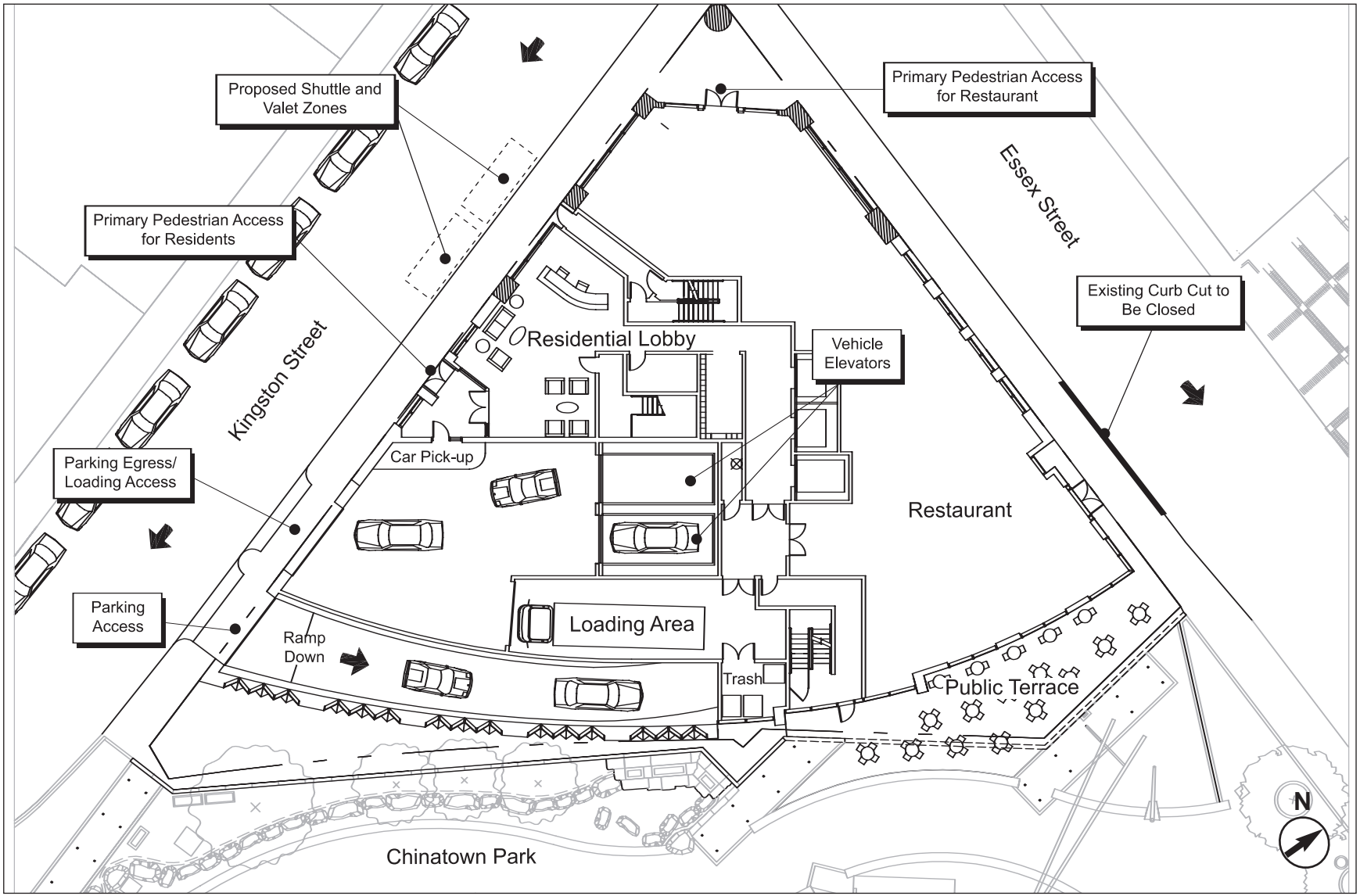


Figure 6-14.
Site Plan

Pedestrian Access

Pedestrian access to and from the residential component of the building is provided on Kingston Street. Access to the restaurant will be provided at the corner of Kingston Street and Essex Street and via a public terrace that will be constructed adjacent to Chinatown Park.

Trip Generation

Appendix F presents detailed trip generation for the proposed Project land uses. Trip generation data were derived from the Institute of Transportation Engineers (ITE) *Trip Generation, 7*th Edition (2003), trip rates. This analysis uses a vehicle occupancy rate of 1.2 for residential uses and 2.1 for restaurant uses, based on 2001 National Household Travel Survey occupancy rates, to convert the unadjusted ITE vehicle trips into person trips. The assignment of person trips to the various transportation modes is presented in the following section. For person trips assigned to auto use, the analysis uses a local vehicle occupancy rate of 1.35 for residential and 2.1 for restaurant to convert the person trips into vehicle trips. This local rate is based on the 2000 U.S. Census data and the 2001 National Household Travel Survey. The analysis uses the following ITE land use code to estimate Project trips:

LUC 230—Residential Condominium/Townhouse. Residential condominiums/townhouses are defined as ownership units that have at least one other owned unit within the same building structure. Both condominiums and townhouses are included in this land use. Due to the inherent characteristics of the proposed residential uses, including:

- proximity to public transportation and the downtown area;
- low residential occupancy per unit (i.e., mostly one-bedroom units); and
- provision of a resident shuttle service.

It is likely that overall auto ownership and vehicle trip generation per unit will be lower than that of the typical "condominium" use; however, the study team believes this LUC provides the best match in terms of trip generation characteristics. This trip generation analysis provides a conservative estimate.

Land Use Code 931—Quality Restaurant. Quality restaurant consists of high quality, full-service eating establishments with turnover rates usually of at least one hour or longer. Quality restaurants generally do not serve breakfast; some do not serve lunch; all serve dinner. This type of restaurant usually requires reservations and is generally not part of a chain.

Mode Split

The mode split for the Project was based on 2000 U.S. Census data and BTD data for Area 2 around the Project Site. Vehicle occupancies were based on the 2001 National Household Travel Survey rates and the 2000 Census data for local trips. Mode use is presented in **Table 6-11** and **Appendix F.** Transit/walk trips account for approximately 60% to 70% of residential and restaurant peak-hour trips; the transit and walk mode shares are due largely to the proximity of the site to public transportation and the downtown area. Many downtown residents do not use their cars for work; they remain in the garage until used for evening on weekend errands, trips, etc.

Table 6-11: Mode Split

Land Use		Transit Share	Walk/Bike Share	Auto Share	Local Vehicle Occupancy Rate
Daily					
Residential	In	30%	42%	28%	1.35
	Out	30%	42%	28%	1.35
Restaurant	In	20%	59%	21%	2.1
	Out	20%	59%	21%	2.1
a.m. Peak Hour					
Residential	In	52%	7%	41%	1.35
	Out	18%	51%	31%	1.35
Restaurant	In	46%	14%	40%	2.1
	Out	10%	58%	32%	2.1
p.m. Peak Hour					
Residential	In	18%	51%	31%	1.35
	Out	52%	7%	41%	1.35
Restaurant	In	10%	58%	32%	2.1
	Out	46%	14%	40%	2.1

Vehicle trip generation for the Project is shown in **Table 6-12**, which compares the restaurant, residential, and total new Project trips. To provide a conservative estimate of the Project trip generation, no credit was taken for the existing use on-site. Detailed trip generation for the proposed Project is included in **Appendix F.**

Table 6-12: Vehicle Trip Generation				
		Project Trips		
Period	Direction	Restaurant (4,300 sf)	Residential (180 Units)	Total
Daily	In	33	132	165
	Out	33	132	165
	Total	**66**	**264**	**330**
a.m. Peak Hour	In	1	5	6
	Out	0	19	19
	Total	**1**	**24**	**25**
p.m. Peak Hour	In	6	18	24
	Out	3	12	15
	Total	**9**	**30**	**39**

As the table shows, estimated daily vehicle trips to and from the site total 330, with 165 trips in and 165 out. In the a.m. peak hour, an estimated 6 vehicle trips in and 19 out will occur; in the p.m. peak hour, 24 vehicles in and 15 out.

Previous Use

The trip generation of the proposed Project was compared to that of the former use on-site, the textile building (United Curtain) and the 24 commercial surface parking spaces **(Table 6-13).**

Table 6-13: Comparison of Project Vehicle Trip Generation to Existing Use				
Period	Direction	Existing Uses	Proposed Uses	Net Vehicle Trips
Daily	In	125	165	+40
	Out	125	165	+40
	Total	250	**330**	**+80**
a.m. Peak Hour	In	24	6	-18
	Out	5	19	+14
	Total	29	**25**	**-4**
p.m. Peak Hour	In	6	24	+18
	Out	23	15	-8
	Total	29	**39**	**+10**

As shown in the table above, the proposed residential and restaurant uses will generate only approximately 80 additional vehicle trips (40 trips in and 40 trips out) over the course of a typical weekday. During the a.m. peak hour, vehicle trips will be reduced by 4 (less 18 entering and an additional 14 entering); during the p.m. peak hour, a net increase of 10 vehicle trips (18 additional entering and 8 fewer exiting) to and from the Project Site will occur. In addition, the proposed uses will generate far fewer heavy vehicle/truck trips than the former textile use and the existing commercial parking spaces.

To provide a conservative analysis, no credit was taken for the vehicle trips associated with the existing uses on-site. Therefore, all trips associated with the proposed uses were assumed to be new trips.

Trip Distribution

Based on BTD guidelines, the study team developed vehicular trip distribution data using origin–destination characteristics for Area 2. The distribution appears in **Figure 6-15.** The new Project-generated trips added to study area intersections during the peak hours are shown in **Figure 6-16** and **Figure 6-17.**

Build Traffic Operations

Figure 6-18 and **Figure 6-19** show the 2012 Build morning and evening peak-hour traffic volumes, accounting for the background growth rate, anticipated development by others, and Project-generated trips. The LOS analysis conducted using the methodology described for Existing Conditions appears in **Table 6-14** and **Table 6-15.**

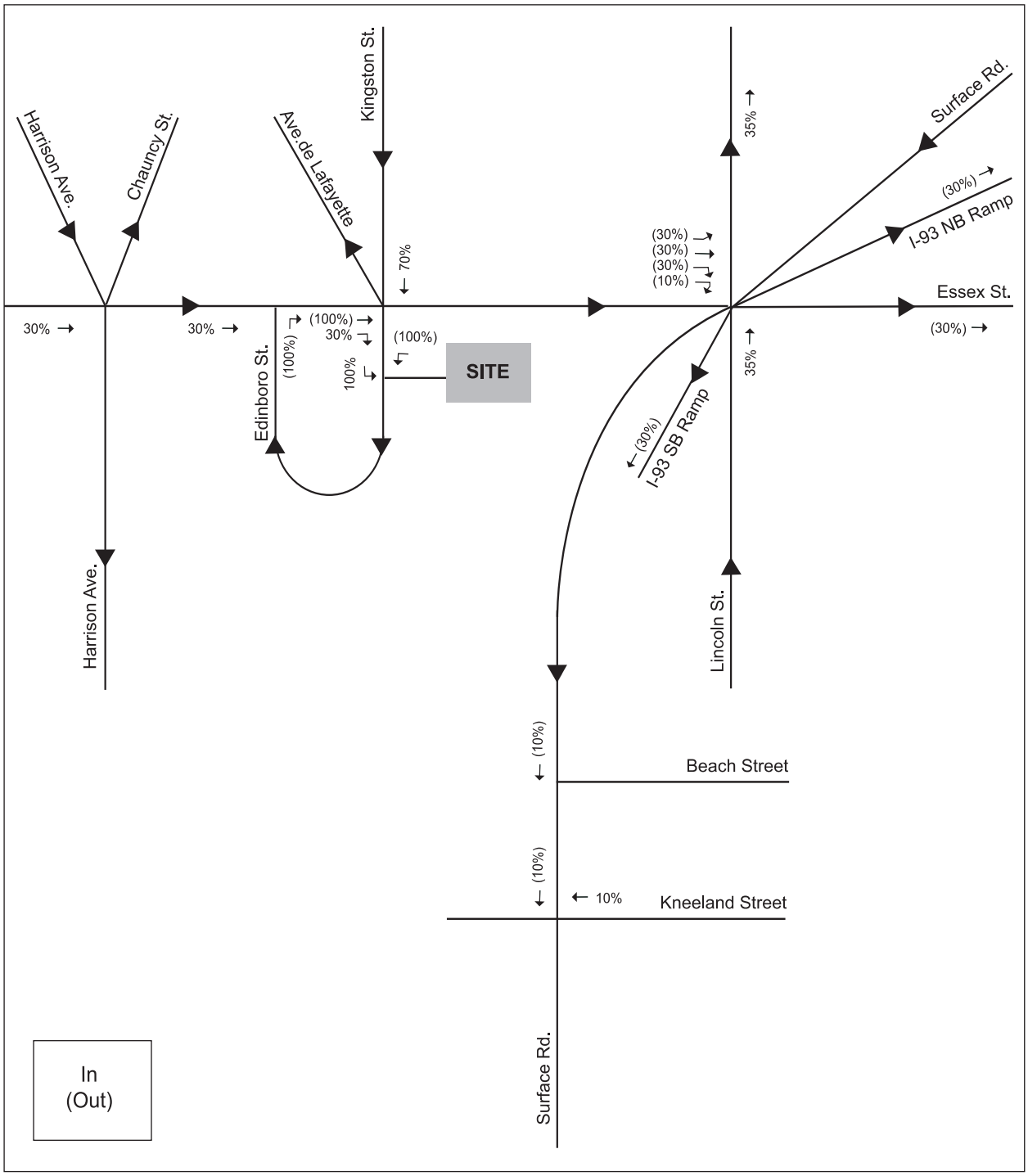


Figure 6-15.
Trip Distribution

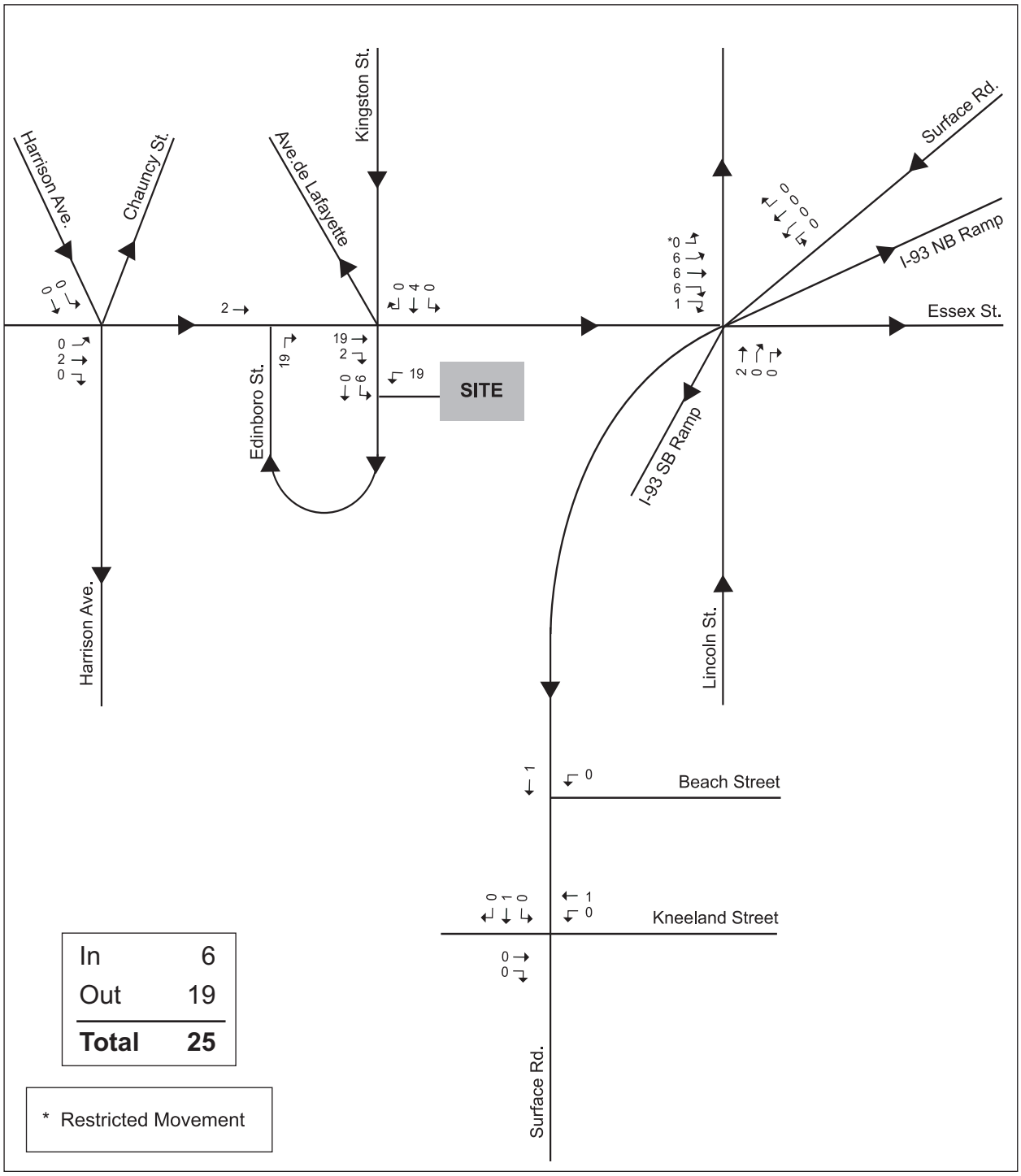


Figure 6-16
Project-generated Trips,
a.m. Peak Hour

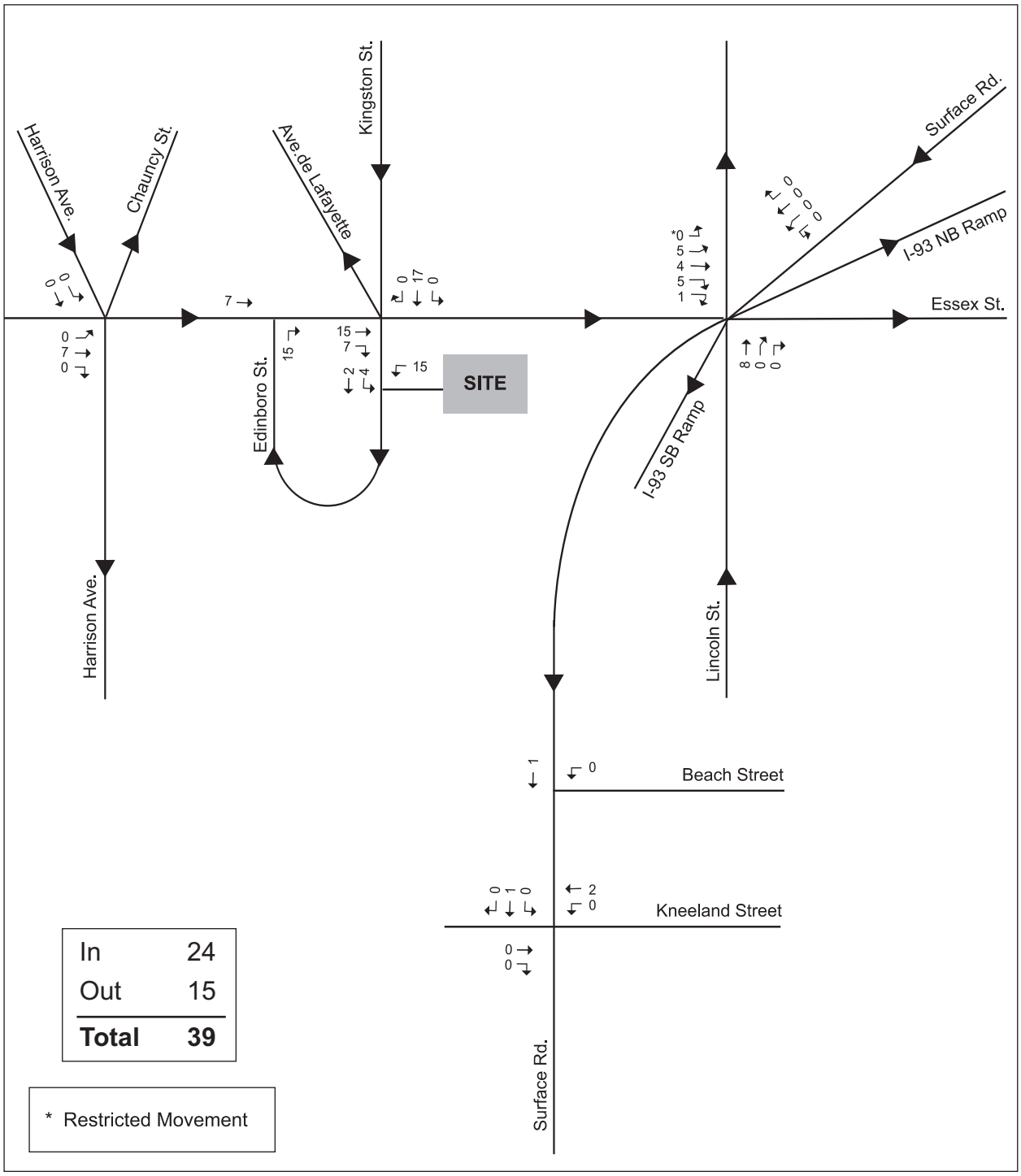


Figure 6-17
Project-generated Trips,
p.m. Peak Hour

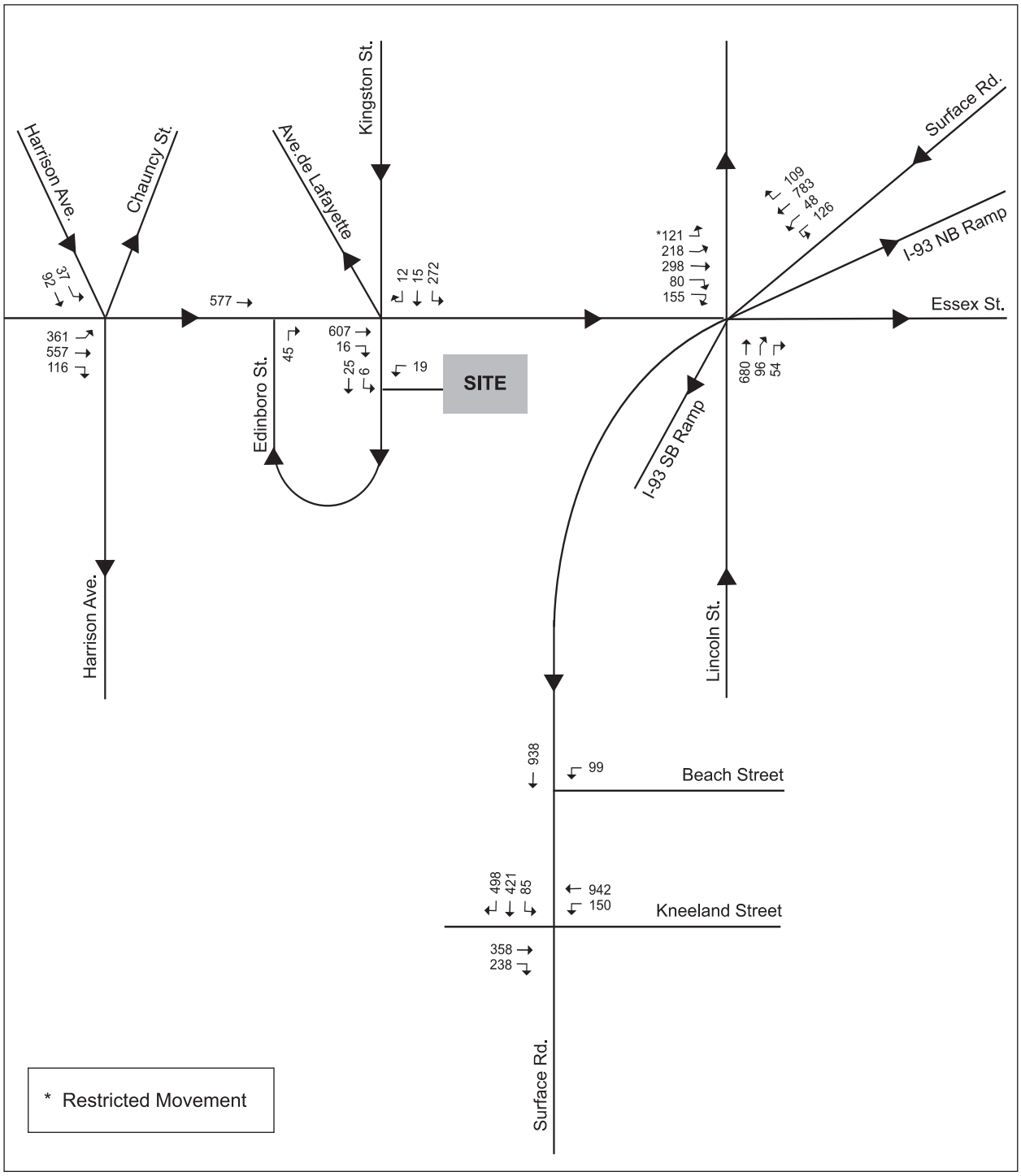


Figure 6-18
Build Conditions (2012) Traffic Volumes,
a.m. Peak Hour

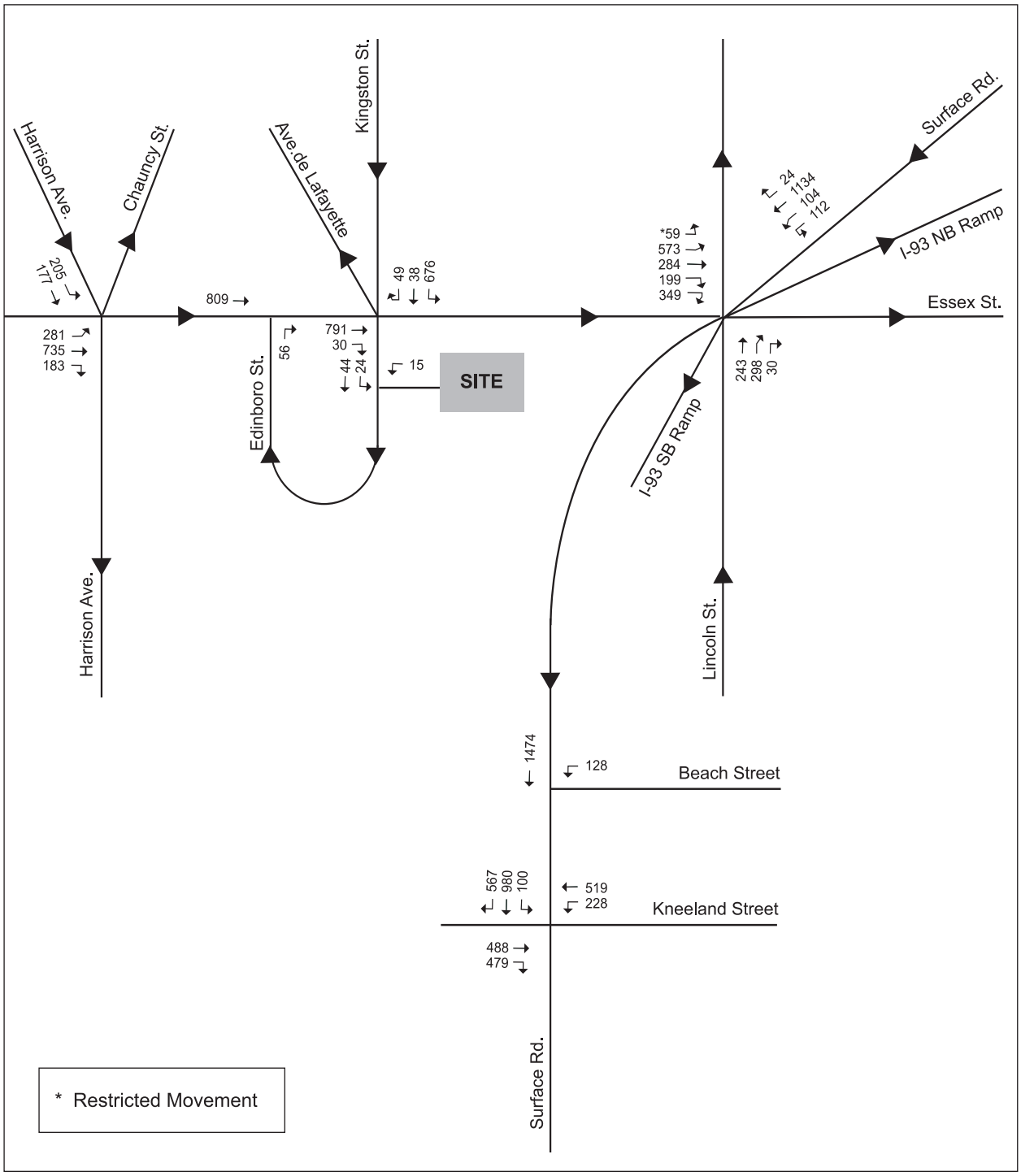


Figure 6-19
Build Conditions (2012) Traffic Volumes,
p.m. Peak Hour

Table 6-14: Build Conditions (2012) Level of Service Summary, a.m. Peak Hour				
Intersection	**LOS**	**Delay (seconds)**	**V/C**	**95th Percentile Queue (feet)**
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**F**	**>80.0**	**—**	**—**
Essex EB left*	F	>80.0	>1.0	#509
Essex EB through/right	F	>80.0	>1.0	#426
Essex EB right	F	>80.0	>1.0	#317
Lincoln NB through/right	D	36.6	0.72	233
Surface SWB left*	C	21.6	0.32	128
Surface SWB through/right	C	34.8	0.87	334
Surface Road/Beach Street	**B**	**15.6**	**—**	**—**
Beach WB left	C	33.3	0.24	50
Surface SB through	B	13.3	0.48	120
Surface Road/Kneeland Street	**D**	**46.0**	**—**	**—**
Kneeland EB through	D	39.9	0.62	170
Kneeland EB right	A	8.7	0.52	66
Kneeland WB left	C	20.9	0.43	107
Kneeland WB through	C	26.0	0.72	353
Surface SB left/through	D	42.9	0.75	210
Surface SB right	F	>80.0	0.96	#258
Essex Street/Kingston Street	**C**	**21.3**	**—**	**—**
Essex EB through/right	C	28.8	0.36	260
Kingston SB left	A	5.8	0.32	35
Kingston SB left/through	A	8.7	0.32	0
Essex Street/Harrison Street/ Chauncy Street	**F**	**>80.0**	**—**	**—**
Essex EB left/through/right	F	>80.0	>1.0	#503
Harrison SB left/through	C	20.4	0.21	43
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.19	0
Edinboro NB right	B	11.1	0.12	10
Kingston Street/Site Driveway				
Site Driveway WB left	A	8.8	0.02	2
Kingston SB left/thru	A	1.4	0.00	0

Cell shading indicates that LOS has worsened from No-Build Conditions.
# = 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.
m = Volume for 95th percentile queue is metered by an upstream signal.
**De facto* turn lane.

Table 6-15: Build Conditions (2012) Level of Service Summary, p.m. Peak Hour				
Intersection	**LOS**	**Delay (seconds)**	**V/C**	**95th Percentile Queue (feet)**
Signalized Intersections				
Essex Street/Lincoln Street/Surface Road	**F**	**>80.0**	**—**	**—**
Essex EB left*	F	>80.0	>1.0	m#848
Essex EB through	D	44.1	0.77	m256
Essex EB right	F	>80.0	>1.0	m#730
Lincoln NB through	C	31.3	0.32	104
Lincoln NB right*	F	>80.0	>1.0	#420
Surface SWB left/through/right	C	34.8	0.85	385
Surface Road/Beach Street	**A**	**6.7**	**—**	**—**
Beach WB left	C	33.3	0.24	64
Surface SB through	A	4.2	0.67	49
Surface Road/Kneeland Street	**F**	**>80.0**	**—**	**—**
Kneeland EB through	D	45.5	0.78	232
Kneeland EB right	B	18.9	0.81	#233
Kneeland WB left	D	42.3	0.80	#223
Kneeland WB through	C	22.4	0.43	178
Surface SB left/through/right	F	>80.0	>1.0	#621
Essex Street/Kingston Street	**C**	**33.0**	**—**	**—**
Essex EB through/right	D	51.3	0.95	#433
Kingston SB left	A	9.6	0.62	115
Kingston SB left/through	C	20.4	0.63	208
Essex Street/Harrison Street/ Chauncy Street	**F**	**>80.0**	**—**	**—**
Essex EB left/through/right	F	>80.0	>1.0	#603
Harrison SB left/through	C	31.1	0.60	131
Unsignalized Intersections				
Essex Street/Edinboro Street				
Essex EB through	A	0.0	0.26	0
Edinboro NB right	B	12.6	0.17	15
Kingston Street/Site Driveway				
Site Driveway WB left	A	9.1	0.02	1
Kingston SB left/thru	A	2.6	0.02	1

Cell shading indicates that LOS has worsened from No-Build Conditions.
# = 95th percentile volume exceeds capacity. Queue may be longer. Queue shown is maximum after 2 cycles.
m = Volume for 95th percentile queue is metered by an upstream signal.
**De facto* turn lane.

Due to the low volume of traffic generated by the Project, minimal changes occur under Build Conditions. With the Project in place, only one intersection during the a.m. peak hour and one intersection approach during the p.m. peak hour are expected to worsen in LOS. It should again be noted that to provide a conservative estimate of intersection operations, no credit was taken for vehicle trips associated with the existing use of the site. Additionally, the anticipated changes in LOS from No-Build to Build Conditions occur as a result of only a small increase in delay at these intersections. The following describes the few changes in LOS under Build Conditions:

Essex Street/Lincoln Street/Surface Road. During the a.m. peak hour, the overall intersection operations worsen from LOS E to LOS F, with a slight increase in average delay.

Essex Street/Kingston Street. During the p.m. peak hour, the Kingston Street southbound approach worsens from LOS B to LOS C, still within a highly acceptable range.

Special Events

With the recent completion of the new Chinatown Park, Chinatown neighborhood groups have planned to hold occasional community events that would require the closure of the Kingston-Edinboro "loop" where Kingston and Edinboro Streets connect. During such events, both Project-related vehicles and those associated with the adjacent buildings on Kingston Street would not be able to exit via the one-way Kingston-Edinboro "loop".

Therefore, it is proposed that during these events Kingston Street between Essex Street and Edinboro Street be opened to limited two-way vehicular traffic for residents and other abutters of Kingston Street. The Proponent will work BTD to identify the most appropriate solution for vehicular access and egress during these occasional events to ensure safe and efficient traffic flow.

Based on discussions with Chinatown neighborhood groups, it is anticipated that these events would occur no more than 7 to 8 times per year.

Build Conditions Parking

The proposed building will provide approximately 150 parking spaces for residents within a new, below-grade (two basement levels: B1 and B2) and above-grade (levels 2–5) parking garage. Level B1 will serve primarily as a holding area for vehicles in transit (recently dropped off or soon to be picked up) to ensure that queuing on the ground-floor level is minimal. Parking provisions are consistent with BTD guidelines for the area (0.5–1.0 spaces per residential unit). No parking will be provided for the ground-floor restaurant space. Workers associated with the restaurant space will be encouraged to take public transit or walk, given its close proximity to downtown and several MBTA bus and rapid transit services.

The provision of an on-call shuttle/livery service for residents of the building will help reduce vehicle ownership, parking needs within the building, and overall vehicle trips.

The Proponent is committed to coordinating with a shared car service, such as Zipcar, to determine the feasibility of establishing shared-car spaces within the parking garage, which will further help to reduce residents' need for automobiles.

Upon BTD approval of the application, up to two parking spaces located along the east side of Kingston Street, adjacent to the proposed building, will accommodate a valet and shuttle service zone (see **Figure 6-14).** The valet zone will serve patrons associated with the restaurant; vehicles will be parked in a nearby commercial parking garage. A separate, valet-managed service will operate the building's parking garage but *not* require an on-street valet zone. The Proponent will work with BTD to identify the most appropriate solution for valet and shuttle service activities.

Shuttle Service

The Project will provide a shuttle service for residents of the building as an amenity and in an effort to reduce vehicular ownership and vehicle trips in an out of the facility. The service would be provided on a "cost plus zero basis" (i.e., not-for-profit); this cost structure will allow for a "pay as you use" service and thus minimize the burden on the condominium association's monthly fees. Additionally, since the service will be not-for-profit, usage rates will be cheaper than typical taxi fare, making it an attractive service for residents. The Proponent will purchase up to two vehicles for the condominium association to operate the shuttle service. One of the shuttles will be an electric-powered vehicle in an effort to promote alternative fuel vehicles while also reducing air emissions. The shuttles will be stored within the garage and/or within the proposed on-street shuttle parking space when not in use. Unlike a taxi service, the shuttle will not provide exclusive service, but rather shared (carpooled) rides when possible—thus minimizing vehicle trips. For example, the shuttle may combine trips by leaving the facility with multiple passengers, dropping two off at North Station and the remaining passengers at Logan Airport, and then picking up a group of three residents in Copley Square before returning to the building.

Build Conditions Public Transportation

Due to the transit-oriented nature of the Project, nearly one-third of all trips made to and from the building will occur via public transportation. As shown in **Table 6-16,** the proposed Project will add an estimated 514 transit trips per day, with 25 new transit trips (15 boarding and 10 alighting) during the a.m. peak and 46 new trips (28 boarding and 18 alighting) during the p.m. peak. These trips will be dispersed to the various inbound and outbound transit lines in the study area.

Table 6-16: Transit Trip Generation	
Daily	
In	257
Out	257
Total	514
a.m. Peak Hour	
In	10
Out	15
Total	25
p.m. Peak Hour	
In	18
Out	28
Total	46

Pedestrian Access and Operations

Given the Project's convenient location to office, shopping, and restaurants located throughout the Financial District and Downtown Crossing, many residents will choose to walk rather than using their automobiles. On a daily basis, the Project will generate an estimated 926 new walk trips and an additional 514 new transit trips that require a walk to or from the Site. This results in an additional 1,440 new pedestrian trips per day. Approximately 45 walk trips in and out of the Project Site will occur during the a.m. peak hour, and 66 walk trips in and out will occur during the p.m. peak hour, plus 25 and 46 transit trips, respectively. When combined, this averages to approximately 1 to 2 additional pedestrian trips per minute during the a.m. and p.m. peak hours. The new walk trip generation is summarized in **Table 6-17.**

Table 6-17: Walk Trip Generation	
Daily	
In	463
Out	463
Total	926
a.m. Peak Hour	
In	2
Out	43
Total	45
p.m. Peak Hour	
In	61
Out	5
Total	66

Bicycle Accommodations

Secure bicycle storage will be made available to residents, workers, and visitors of the building. BTD guidelines recommend providing 1 bicycle space per 3 residential units and accommodations for 1 bicycle per 10,000 square feet of restaurant floor space. All bicycle racks, signs, and parking areas will conform to BTD standards and be sited in safe, secure locations. The Proponent intends to place bicycle racks within the parking garage to provide safe and convenient storage for residents and one rack outside the building for visitors and guests. The Proponent will work with BTD to identify the most appropriate location for bicycle racks on the Project Site.

Loading and Service

The expected service and loading demands of the Project are presented in **Table 6-18.** All recycling, trash collection, and loading activities will occur on-site within a designated, enclosed loading and service area (see **Figure 6-14).** The loading area will be located adjacent to the car pick-up area and accessed via the vehicular egress driveway. Due to the low volume of service/loading vehicles and vehicular traffic exiting the building, conflicts will be minimal.

Table 6-18: Expected Loading/Service Vehicle Activity			
Land Use	**Typical Vehicle Size**	**Number of Vehicles**	**Typical Delivery Periods**
Residential			
(180 units, approx. 245,000 sf)	Car/Van to SU-30 and Trash	9–10*	7:00 a.m. to 7:00 p.m.
Restaurant			
(approx. 4,300 sf)	Car/Van to SU-30 and Trash	5–6**	7:00 a.m. to 11:00 a.m. 2:00 p.m. to 5:00 p.m.

* 0.04 trucks per day/1,000 sf residential, per HSH survey of Tremont-on-the-Common.

** 1.2 trucks per day/1,000 sf restaurant, per NCHRP Synthesis 298: *Truck Trip Generation Data.*

Residential

Most residential deliveries are in smaller vehicles—cars, vans, or small panel trucks. Deliveries in this size of vehicle will be made within the designated loading area inside the building.

Trash will be stored within a separate enclosure and serviced through the loading area. Loading demand for the residential units is expected to be between 9 and 10 deliveries per day and typically occur between the hours of 7:00 a.m. to 7:00 p.m.

Restaurant

All restaurant servicing, including trash pick-up, will occur within the designated loading area. Access to the restaurant will be provided through an internal hallway. Trash will be collected and stored within the designated trash room. Loading demand for the restaurant component is expected to be between 5 and 6 deliveries per day and typically occur between the hours of 7:00 to 11:00 a.m. and 2:00 to 5:00 p.m.

Comparison to Previous Use

As discussed in **Section 6.2.9**, the previous textile use generated significant service and loading activity, with vehicles as large as WB-40 and WB-50. Access and egress from the existing loading area requires large vehicles to back in/pull out of the site via Essex Street, which temporarily impedes traffic flow along Essex Street.

The proposed residential and restaurant uses will generate fewer loading/service vehicles and will not require vehicles as large as required for the previous use. In addition, loading will no longer occur on Essex Street; the Essex Street curb cut will be closed as part of the proposed Project.

6.3.3 Transportation Mitigation Measures

The proposed redevelopment of the existing site will have a negligible impact on area roadways, as summarized in **Tables 6-19 and 6-20.** Since residents and patrons in the area commute predominantly on foot, by bike, or by public transportation, potential impacts on peak-hour vehicular traffic are minimal. Therefore, no traffic mitigation is warranted on the street network adjacent to the Project Site.

Table 6-19: Comparison of Existing, No-Build, and Build Conditions Level of Service Summary, a.m. Peak Hour

Intersection	Existing	No-Build	Build
Signalized Intersections			
Essex Street/Lincoln Street/Surface Road	**E**	**E**	**F**
Essex EB left*	—	—	F
Essex EB through/right	F	F	—
Essex EB right	—	—	F
Essex EB right	F	F	F
Lincoln NB through/right	D	D	D
Surface SWB left*	C	C	C
Surface SWB through/right	C	C	C
Surface Road/Beach Street	**B**	**B**	**B**
Beach WB left	C	C	C
Surface SB through	A	B	B
Surface Road/Kneeland Street	**D**	**D**	**D**
Kneeland EB through	D	D	D
Kneeland EB right	A	A	A
Kneeland WB left	C	C	C
Kneeland WB through	C	C	C
Surface SB left/through	D	D	D
Surface SB right	E	F	F
Essex Street/Kingston Street	**C**	**C**	**C**
Essex EB through/right	C	C	C
Kingston SB left	A	A	A
Kingston SB left/through	A	A	A
Essex Street/Harrison Street/ Chauncy Street	**E**	**F**	**F**
Essex EB left/through/right	E	F	F
Harrison SB left/through	B	C	C
Unsignalized Intersections			
Essex Street/Edinboro Street			
Essex EB through	A	A	A
Edinboro NB right	B	B	B
Kingston Street/Site Driveway			
Site Driveway WB left	—	—	A
Kingston SB left/thru	—	—	A

Cell shading indicates that LOS has worsened from the previous condition. **De facto* turn lane.

Table 6-20: Comparison of Existing, No-Build, and Build Conditions Level of Service Summary, p.m. Peak Hour			
Intersection	**Existing**	**No-Build**	**Build**
Signalized Intersections			
Essex Street/Lincoln Street/Surface Road	**F**	**F**	**F**
Essex EB left*	F	F	F
Essex EB through	D	D	D
Essex EB right	F	F	F
Lincoln NB through	D	C	C
Lincoln NB right*	F	F	F
Surface SWB left/through/right	C	C	C
Surface Road/Beach Street	**A**	**A**	**A**
Beach WB left	C	C	C
Surface SB through	A	A	A
Surface Road/Kneeland Street	**E**	**F**	**F**
Kneeland EB through	D	D	D
Kneeland EB right	B	B	B
Kneeland WB left	D	D	D
Kneeland WB through	C	C	C
Surface SB left/through/right	F	F	F
Essex Street/Kingston Street	**C**	**C**	**C**
Essex EB through/right	D	D	D
Kingston SB left	A	A	A
Kingston SB left/through	B	B	C
Essex Street/Harrison Street/ Chauncy Street	**D**	**F**	**F**
Essex EB left/through/right	D	F	F
Harrison SB left/through	C	C	C
Unsignalized Intersections			
Essex Street/Edinboro Street			
Essex EB through	A	A	A
Edinboro NB right	B	B	B
Kingston Street/Site Driveway			
Site Driveway WB left	—	—	A
Kingston SB left/thru	—	—	A

Cell shading indicates that LOS has worsened from the previous condition.

**De facto* turn lane.

6.3.4 Evaluation of Short-term Construction Impacts

All construction activities will be accommodated within current site boundaries, with the exception of a proposed staging area on Kingston Street adjacent to the Project Site and a section of the sidewalk along Essex Street during the latter stages of construction. Details of the overall construction schedule, working hours, number of construction workers, worker transportation and parking, number of construction vehicles, and routes will be addressed in detail in a Construction Management Plan to be filed with BTD in accordance with the City's transportation maintenance plan requirements.

To minimize transportation impacts during the construction period, the following measures will be incorporated into the Construction Management Plan:

- Construction worker parking will be prohibited on-site. Personnel will arrive at the job site by either MBTA transit or personal vehicles. Workers will be encouraged to use public transportation and/or carpool. Those arriving in personal vehicles (i.e., via carpool) will be required to park in a nearby parking garage. These arrangements are typical of downtown Boston jobs, and workers are aware that carpooling and public transportation are needed to access the job site;
- A subsidy for MBTA passes will be considered for full-time employees; and
- Secure spaces will be provided on-site for workers' supplies and tools so they do not have to be brought to the site each day.

Additional information on the Project's construction-period impacts is presented in **Section 5.11** of this DPIR.

6.4 Transportation Demand Management

The Proponent is committed to implementing a TDM program that supports the City's efforts to reduce dependency on the automobile by encouraging travelers to use alternatives to driving alone, especially during peak periods. TDM will be facilitated by the nature of the Project and its proximity to the downtown area and numerous public transit alternatives.

The Proponent is prepared to take advantage of the Project Site's convenient transit and pedestrian access to market to future residents and workers within the building. On-site management will provide transit information (schedules, maps, fare information) in the building lobby for residents, workers, and guests. On-site management will also work with residents as they move in to raise awareness of public transportation alternatives.

Additional TDM measures may include, but are not limited to, the following:

- ***Transportation Coordinator.*** The transportation coordinator will oversee transportation issues, including parking, shuttle and valet service, and service and loading, and will

work with residents as they move in to raise awareness of public transportation alternatives.

- ***Tenant and Resident Orientation Packet.*** These packets will provide all new tenants with information concerning available TDM programs and public transportation in the area, including route maps, schedules, and fare information.
- ***Web Site.*** The Project web site will include public transportation information for residents and visitors.
- ***Transit Pass.*** A free MBTA Charlie Card will be provided to each residential unit for a period of up to six months. The cards will be pre-loaded to allow for commuting on the bus/subway.
- ***Shuttle Service.*** The Proponent will provide a shuttle service for building residents as an amenity and in an effort to reduce vehicular ownership and vehicle trips in an out of the building. The shuttle will be provided on "cost plus zero basis" (i.e., not-for-profit). One of the shuttles will be an electric-powered vehicle in an effort to promote alternative fuel vehicles while also reducing air emissions.
- ***Limited Free Use of Valet Service.*** Since the parking garage will be managed by valet attendants, the Proponent will provide only limited free use of the valet service to help discourage auto trips in and out of the building. As part of the condominium fee structure, residents will be allotted only a limited number of free parkings and retrievals per day, or per week, by the valet attendants; additional service from the valet attendants beyond the pre-defined allotment will incur additional charges on the resident's monthly condominium fees.
- ***Bicycle Storage.*** The Proponent will provide secure bicycle storage available to residents, workers, and visitors.
- ***Bicycle-sharing Service.*** The Proponent will provide a limited number of free shared bicycles for residents.
- ***Car-sharing Service.*** The 125 Lincoln Street Garage, located within one-quarter mile of the Project Site, has 6 Zipcars available. Residents of the Project could take advantage of this convenient service, which would help eliminate the need for owning an automobile. The Proponent will also evaluate the feasibility of establishing a shared-car space on-site within the parking garage in coordination with a car-sharing service.
- ***Environmentally Friendly Vehicle Credits.*** The Proponent will provide discounted parking fees for residents with environmentally friendly vehicles (i.e., hybrid, natural gas, etc.).
- ***Electric Charging Stations.*** The Proponent will provide on-site electric vehicle recharging stations for environmentally friendly vehicles.

7.0 INFRASTRUCTURE SYSTEMS COMPONENT

7.1 Introduction/Agency Coordination

The following analysis describes the existing utility systems in the Project area and their ability to service the Project. The analysis also discusses any likely Project-related impacts on the utilities, and identifies mitigation measures to address these potential impacts.

Since the Project is in schematic design, a detailed infrastructure analysis has not yet been performed. As the Project progresses, the Daylor Consulting Group, the Project's Civil Engineer, and Vanderweil Engineers, the Project's MEP Engineer, will address the requirements of the appropriate agencies to provide service for the new building. Local utility companies are upgrading and maintaining their infrastructure continuously to service new developments in Boston. As the *120 Kingston Street* project proceeds with Project design, the design team will coordinate with the appropriate utilities to assess the capacity of the area and Project requirements. A BWSC Site Plan and General Service Application is required for the proposed new water, sewer and drain connections. In addition, a Storm Water Pollution Prevention Plan will be submitted specifying best management measures for protecting the BWSC drainage system during construction.

A Drainage Discharge Permit Application will be submitted to the Boston Water and Sewer Commission ("BWSC") for any required construction dewatering. The appropriate approvals from the Massachusetts Water Resources Authority ("MWRA") and the U.S. Environmental Protection Agency ("EPA") will also be sought.

7.2 Sanitary Sewer System

7.2.1 Existing Sewer System

The municipal sewer system adjacent to the Project Site is shown on **Figure 7-1**. There is a combined sewer in Essex Street located near the center of the street. The sewer is a 36-inch x 54-inch combined sewer flowing east toward Surface Road. Another combined sewer is located in Kingston Street. The sewer is a 24-inch combined sewer flowing south toward Surface Road. BWSC's sewer system map does not indicate any sanitary or combined sewers located within Surface Road adjacent to the Project Site.

The sanitary sewer system ultimately connects to the Deer Island Wastewater Treatment Plant, where it is treated and discharged to Boston Harbor.

7.2.2 Proposed Conditions

The maximum day sewage generation from the Project is estimated at 31,290 gallons per day. The sewage generation calculation is based on 310 CMR 15.203 (Title V), which provides design flow parameters for various building uses (see **Table 7-1** below).

Table 7-1: Estimated Average Daily Sewage Flows				
	Units		Rate per Unit	Estimated Average Flow (gpd)
Residential:				
121 One bedroom units	121	Bedrooms	110	13,310
44 Two bedroom units	88	Bedrooms	110	9,680
8 Three bedroom units	24	Bedrooms	110	2,640
Restaurant* or Retail (4,300 sf)				
**100 seats @ 35 gallons /day/seat*		100 seats	35	3,500
Parking Garage				1,500
Total:				***30,630***

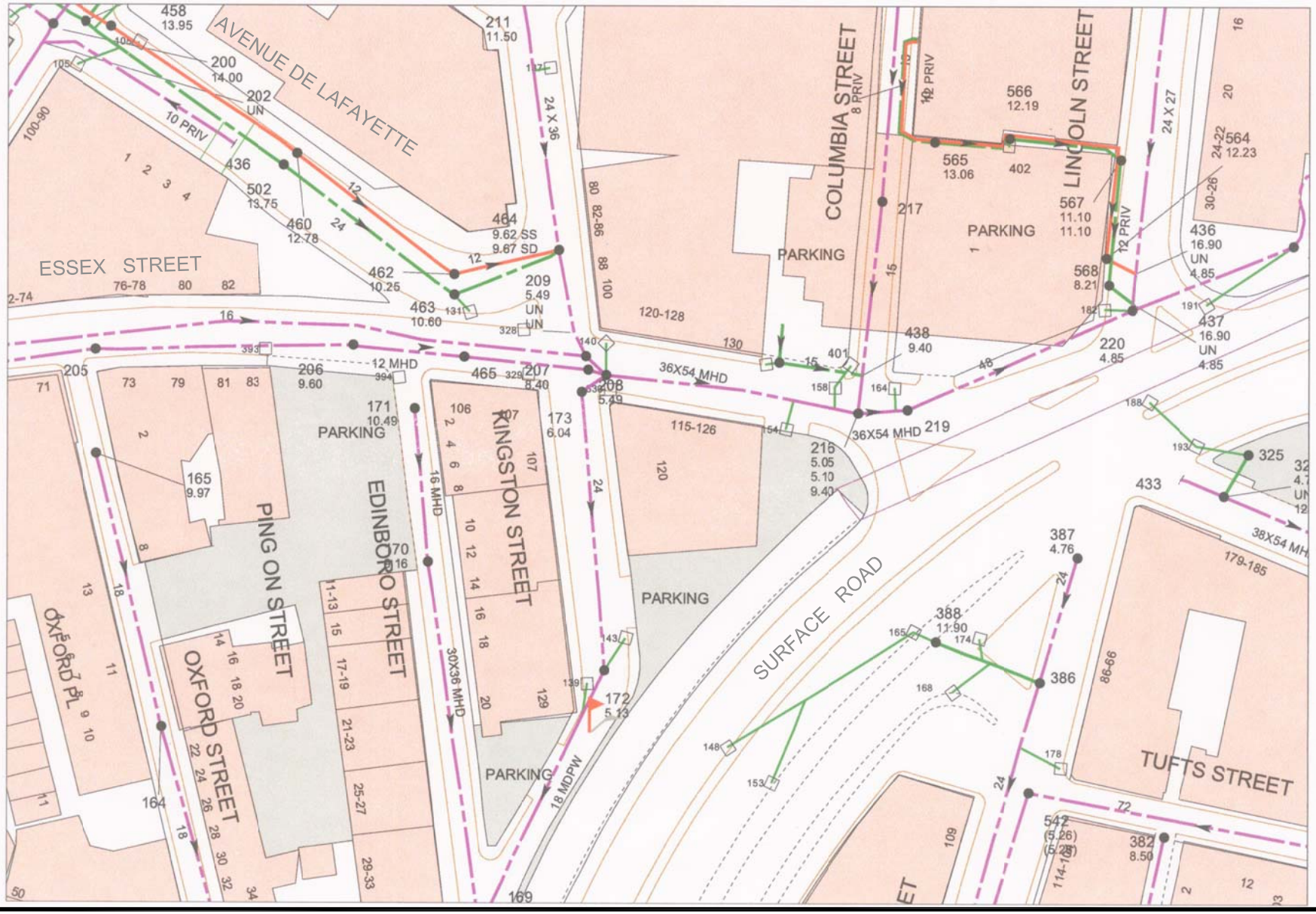
*Project may include a restaurant. To estimate highest sewage generation, up to 100 seats is assumed for maximum flow. Sewage generation from 4,300 s.f retail use at 50 gpd/1,000 sf would be substantially lower - 215 gpd.

Presently, there are two sanitary sewage service laterals for the Project Site. The service laterals connect to the 36-inch x 54-inch combined sewer in Essex Street and the 24-inch combined sewer in Kingston Street. BWSC records do not indicate the service lateral sizes for the site. Therefore, at this time, it cannot be determined whether the Project may utilize the existing sanitary service connections. Any unused services will be cut and capped at the conduit in the street.

If the proposed use as restaurant is sought, for a portion of the building, the Proponent will use a grease trap to treat the flows in accordance with the BWSC requirements for Site Plans. The Proponent will conduct all necessary permitting with BWSC's Sewer Operation Division/Enforcement Section.

7.2.3 Sewer Capacity Analysis

The capacity of the existing 24-inch combined sewer in Kingston Street is approximately 13.8 cfs (cubic feet per second) or 8.9 MGD (million gallons per day). The capacity of the existing 36-inch x 54-inch combined sewer in Essex Street is approximately 39 cfs or 25.2 MGD. Based on the Project's anticipated sanitary flow of 30,630 gpd (gallons per day) or 0.03 MGD, both the Kingston Street and Essex Street sewer appear to have adequate capacity for the proposed sanitary flows from the Project.



SOURCE: BOSTON WATER AND SEWER COMMISSION, PRINTED NOVEMBER 20, 2006.

2653 Util Figs.DWG

Figure 7-1

Daylor

Ten Forbes Road · Braintree, MA 02184

Existing Sewer System
120 Kingston Street
Boston, Massachusetts

7.2.4 Wastewater Conservation and Mitigation Measures

To help conserve water and reduce the amount of wastewater generated by the Project, it is anticipated that water conservation devices such as low-flow toilets and flow-restricting showerheads and faucets will be used within the building.

MWRA approved oil and grease separators (traps) will be used to treat the flows from parking garage floor drain system in accordance with the BWSC's Requirements for Site Plans, so that hydrocarbons and other contaminants are collected prior to discharge to the BWSC sanitary sewer system. These devices will be permitted through the MWRA.

7.3 Water System

7.3.1 Existing Conditions

Existing Boston Water & Sewer Commission ("BWSC") water mains in the Project area are shown in **Figure 7-2**. There are three water mains in Kingston Street and three mains in Essex Street. The Kingston Street mains consist of a 12-inch pit cast iron southern high (SH) main installed 1890, a 12-inch pit cast iron high pressure fire service (HPFS) installed in 1956, and a 10-inch pit cast iron southern low (SL) main installed 1890. The 12-inch HPFS dead ends on Kingston Street, near the northwest corner of the existing building. There is one hydrant within 100-feet of the Project Site on Kingston Street, which is connected to the 12-inch pit cast iron southern high (SH) main.

The Essex Street mains consist of 12-inch ductile iron southern high (SH) main installed in 2003, a 12-inch ductile iron cement lined southern low (SL) main installed in 1887 (cement lined in 2001), and a 16-inch cast iron high pressure fire service (HPFS) installed in 1914. The 12-inch ductile iron southern high (SH) main on Essex Street dead ends at the northwest corner of the existing building. There is one hydrant within 100-feet of the Project Site on Essex Street, which is connected to the 16-inch cast iron high pressure fire service (HPFS).

7.3.2 Proposed Conditions

Water consumption is based on sewage generation with an added factor for system losses and mechanical uses. Vanderweil Engineers, the project's mechanical engineering consultant, has indicated that the mechanical water load for cooling tower and boiler make-up is estimated at 3 to 5 million gallons per year. Therefore, the maximum day demand is estimated at 44,500 gpd. The Proponent will provide the BWSC a final water usage estimate, which will include estimates for retail uses, residential uses and air conditioning make-up water, as the design progresses.

Domestic and fire water services will be provided from the existing water infrastructure within Essex Street which are owned by BWSC. The domestic service will be provided from the 12-inch (SL) and the fire service will be provided from the 12-inch (SH).

Preliminary discussions with BWSC have indicated more than adequate capacity in the water supply system to serve the Project. Flow tests will be performed for final design of the proposed building fire suppression system during the detailed design phase.

7.3.3 Water Supply Conservation and Mitigation Measures

Water service to the building will be metered in accordance with the Commission's Site Plan Requirements. The Proponent will provide for the connection of the meter to the Commission's automatic meter reading system. The property owner will purchase a Meter Transmission Unit (MTU) from the BWSC.

The Project will install separate fire protection and domestic water services. A backflow preventor will be installed on the fire protection services. Water supply systems servicing the Project will be gated so as to minimize public hazard or inconvenience in the event of a water main break.

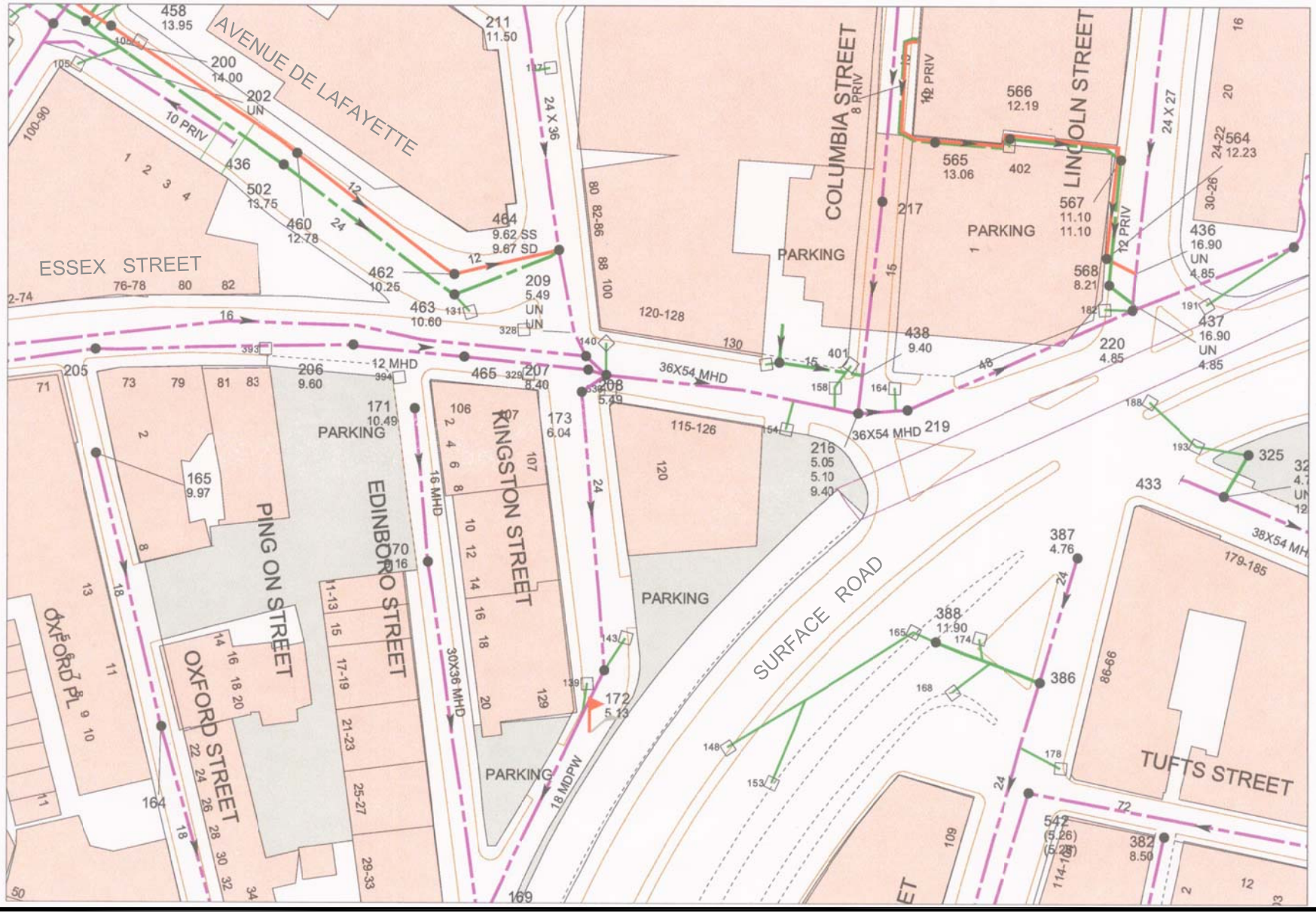
Fire protection systems for the Project will require approval by the Fire Chief. The State Building Code also mandates the use of water-conserving fixtures. The Proponent will utilize sensor-operated sinks with water conserving aerators and sensor operated toilets in any public restrooms.

7.4 Storm Drainage System

7.4.1 Groundwater Conservation Overlay District

The Project Site is located within the Groundwater Conservation Overlay District. During the design phase of the Project, the Proponent will investigate and implement methods to satisfactorily meet the standards of Article 32, Groundwater Conservation Overlay District. The proposed provisions to meet the requirement of Article 32 will minimize stormwater impacts on the existing combined sewer and storm sewer systems.

Design of the stormwater recharge facility will be advanced during the design phase for inclusion into the construction documents. At this time, it is anticipated that rooftop runoff will be directed to a tank located under the building's parking ramp in Level 1 of the basement. Based on initial calculations, it is anticipated the tank will be designed to store approximately 9,100 gallons of water for recharge, based on one inch of water over the 14,447 square foot site. The water will be pumped to wells, on-site and potentially within the public way, for infiltration of groundwater. The tank will be provided with overflow that is expected to tie into the 24-inch combined sewer in Kingston Street. The siting of any portion of the recharge facility within the public right-of-way, will require permitting with the Public Improvement Commission and BWSC.



SOURCE: BOSTON WATER AND SEWER COMMISSION, PRINTED NOVEMBER 20, 2006.

2653 Util Figs.DWG

Figure 7-1

Daylor

Ten Forbes Road · Braintree, MA 02184

Existing Sewer System
120 Kingston Street
Boston, Massachusetts

A pollution prevention plan will be carried out for all stages of construction activity including the demolition of buildings. Mitigation measures such as oil and grease traps, as well as an operation and maintenance plan, will be incorporated into the site design to ensure minimal impacts on water quality in the area.

7.4.2 Existing and Proposed Storm Drainage

Figure 7-1 shows the existing municipal storm drain systems adjacent to the Project Site. As described in **Section 7.2.1**, there is a combined sewer in Essex Street flowing east toward the Surface Road, and a combined sewer service located in Kingston Street. Currently, surface runoff from the site is captured by catch basins adjacent to the Project, which directly connects to nearby combined sewers.

The Project Site currently consists of impervious surfaces; therefore, the Project is not expected to result in an increase of peak flow or volume. However, efforts will be made to improve the water quality of the runoff and provide recharge opportunities.

Any new catch basins installed by the Project will be standard BWSC catch basins with deep sediment sumps and traps. Existing structures to remain will be cleaned of debris and retrofitted with oil/gas traps where not already existing. If not already in place, BWSC plaques will be installed at catch basins that bear the warning "Don't Dump – Drains to Boston Harbor."

Any sewer and drain connections that are terminated will be cut and capped at the main in the street in accordance with the BWSC standards. The Proponent will also submit a General Service Application and Site Plan to the BWSC for review and approval.

7.5 Electric Systems and Energy-Conservation

NSTAR provides electrical service to this area. NSTAR has indicated there is an existing service to the building. A preliminary estimate of the total connected electrical load is expected to be approximately 2,500 kilowatts (kW), which includes mechanical systems as well as estimated electrical demand. After further design for electrical, space heating and energy systems, discussions will be carried out with NSTAR regarding service to the proposed new development.

A number of energy conservation measures are under review (see also **Section 4.8**, Sustainable Design, of this DPIR). In accordance with USGBC's recent mandatory energy requirements, it is anticipated that the building's energy performance will be at least 15% better than ASHRAE 90.1-2004 Appendix G baseline. Consideration will also be given to the evaluation of solar thermal systems for purpose of domestic hot water heating.

The Proponent will coordinate with the Public Works Department, Street Lighting Section, if improvements are proposed in the street lighting and to determine whether the Public Works Department has any improvement projects planned for this area.

7.6 Transformer Vault

The transformer vault is planned to be located in the first basement level in the south corner. An open areaway will be provided adjacent to the east side of the vault – outside of the above-grade building footprint – to facilitate access for transformer replacement without having to enter the building. A lift-out open steel grating set flush with the ground will cover the areaway within a landscaped area not accessible to pedestrian traffic. The grating will also provide required ventilation for the vault.

7.7 Telephone and Fiber Optic Systems

Verizon provides telephone service in the Project area. There is an existing telephone service provided to the Project Site. Verizon has indicated the existing service requires expansion in order to support the proposed Project. The Proponent will coordinate the logistics with Verizon of any permitting, design and/or construction of their infrastructure, as the design of the Project progresses.

It is anticipated that Comcast and/or RCN will provide cable service to the Project Site from its existing vaults and cable lines. Comcast has indicated that service could be provided to the Project Site, but requires partial infrastructure expansion. If Comcast is chosen as a cable service provider, the Proponent will coordinate the logistics, with Comcast, of any permitting, design and/or construction of their infrastructure, as the design of the Project progresses from schematic design.

7.8 Gas and Steam Systems

Keyspan Energy provides natural gas service in the Project area. There is an existing 6-inch gas main in Kingston Street and a 10-inch gas main in Essex Street. The 6-inch gas main in Kingston Street ties into the 10-inch gas main on Essex Street. The Kingston Street main terminates north of the Surface Road. There is no record of any gas main in Surface Road abutting the Project. Keyspan was unable to provide record of existing building connections during our utility research.

According to Vanderweil Engineers, the mechanical engineering consultant, the interior space heating system and hot water systems will utilize natural gas as a heating source. Interior heating, including heating for the residential units, is expected to be provided from a centralized gas fired boiler system. There are several systems presently under review for interior heat distribution, including 4-pipe fan coil units, heat pumps, and other means to be determined.

At this stage of the Project, the natural gas load for centralized heating and domestic hot water generation is estimated at 16,000 MBH. Minimal additional amounts of gas may also be used for a gas cooking ranges within each residential unit or a possible restaurant use.

The Proponent will meet with Keyspan to discuss the building's requirements when the design of the Project progresses and the estimated loads are finalized.

Trigen provides steam service to the Project area and there is an existing 16-inch steam main located in Kingston Street. However, according to Vanderweil Engineers, steam will not be utilized as an interior heating source. However, collection, storage, and reuse of clear condensate from air handling units and individual cooling systems is under review.

7.9 Utility Protection During Construction

During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch-over to a temporary or permanent system, the contractor will be required to coordinate the shutdown with the utility owners and project abutters to minimize impacts and inconveniences accordingly.

7.10 Utility Impacts During Silver Line Tunnel Construction

It is expected that all Project-related construction activities will be completed prior to the commencement of Silver Line Phase III. Additionally, construction of the Phase III tunnel in the vicinity of the Project Site will be accomplished by deep tunneling and is not expected to impact proposed utilities along Essex Street.

8.0 HISTORIC RESOURCES COMPONENT

8.1 Introduction

This section of the DPIR examines issues related to historic resources on the Project Site and within the vicinity of the Project, and responds to the specific historic issues identified by the BRA in the Scoping Determination. It summarizes the historic associations and architectural evolution of the existing Auchmuty Building that occupies the Project Site at 120 Kingston Street and identifies the significant historic resources within approximately one-half mile, as well as the potential impacts of the proposed Project on these resources. Finally, this section provides an overview of the Landmark designation process that took place this summer and resulted in a unanimous vote by the Boston Landmarks Commission ("BLC") on August 14, 2007, that the Auchmuty Building does not meet the criteria for Boston Landmarks designation.

The proposed Project design for the 120 Kingston Street project has changed significantly since the PNF was issued on March 20, 2007, and continues to evolve as a result of ongoing consultation with a variety of City agencies and neighborhood groups. Consultation with the BLC and the Boston Preservation Alliance was initiated in the early stages of Project planning due to the building's National Register status and pending landmark status which is discussed below. The proposed Project now involves the retention of the two existing dressed façades along the Kingston and Essex Street elevations, which will be accomplished by the removal and reconstruction of the façades as described below, coupled with new construction as described in **Section 4.0**, Urban Design, of this DPIR. The Project is influenced by the dual mission articulated in the BRA's Scoping Determination that: "This should be a building which helps to define the Greenway corridor AND the neighborhood in which it stands."

Preservation efforts were previously focused on the prominent Kingston/Essex Street corner. As discussed in **Section 4.3**, there are significant issues regarding structural inadequacies and material degradation resulting from many years of neglect and lack of repairs. Also, the exposed "dead walls" formerly constructed as internal walls – with their prominent billboards and lack of windows and detail -- facing the Greenway, have stood as eyesores for over 50 years since the building experienced significant demolition to make way for the Surface Artery (Interstate 93 access) in the 1950's. These exposed former internal walls have existing shallow granite foundations bearing on poor quality clay. For these reasons, it was determined that the existing building will be removed.

The design proposal in the PNF included a chamfered tower edge facing the Kingston/Essex corner which facilitated installation of internal structural bracing that would have allowed the first two three-window bays on Essex Street and the first three three-window bays on Kingston Street, along with the distinctive curved corner -- with its ornate brownstone column at street level that punctuates the primary retail entrance -- to remain in place during construction of the new structure.

The new design proposal shifts the tower away from the Chinatown Park toward the Kingston/Essex corner which no longer provides the ability to utilize internal façade bracing. Instead, external

bracing would be required but it is not feasible due to the resulting spatial encroachment onto Essex Street and related traffic and construction logistics issues. Therefore, the retention of the two existing dressed façades along the Kingston and Essex Street elevations will be accomplished by the removal and reconstruction of the same in accordance with the following protocol. Key character-defining elements of the façades will be removed, salvaged to the extent possible, and stored off-site pending completion of the new structure. Components that cannot be salvaged due to deterioration, crumbling, or cracking will be replicated using materials matching the size, color and "texture" of the original materials. The restored and replicated façade elements will then be reassembled on the new structure in combination with new brick and mortar infill.

The Auchmuty Building façades are especially important because of the way they address the historic Textile District and provide visual closure for its southeast corner. The resulting project will help perpetuate the legacy of the mercantile buildings which characterized the area in the late 19th and early 20th Centuries.

For additional information on the Auchmuty Building, there are two documents on file at the Boston Landmarks Commission: *Auchmuty Building Landmark Study Report*, dated July 2007, prepared by the Boston Landmarks Commission, and *120 Kingston Street: Evaluation of Historical and Architectural Significance*, dated June 2007, prepared by Candace Jenkins, Historic Preservation Consultant.

8.2 Historic Designation Status

The Auchmuty Building at 120 Kingston Street first came to the attention of historic preservation advocates in 1980 when it was included in the historic resources survey of the Central Business District undertaken by the Boston Landmarks Commission. It was assigned to a Level Four category, representing buildings found significant on their streets and in their neighborhoods and most appropriately designated as contributing buildings within historic districts. Two years later, in July 1982, the Auchmuty Building was upgraded to Level Three. The change is noted on the inventory form but no explanation is provided. Level Three buildings are considered significant to the City of Boston. All Level Three buildings merit individual National Register ("NR") designation, and some may also meet the criteria for designation as Boston City Landmarks.

Four years later, in 1986, the BLC staff prepared an individual National Register nomination form for the Auchmuty Building. That document did not clearly explain the extent of building demolition in 1956 to make way for the Central Artery. The nomination was accepted by the MHC, but was returned to BLC by the federal National Register office due to serious concerns about integrity even though the full extent of the demolition was not known then. The NR staff had inferred from the nomination that approximately one-third of the building had been demolished rather than the 57% now known. It appears that the nomination was not resubmitted because the owner objected to listing, and plans for a Textile District that would include 120 Kingston Street as a contributing element were underway. The district achieved NR designation in 1990 with the Auchmuty Building included as a contributing element.

On a parallel track, a petition requesting individual Boston Landmark status for 120 Kingston Street was submitted at a public hearing of the Boston Landmarks Commission in December 1988, and

approved for further study in January 1989. The petitioner was the Boston Preservation Alliance. A draft landmark study report was initiated around that time, but it never proceeded to completion. The draft Landmark and National Register forms are filed together at BLC.

The Auchmuty Building remained on the BLC's pending landmark list for 19 years, but no further action was taken until 2007 in response to the proposed Project. Research was undertaken by the Project Proponent in the spring, and a report entitled *120 Kingston Street, Evaluation of Historical and Architectural Significance*, was completed in early June. This report examined historic maps, aerial photographs, building permits, and building plans and details along with contemporary descriptions and newspaper articles. Together, these sources made clear, for the first time, that 57% of the Auchmuty Building had been demolished in the late 1950's to make way for the Central Artery. The section of the building that was demolished contained three dressed triple-window bays on Kingston Street, five similar dressed bays on Tufts Street, and six double-window bays on Essex Place with iron shutters that typify the rear elevations of warehouse buildings (see **Figures 8-1** and **8-2**).

BLC staff initiated preparation of a Landmark Study Report on the Auchmuty Building as the above cited report was nearing completion. The Project Proponent made the June report and all of the supporting research materials gathered fully available to the BLC. With voluminous amounts of information available, much of it new, the landmark study report prepared by BLC staff concluded that the Auchmuty Building does not meet the criteria for Boston Landmarks designation.

The members of the Boston Landmarks Commission took public testimony on the matter at a public hearing on July 24, 2007. They voted unanimously to affirm the Study Report recommendations on August 14, 2007.

8.3 Historical Associations of the Auchmuty Building

The Auchmuty Building was owned and constructed by the Boston Real Estate Trust ("BRET") in 1889 at a cost of $280,000. BRET was formed by an Agreement and Declaration of Trust dated May 1, 1886. According to that document, it consisted of five trustees and some twenty original subscribers. It was created as a speculative scheme for the growth and perpetuation of family wealth as handed down from father to eldest son and heir. The original trustees were John Quincy Adams of Quincy, Robert Codman, Abbott Lawrence, Samuel Wells, and William Minot. C. E. Cotting, with offices at 11 Pemberton Square, appears to have managed the trust as his name appears on building permits and city atlases.

Although it involved members of some of Boston's wealthiest and most powerful families, BRET was only one of many real estate ventures established to take advantage of the substantial rebuilding opportunities presented by the Great Fire of 1872, lesser fires in 1889 and 1893, and the rapid expansion of Boston through landfill activities.

The primary tenants of the Auchmuty Building were Brown, Durrell & Company, a mercantile firm founded in 1872 by Joseph Brown, Oliver Durrell, and Thomas Fitzpatrick. It was a large and successful importing and manufacturing firm, dealing in small-wares such as gloves, hosiery, yarns, corsets, and ribbons. For at least part of its history, the company maintained offices in Chicago and

New York as well as Boston. Success came quickly, as illustrated by several moves to more spacious quarters in quick succession. Initially located in an old house at 105 Chauncy Street, Brown, Durrell soon moved to larger quarters at 60 Summer Street, and then to the New England Shoe and Leather Association Building on Bedford Street between Kingston and Columbia Streets. There, they occupied the upper floors, which included a well-appointed showroom. Advertisements of that time described the firm as dealers in wholesale fancy and dry goods. When this building was destroyed by the Thanksgiving Day fire of November 29, 1889, the company moved to the newly completed Auchmuty Building.

Brown, Durrell & Company remained as the primary tenants of the Auchmuty Building, occupying the basement, first, and sixth floors until 1946 when they moved to a large warehouse at 75 Cambridge Parkway in Cambridge. The only exception was a period in 1893 when the Auchmuty Building was being rebuilt after a major fire in March, 1893. At that time, the firm temporarily relocated to the corner of Lincoln and Beach Streets (Boston Globe 3/25/1893).

The Boston Real Estate Trust sold the Auchmuty Building to Brook Realty in 1946, at about the time that Brown Durrell & Co. moved to Cambridge. The new owners hired an architect, Archie Riskin, to remodel portions of the building interior, to replace existing wood-frame storefronts on Kingston Streets, and to add several new entrances. The Dainty Dot became the new primary tenant. Ten years later, the Commonwealth of Massachusetts took over half of the lot that the Auchmuty Building occupied along with many blocks of other buildings to the south and east to create the new Central Artery. About 57% of the Auchmuty Building was demolished at the time, leaving two internal walls exposed on the south and east (see **Figure 8-1**, which shows the original extent of the Auchmuty Building footprint compared to the present day footprint). The two windowless, rough brick walls that were left exposed for public view have been considered eyesores for the last fifty years. This is especially true now that they provide the immediate backdrop to the newly-completed Chinatown Park.

8.4 Construction and Alteration of the Auchmuty Building

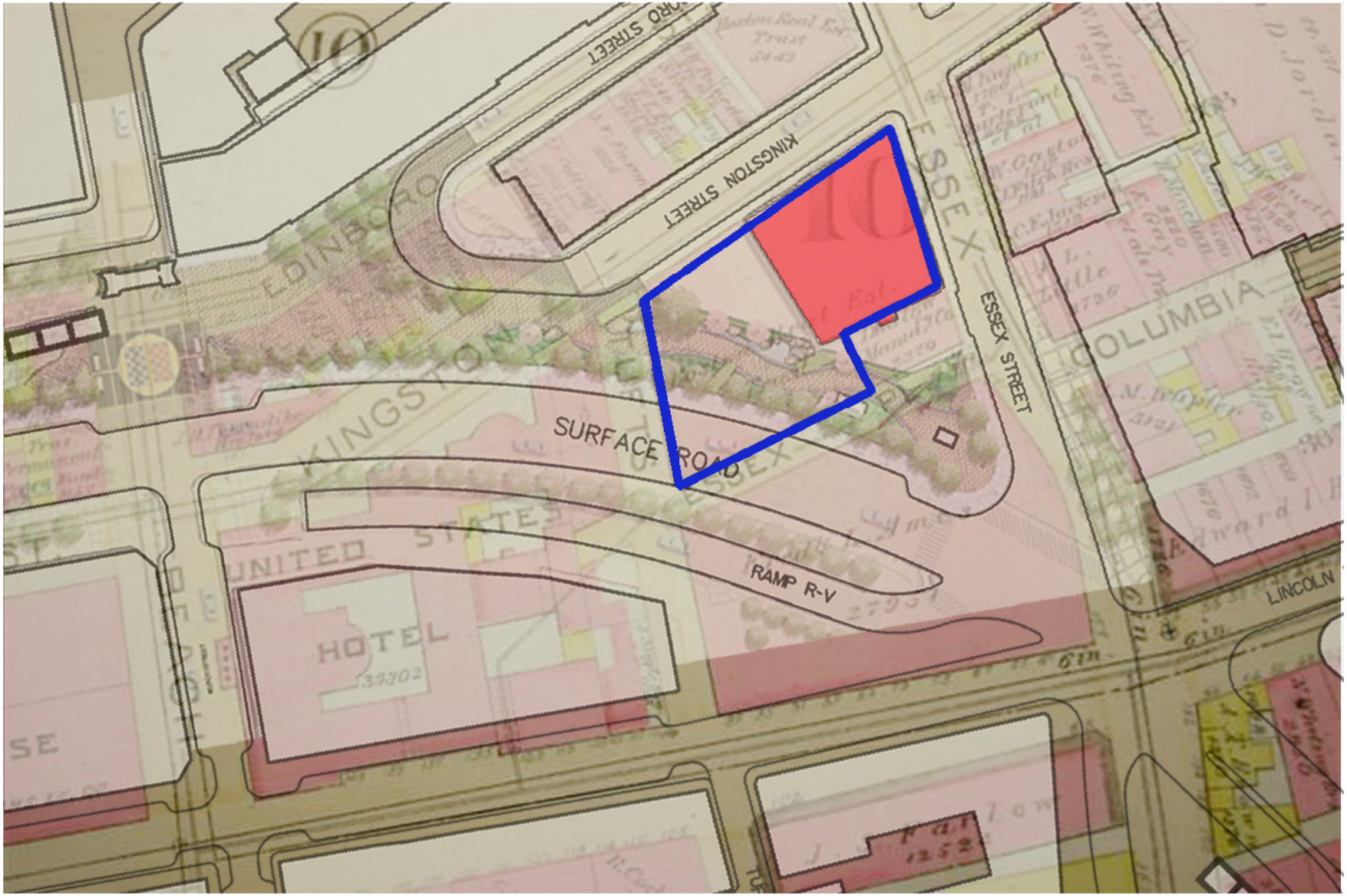
The Auchmuty Building was designed in 1889 by the Boston architectural firm of Winslow & Wetherell, and constructed by the prolific building firm of Woodbury & Leighton. According to the 1889 building permit, the building extended 180 feet along Kingston Street, 105 feet along Essex Street, 120 feet along Essex Place, and 127 feet along Tufts Street. The Ludlow Building, designed by Peabody and Stearns, was tucked into the northeast corner of this irregular plan and was the only other building to share the block occupied by the Auchmuty Building (**see Figure 8-2**).

The Auchmuty Building is a traditional masonry, bearing wall structure with exterior walls tapering from 30 inches at the first story to 16 inches at the sixth story. The less substantial party walls taper from 24 inches to 16 inches. The building rises 80 feet from a stone foundation on top of a poor clay soil to a flat tar and gravel roof. It was originally equipped with five elevators and steam heat. The interior consists of large open spaces punctuated by rows of iron columns that support a heavy timber frame, reinforced with steel (probably added ca. 1956). There are wood floors and wainscoting. Known as "slow burning mill construction", this was the most common structural

system for buildings of this type and period. Late 19th and early 20th century Sanborn maps apply the label "Mill Construction" to all of the warehouse buildings in this area (see **Figure 8-3)**.

Building permits record very few exterior changes of note until 1946 after the building ownership changed. At that time the handsome, recessed, wooden storefronts on Kingston and Essex streets were removed and replaced by flush metal units with green marble aprons. New entrances were added and existing entrances were altered. Some interior changes were made as well.

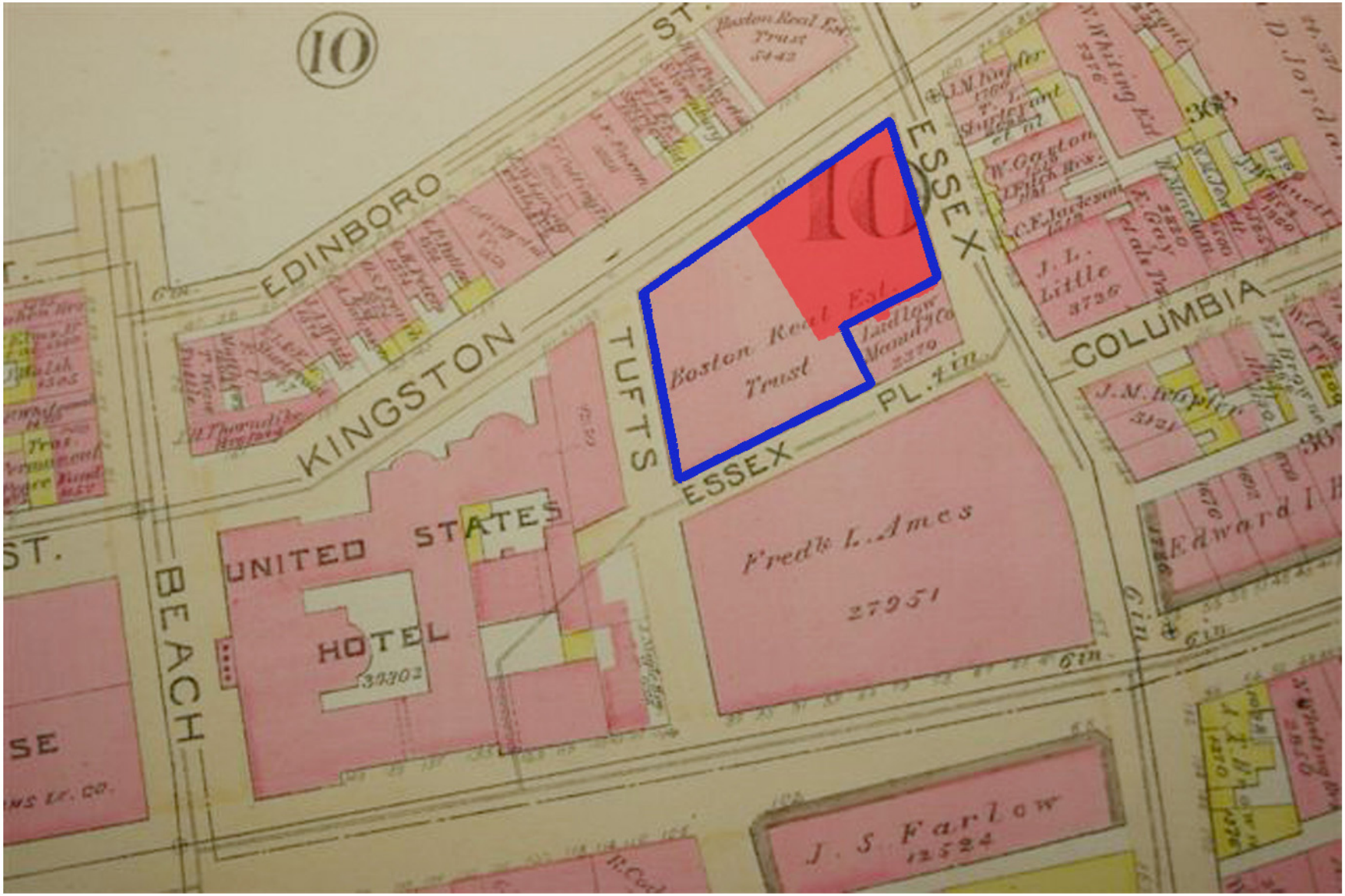
The most devastating change to the Auchmuty Building occurred circa 1956 when large numbers of buildings were taken by the Commonwealth of Massachusetts and demolished to make way for the Central Artery. There is no demolition permit for 120 Kingston Street in the Boston Inspectional Services Department files, but there is one for the adjacent building at 138 Kingston Street that is dated March, 1956. It identifies the Commonwealth of Massachusetts Public Works Department as the owner, and demolition as the proposed action. There is also a May 1956 permit to allow the state DPW to underpin the remaining building section with steel supports at an estimated cost of $25,000.00.



120 KINGSTON STREET
Boston, Massachusetts

Historic Vicinity Map w/Current Site Plan Overlay
Figure 8-1

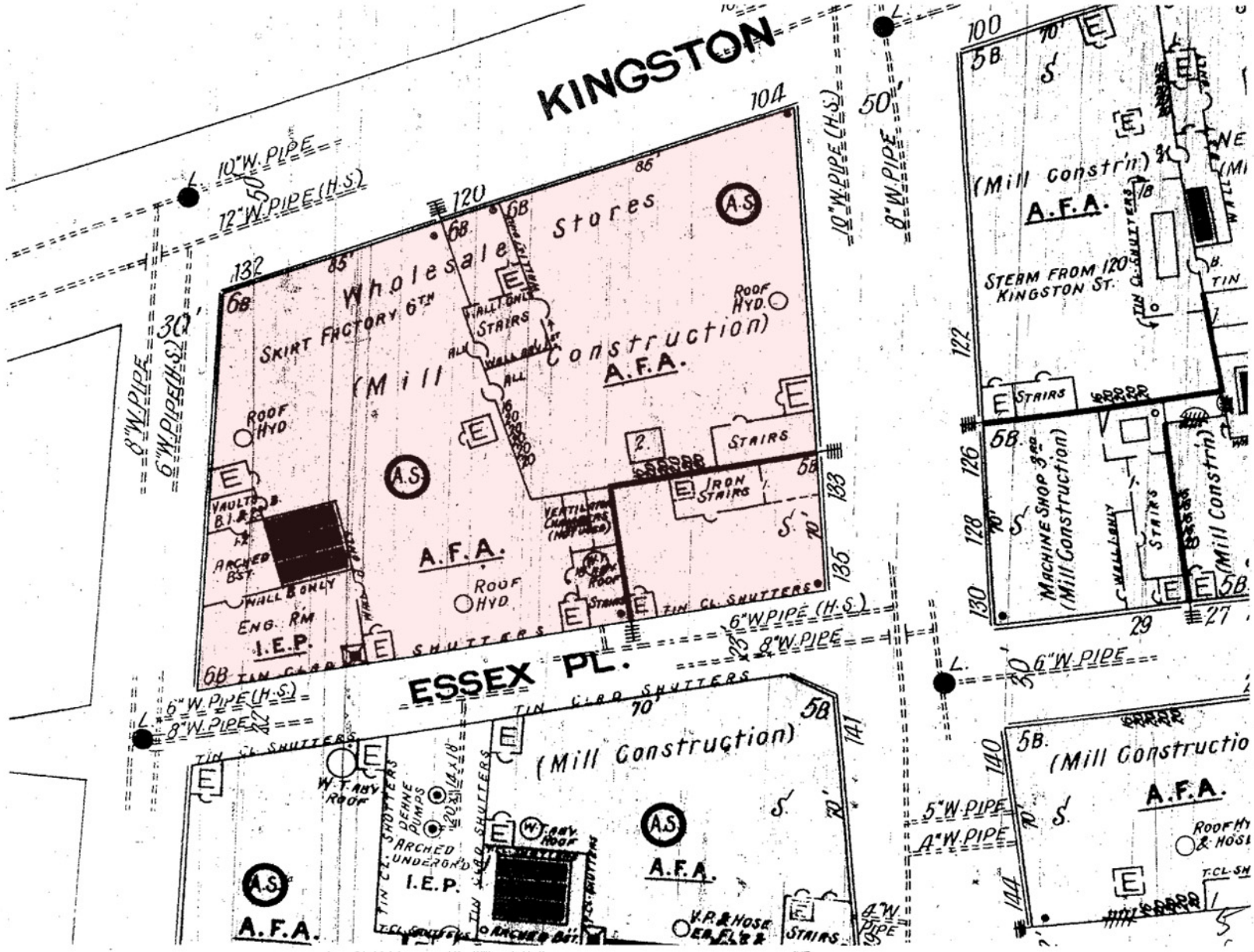
HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant



120 KINGSTON STREET
Boston, Massachusetts

Historic Vicinity Map
c. 1890
Figure 8-2

HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant



120 KINGSTON STREET
Boston, Massachusetts

Sanborn Map
c. 1909
Figure 8-3

HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant

8.5 Historic Districts and Properties

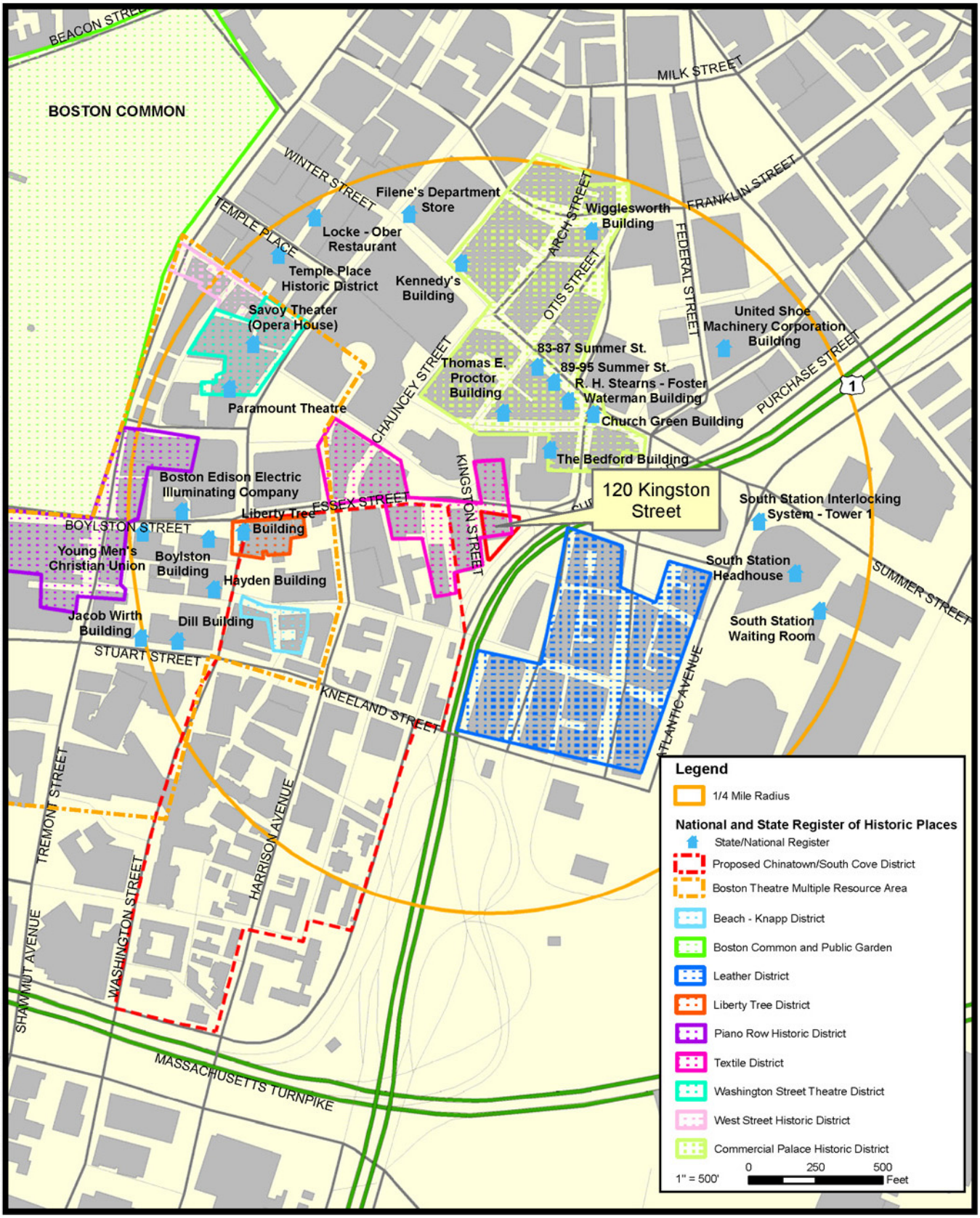
The Project Site is located in an area of downtown Boston that contains a number of historic buildings and districts. This section of the DPIR provides a listing of districts and buildings within approximately one-quarter mile of the Project Site that carry one or more historic designation. As a result of the designations listed below, the properties are also included in the State Register of Historic Places. Their locations are shown on **Figure 8-4.**

The Auchmuty Building is a contributing building in the Textile District. This district was listed in the National Register of Historic Places on November 29, 1990. As a result, it is also listed in the State Register of Historic Places. This district consists of eighteen buildings centered on Essex Street between Kingston Street and Harrison Avenue. The area is significant as the center of Boston's thriving dry goods industry in the late 19th and early 20th centuries. As such, it contains a concentration of well-preserved and architectural distinguished buildings from that time period. Many are designed in the Classical Revival style and represent the work of several of Boston's leading architects. Buildings within the district are typically five to eight stories in height and constructed of red or yellow brick with trimmings in cast stone, brownstone, terra-cotta, and granite. The Textile District's primary period of historical significance according to the National Register nomination form is 1888 to 1922.

Table 8-1: Historic Districts and Properties

Name/Address	Status
Districts	
Boston Theatre Multiple Resource Area	Theatre Multiple Resource Area – Four districts and 10 individual properties within an area roughly bounded by Boylston, Charles, Warrenton and Washington Streets, Park Square, Harrison Avenue, West and Tremont Streets
Beach-Knapp District, Beach and Knapp Streets	National Register District; National Register MRA
Church Green Buildings District, 101-113 Summer Street	National Register District, Boston Landmark, National Register Determination of Eligibility
Commercial Palace District, roughly bounded by Bedford, Summer, Franklin, Hawley, and Chauncy Streets	National Register Determination of Eligibility
Leather District, roughly bounded by Atlantic Avenue, Surface Artery, and Kneeland Street	National Register District
Liberty Tree District, Essex and Washington Streets	National Register District; National Register MRA
Piano Row Historic District, Boylston St. and Tremont St. between Avery St. and Park Square	National Register District; National Register MRA
Temple Place Historic District, 11-55 and 26-58 Temple Place	National Register District
Textile District, roughly bounded by Essex Street from Phillips Square to Columbia St. and Chauncy St. from Phillips Square to Rowe Place	National Register District

Table 8-1: Historic Districts and Properties (continued)	
Districts (continued)	
Washington Street Theater District, 511-559 Washington Street	National Register District
West Street Historic District, West and Tremont Streets	National Register District; National Register MRA
Individual Properties	
Bedford Building, 89-103 Bedford Street	National Register; National Register MRA; National Register Determination of Eligibility
Boston Edison Electric Illuminating Company, 25-39 Boylston Street	National Register; National Register MRA; National Register Determination of Eligibility
Boylston Building, 2-22 Boylston St. and 651-657 Washington St.	National Register; National Register Determination of Eligibility; Boston Landmark (Exterior only)
Church Green Buildings, 105-113 Summer Street	National Register; National Register MRA; Boston Landmark
Dill Building, 11-25 Stuart Street	National Register; National Register MRA
Filene's Department Store, 426 Washington Street	National Register; Boston Landmark
Hayden Building, 681-683 Washington Street	National Register; National Register MRA; Boston Landmark (Exterior only); Preservation Restriction
Kennedy's Building, 26-38 Summer Street	National Register Determination of Eligibility
Liberty Tree Building, 628-636 Washington Street, 1-9 Essex Street	National Register District; National Register MRA; Boston Landmark (Exterior only)
Locke-Ober Restaurant, 3-4 Winter Place	National Register
Paramount Theater 549-563 Washington Street	National Register District; Boston Landmark
Procter, Thomas E. Building, 100-106 Bedford Street	National Register Determination of Eligibility; Boston Landmark
R.H. Stearns Building, 140 Tremont Street	National Register
Savoy Theater (Opera House) 537-541 Washington St., 163 Tremont St.	National Register District; Boston Landmark
South Station Headhouse, 620-690 Atlantic Avenue	National Register
South Station Interlocking System–Tower 1, Atlantic Avenue and Summer Street	National Register Determination of Eligibility
South Station Waiting Room, 620-690 Atlantic Avenue	National Register; National Register Determination of Eligibility
83–87 Summer Street	National Register Determination of Eligibility
9–95 Summer Street	National Register Determination of Eligibility
United Shoe Machinery Corporation Bldg., 138- 164 Federal Street, 34-66 High Street	National Register; Boston Landmark
Wigglesworth Building, 83-89 Washington Street	National Register
Jacob Wirth Building, 31-39 Stuart Street	National Register; National Register MRA; Boston Landmark
Young Men's Christian Union, 48 Boylston Street	National Register; National Register MRA; Boston Landmark (Exterior only)



120 KINGSTON STREET
Boston, Massachusetts

Historic Resources
Figure 8-4

HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant

8.6 Archaeological Resources

There are no known or designated archaeological properties on the Project Site according to the USGS archaeological map on file in the Massachusetts Historical Commission, nor is it likely that undisturbed archaeological resources may exist on the property.

8.7 Potential Project Impacts to Surrounding Resources

There will be very little to no effect on many of the surrounding historic resources identified in **Figure 8-4** and **Table 8-1** due to the presence of many other modern towers in the area and, in many cases, the fact that those resources are too distant from the Project Site.

8.7.1 Project Design

Section 3.0, Project Description, and **Section 4.0**, Urban Design Component, of this DPIR present detailed information on the Project design, including urban design drawings. The Project design has changed substantially from that described in the PNF of March 20, 2007, in response to comments from City agencies and neighborhood groups.

The existing building at 120 Kingston Street has two distinctive faces. One face consists of two dressed elevations on Kingston and Essex Streets that exhibit elements of the Romanesque and Classical Revival styles and looks north and west into the richly-layered past that has been partially preserved in the Textile District and much of Chinatown. The other face, resulting from a massive 1950's taking of land and demolition of buildings by the Commonwealth of Massachusetts to create the Central Artery (Interstate 93), consists of two roughly built former internal/party walls that face south and east toward the long-awaited Rose Kennedy Greenway. Those unattractive windowless walls, which were never meant to be exposed to public view or the weather, currently rise directly above the approximately one-acre Chinatown Park. The curved glass and masonry combination walls of the proposed *120 Kingston Street* building will provide a more suitable background to the newly-completed park.

Consequently, any proposed development at this location has at least two roles to play. One is to acknowledge the existing site's history and to continue to anchor the southeast corner of the historic Textile District. The other is to design a future landmark, a building capable of addressing a major new public green space and taking full advantage of a visually prominent site at the Greenway's southern terminus.

The challenge and stated goal of this Project is to fulfill both objectives. To do so, the entire Auchmuty Building -- except for the full extent of the dressed elevations along Kingston and Essex Streets -- will be removed to make room for new construction on the oddly-shaped site. Since the revised design moves the tower closer to the Kingston/Essex corner, internal bracing of the existing facades during construction of the tower will no longer be possible. Key character-defining elements in the facades will be removed,

salvaged to the extent possible, and stored off-site pending completion of the new structure. Components that cannot be salvaged due to deterioration, crumbling, or cracking will be replicated using materials matching the size, color and "texture" of the original materials. The restored and replicated façade elements will then be reassembled on the new structure in combination with new brick and mortar infill. The Dainty Dot sign, which has become a neighborhood beacon since its installation in the 1940's, will also be retained. Particular attention will be given to the most significant and architecturally prominent building elements. All efforts will be coordinated with the appropriate agencies.

The original building elements that have been removed over time will be replaced based on the evidence of historic photographs and elevation drawings from the 1880's and 1890's. An important feature will be the planned reinstatement of the first-story storefronts and display windows. The current elements that date to 1946 are proposed to be replaced with new energy-efficient units incorporating profiles that match the original windows. The same approach will be used for upper story windows, Strong evidence is provided by early historic photographs, and elevation sketches and detail drawings, along with the 2/2 window sash that survives in some of the upper story windows (see **Figures 8-5 and 8-6**).

The tower façades on Kingston and Essex Streets have assumed a more traditional appearance in deference to the remaining historic façades of the Auchmuty Building and the historic context that remains of the Textile District. This will be accomplished through the addition of significant amounts of masonry and punched windows on the north and west elevations of the building and the podium. The two stories of the structure immediately above the existing Auchmuty Building façades that will be preserved will be recessed 5 feet to differentiate it from the existing building. The typical tower planes will be set back 3 feet from the existing building edge and the rounded tower corner will be held back approximately 16 feet.

The tower will provide a highly visible southern terminus for the adjacent Rose Kennedy Greenway while also anchoring the northeast corner of Chinatown and the historic Textile District.

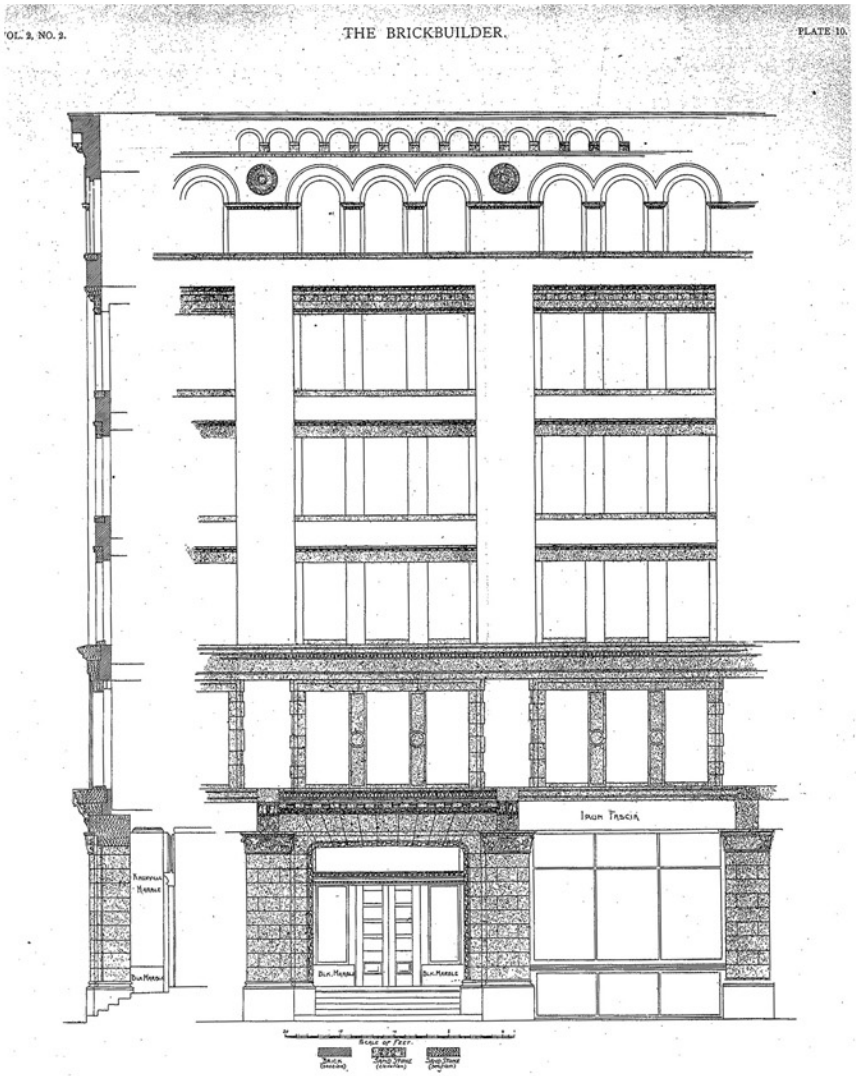
8.7.2 Construction Impacts

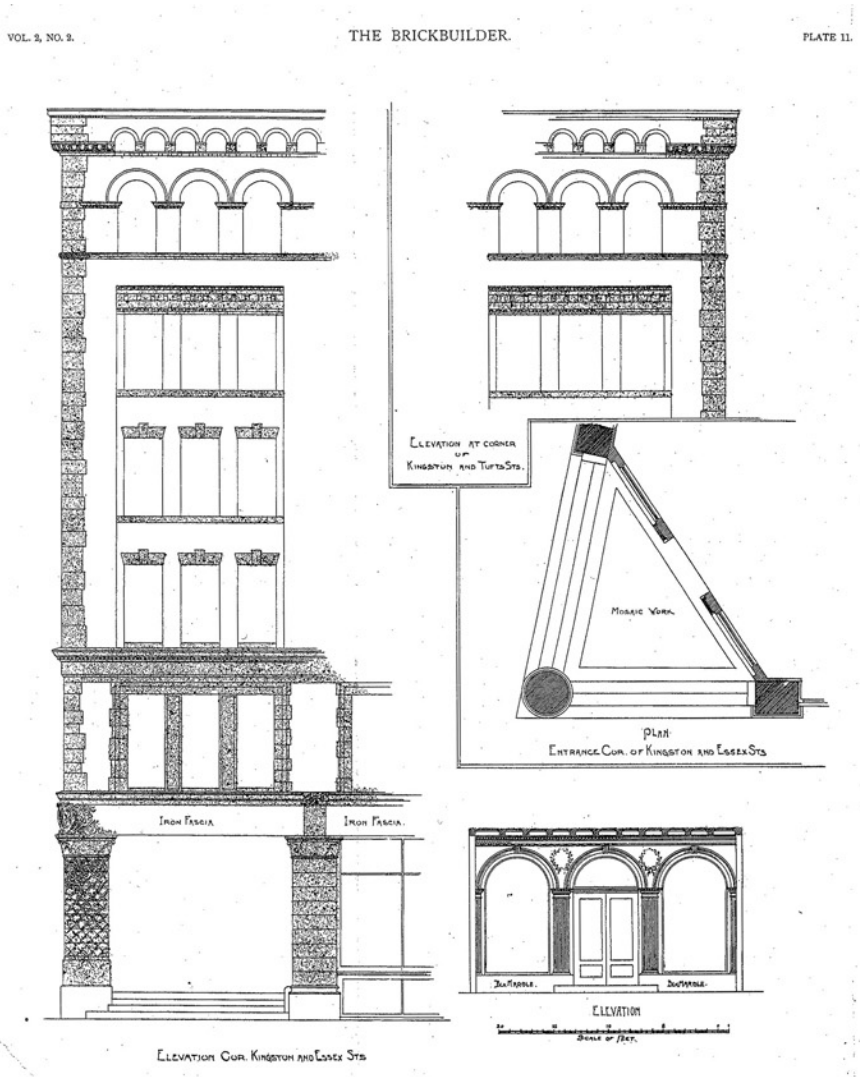
The discussion of potential geotechnical construction impacts is provided in **Section 5.10** of this DPIR, addressing foundation design, dewatering, vibration, and construction impacts due to excavation at the Project Site. The proposed design will incorporate geotechnical monitoring to avoid adverse impacts to adjacent historic buildings.

120 KINGSTON STREET
Boston, Massachusetts

Architectural Rendering
from "The Brickbuilder" (1887)
Figure 8-5

HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant





120 KINGSTON STREET
Boston, Massachusetts

Architectural Details
from "The Brickbuilder" (1893)
Figure 8-6

HUDSON GROUP NORTH AMERICA
Candace Jenkins
Preservation Consultant

8.7.3 Shadow Impacts

Section 5.2 presents the results of the shadow analysis, which identifies indirect impacts to buildings in the Textile District. New shadow impacts to historic resources that result from the Project tend to occur in the mornings when new shadows from the Project extend the area of shadows from existing buildings that fall in the Textile District. New shadows from the Project are often confined to parts of building façades and roofs. In the mid-day hours, shadows fall on the 88 Kingston Street building, but by late afternoon (3:00 p.m.), shadows move away from the Textile District. In the mornings, shadows fall on the 109-125 Kingston Street building but move away by 12:00 Noon.

8.8 Response to Boston Landmarks Commission Comments

The staff of the Boston Landmarks Commission made comments on the Project which are incorporated into the BRA Scoping Determination as part of **Appendix A**. The background of the debate has changed dramatically since that time. The Project Proponent and the BLC staff have cooperatively undertaken extensive research and have found important new information about the extent of demolition that 120 Kingston Street suffered in the 1950's and its impact on building integrity. Substantial new information on the building's historical associations has also been uncovered.

The new information is included in the BLC's *Auchmuty Building Landmark Study Report* (July 2007) and the Project Proponent's *120 Kingston Street Evaluation of Historical and Architectural Significance*, completed in June 2007. Taking this new information into account, the members of the BLC voted unanimously that the Auchmuty Building at 120 Kingston Street does not meet the criteria for landmark designation due to the extent of demolition, the negative impact of the demolition on the building's historical associations, and the failure of those historical associations to rise to the level of regional significance as required by the BLC statute. The loss of historic context and scale to the south and east are also cited along with the building's lack of compelling stylistic or structural distinction (see Study Report, Sections 3.2, 3.3).

The two historic reports and the Commission's vote correct two key assumptions that had shaped much of preservation debate prior to this summer. The first assumption was that the Auchmuty Building was a pending landmark and was therefore assumed to meet Landmark designation criteria until proven otherwise. The second assumption was that the 43% remaining section of the Auchmuty Building possessed the attributes of a standard building. In fact, it is a building fragment with two walls on Kingston and Essex Streets that were planned, constructed, and ornamented as exterior bearing walls and two walls on the south and east that originated as party and interior walls and were not built to the same high standard of the exterior walls, including the thickness of the walls and the quality of the brick and mortar used in construction. These walls have weathered poorly over the past fifty years and do not have the stability to be incorporated into new construction.

1. *Provide evidence that over 50% of the building has already been demolished.*

Historic maps and aerial photographs, along with building floor plans from a 1946 renovation that removed original storefronts and altered/added building entrances clearly demonstrate that 57% of the building was demolished (see also **Figure 8-1**).

2. *The Auchmuty Building is pending designation as a Boston Landmark and, as such, demolition should not be allowed as part of the project.*

The members of the BLC voted unanimously that the Auchmuty Building at 120 Kingston Street does not meet the Boston Landmarks criteria at their meeting on August 14, 2007.

3. Provide evidence that demolition of a large portion of the existing historic structure is necessary for the feasibility of the proposal.

This issue is discussed in great detail in **Section 4.3** of this DPIR.

4. *The BLC staff encourages design alternatives in site planning, massing, and structural approach that would save the historic building in its entirety. The ongoing redevelopment of the Filene's Building is cited as a model of sensitive treatment of historic structures and incorporation of new construction for a successful development.*

Section 4.3 addresses the structural issues and economic hardship which would result from preserving the entire existing Auchmuty Building. It is unfortunate that partial demolition of about 57% of the building in the 1950's followed by years of neglect and improper maintenance have significantly compromised the integrity of the existing structure and façade materials. Also, the exposed "dead walls" – with their prominent billboards and lack of windows and detail -- facing the Greenway have stood as eyesores for over 50 years since the building experienced significant demolition to make way for the Surface Artery (Interstate 93 access) in the 1950's. For these reasons it was determined that the existing building will be removed – except for the entire extent of dressed elevations along Kingston and Essex Streets.

Shifting the tower away from the Chinatown Park toward the Kingston/Essex corner – in response to public concerns -- no longer provides the ability to utilize internal bracing required to maintain the facades in place during construction. Instead, external bracing would be required but it is not feasible due to the resulting spatial encroachment onto Essex Street and related traffic and construction logistics issues. Therefore, key character-defining elements in the façades will be removed and stored off-site pending completion of the new structure. The restored elements will then be reassembled on the new structure in combination with replicated façade elements (replacing unsalvageable material) and new brick and mortar infill.

The massing of the new construction will incorporate setbacks to punctuate the existing façades and retain the pedestrian scale of the podium. Tower elevations have transformed from glass curtainwall into punched window openings set within masonry "grids" to create a "texture" recalling the smaller scale masonry buildings in the area. Together, these strategies strive to better integrate the existing building façades into the overall Project design through increased sensitivity to pedestrian scale, urban context, and building texture. The more responsive design of the Kingston and Essex Street Elevations, combined with the redesigned "island" at the end of Avenue de Lafayette, will create a stronger identity at this key location which simultaneously anchors the northeast corner of Chinatown and enhances the connection between Downtown Crossing and the Greenway. The end result will be a revitalized building façade that will help perpetuate the legacy of the mercantile buildings which characterized the area in the late 19th and early 20th centuries.

8.9 Summary

Section 4.0 of this DPIR provides details of the urban design elements of the Project. In addition, key changes since the filing of the PNF with the BRA in March 2007 are summarized in **Section 3.4** of this DPIR.

The Project replaces the existing unattractive south and east façades of the existing building that currently overlook the Greenway as well as the existing blackpainted glass storefronts, a loading dock, and surface parking that are found along Essex Street, with a contemporary residential building that is the visual terminus at the east end of Avenue de Lafayette. Design changes seek to integrate the new construction with the dressed façades of the Auchmuty Building, the overall pedestrian scale, urban context, and building "texture." To better integrate the existing building façades into the overall Project design, tower façades will be set back to punctuate the existing façades. Elements within the facades will align with the corresponding podium elevations below. Tower elevations have transformed from glass curtainwall into punched window openings set within masonry "grids".

The Kingston and Essex Street elevations will be reconstructed according to detailed historical evidence uncovered during the extensive research conducted to determine the building's landmark status. The revitalized Auchmuty Building façades will continue to define and enclose the southeast corner of the Textile District.

The Proponent will continue to consult and review the Project with the BRA, the Boston Landmarks Commission, and the Massachusetts Historical Commission.

9.0 RESPONSE TO COMMENTS

The following section provides responses to comments on the *120 Kingston Street* Project Notification Form. The BRA received comments from City agencies, the BRA's Impact Advisory Group ("IAG"), as well as members of the public and other interested parties. **Appendix A** contains copies of the letters attached to the BRA Scoping Determination, dated May 11, 2007. Comments from public agencies are listed in **Section 9.1**. This is followed by comments from the IAG and the general public in **Section 9.2**.

9.1 Responses to Public Agency Comments

The following public agencies submitted comment letters on the Project Notification Form. These agencies' comments were included in the BRA's Scoping Determination.

Agency Comments

Letter 1	Boston Environment Department (Bryan Glascock, Director), May 9, 2007
Letter 2	Boston Fire Department (Richard Mullen, Fire Marshall), March 28, 2007
Letter 3	Boston Groundwater Trust (Elliott Laffer, Executive Director), April 5, 2007
Letter 4	Boston Public Works Department (Para M. Jayasinghe, City Engineer), May 16, 2007
Letter 5	Boston Redevelopment Authority (Sue Kim, Peter Gori, Tad Read, and David Carlson), April 27 and May 9, 2007
Letter 6	Boston Redevelopment Authority (Katie Pedersen), April 20, 2007
Letter 7	Boston Transportation Department (Vineet Gupta, Director of Policy and Planning), May 23, 2007
Letter 8	Boston Water and Sewer Commission (John P. Sullivan, P.E., Chief Engineer), April 27, 2007

LETTER 1: Letter from Bryan Glascock, Director, Boston Environment Department, May 9, 2007

1.1 *Comment:* *Shuttle Service. We do not understand the purpose of shuttle service in a residential project… explain the objective, number of expected users (throughout the day…), areas of service, times offered, headways, expected vehicle miles traveled (VMT) per day, expected saving in VMT and the expected associated impact on vehicle ownership…*

Response: The shuttle service will be provided for residents of the building as an amenity and in an effort to reduce vehicular ownership and vehicle trips in and out of the facility. Since shuttle trips will be shared (carpooled), overall VMT will be reduced. The shuttle will be used predominantly for local trips (e.g. Boston, Cambridge, Brookline, etc.). The hours of operation will be determined based on the demand for the shuttle. At this time it is expected that the shuttle would be operated 7-days a week during the daytime and evening hours. Residents who choose to live in the proposed building will likely do so given its downtown- and transit-oriented location. The provision of the shuttle service will be an attractive alternative to owning a vehicle for residents of the building.

Section 6.3.2 of this DPIR describes the proposed shuttle service.

1.2 Comment: *Shuttle Service. How would shuttle/livery services differ from taxi service?*

Response: Unlike a taxi service, the shuttle will not provide exclusive service, but rather shared (carpooled) rides when possible—thus minimizing vehicle trips. For example, the shuttle may combine trips by leaving the facility with multiple passengers, dropping two off at North Station and the remaining passengers at Logan Airport, and then picking up a group of three residents in Copley Square before returning to the building.

Since the service will be provided on a "cost plus zero" basis (i.e., not for profit), usage rates will be cheaper than typical taxi fare, making it an attractive service for residents. The shuttle service will utilize at least one alternative fuel vehicle.

Section 6.3.2 of this DPIR describes the proposed shuttle service.

1.3 Comment: *Parking Space Deeds/Leases. …the deeds/leases [should] prohibit unit owners from sub-leasing parking spaces. If the proponent plans to lease any excess spaces to neighborhood residents, we request a commitment that spaces will be leased only to those who have a valid City of Boston parking permit or can prove eligibility for a permit.*

Response: The Project will provide up to 150 parking spaces and up to 180 residential units (0.87 spaces per unit). Parking provisions are consistent with BTD guidelines for the area (0.5–1.0 spaces per residential unit). The right to park will be sold to residents "unbundled" and as a separate deed. Parking in these spaces will only be available for sale to residents of the building. The deed will prohibit sub-leasing of parking spaces. No parking subsidies will be available.

1.4 Comment: *Shadow. We ask that shadow diagrams show a north arrow; identify street names; identify doorways, bus stops, open spaces, areas where pedestrians congregate…, green/open spaces... delineate shadow on rooftops and façades; make clear distinctions between existing and new shadow; highlight areas of overlap. Make the scale and orientation consistent with that use for …the wind [analysis]…*

Response: **Section 5.2** of this DPIR provides the shadow diagrams and an accompanying narrative describing the Project impacts.

1.5 Comment: *Noise. The project must meet the residential requirements of the Regulations for the Control of Noise in the City of Boston.*

Response: **Section 5.6** presents the noise analysis of the building's mechanical systems and demonstrates compliance with the City's noise regulations.

1.6 Comment: *Stormwater Quality. We ask that "Don't Dump" plaques…be installed at all catch basins.*

Response: The provision of "Don't Dump" castings will be included in the Project design.

1.7 Comment: *Vapor Intrusion. We encourage the Proponent to pay particular attention to vapor intrusion, an area of growing concern among environmental professionals working issues of brownfields development. The installation of gas vapor barriers and subsurface membranes are just two methods for ensuring that, when advisable, vapor penetration is blocked.*

Response: Based on site history and anticipated subsurface conditions, the presence of Volatile Organic Compounds ("VOCs") and vapor intrusion to indoor air is not expected to be an issue for the Project. However, conditions will be further evaluated by Haley & Aldrich during planned future subsurface explorations. Evaluations will be based on guidelines presented in the Massachusetts Department of Environmental Protection's policies for sampling and evaluation. The requirements for implementation for engineering controls will be incorporated into the design of the lowest level building floor.

1.8 Comment: *Auchmuty Building. The Boston Landmarks Commission (BLC) looks forward to receiving the proponent's … historical information regarding the property and would appreciate any additional information that might be available to assist in the completion of the Study Report.*

Response: Research by Candace Jenkins, the Proponent's Historic Preservation Consultant, and the ensuing report, entitled *120 Kingston Street, Evaluation of Historical and Architectural Significance*, completed in June 2007, was made fully available to the Boston Landmarks Commission.

1.9 Comment: *Auchmuty Building Demolition. ... No supporting evidence was shared as documentation… [that demolition of a large portion of the existing historic structure is necessary for the feasibility of the proposal]…*

Response: Please refer to **Section 4.3** of this DPIR for a discussion of feasibility of the preservation of the Auchmuty Building.

1.10 Comment: *Architectural Design. The BLC expressed the best way to be sensitive to the historic building and context [would be to save it rather than demolish it]. The BLC would … argue that the architectural composition of the project in its current state is awkward and would benefit for the incorporation of the entirety of the Auchmuty Building. … [BLC] encourages the developer to look at design alternatives in site planning, massing, and structural approach that would save the building in its entirety.*

Response: **Section 4.0**, Urban Design Component, provides a detailed description of the design alternatives that have been implemented over the past several months, and, as noted in **Section 4.3**, the feasibility of saving the building in its entirety is not practical from a cost or structural standpoint.

LETTER 2: ***Letter from Richard J. Mullen, Fire Marshall, Boston Fire Department March 28, 2007***

2.1 Comment: *[…address] emergency vehicle site access to the new buildings as well as existing buildings that might be affected.*

Response: Emergency vehicular site access will remain available from Essex and Kingston Streets. The Proponent's architect and civil engineer will meet with the Boston Fire Department to review the Project and ensure the Project meets the Department's access and other requirements.

2.2 Comment: *[…address] impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.*

Response: The Proponent's engineer will review and coordinate the availability and accessibility of all hydrant locations for the Project Site with the Boston Fire Department and BWSC.

2.3 Comment: […address] impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.

Response: The Proponent's engineer will coordinate with the Boston Fire Department regarding the availability and accessibility of siamese connection locations. The design will meet BWSC and Boston Fire Department requirements for spacing between hydrants and siamese connections.

2.4 Comment: […address] impact that a transformer vault fire or explosion will have on the fire safety of the building, particularly as it relates to the location of the vault.

Response: The design team will confirm with NStar whether there is adequate power available in the street or if a transformer needs to be provided on-site. The current plan assumes a vault will be provided in the southwest corner of the first basement level with an adjacent areaway (outside of the building footprint) to facilitate street level access.

2.5 Comment: […address] need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH 148).

Response: The Proponent will comply with the Boston Fire Department permitting requirements regarding proposed fire protection systems.

2.6 Comment: For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure.

Response: The Project does not involve air-supported structures.

2.7 Comment: Due to the increasing popularity of private wireless communication services, it has become increasingly difficult and costly for the Fire Department to locate our emergency communications equipment at appropriate sites. At the same time, the need for antenna sites has grown as development continues in downtown/Back Bay. We would appreciate it if

the BRA, as part of its development review process for high-rise towers, could assist the Fire Department in obtaining rooftop access for our communications equipment as a public benefit to meet this critical public safety need.

Response: The Proponent will contact the Fire Department to discuss this request.

LETTER 3: Letter from Elliott Laffer, Executive Director, Boston Groundwater Trust, April 5, 2007

3.1 Comment: …Because the project includes a below ground parking garage that is likely to extend below the groundwater level, the proponent should be required to show how it will be constructed without causing a reduction in groundwater levels either on site or adjoining lots…. it is not unlikely that the Dainty Dot building, a portion of which is to be retained as part of the project, is supported on wood pilings, making maintenance of adequate groundwater level important to the project…

Response: Please see discussion of the foundation system in **Section 5.10.4** of this DPIR and proposed mitigation measures in **Section 5.10.6**.

3.3 Comment: …the Proponent should be required… to confirm the size of the [recharge system] required by zoning and investigate likely locations …

Response: **Section 7.4.1** of this DPIR provides the information on the recharge system and the proposed sizing and location under consideration at this stage of the design.

3.4 Comment: …the Proponent should be required to install groundwater monitoring wells on public property near the site and monitor groundwater levels before, during, and after construction to make sure they are not lowered. The readings should be turned over to the Authority and to the Trust after they are taken. The wells should be turned over to the Trust for incorporation into our monitoring network after completion of the project.

Response: The Project will coordinate with the Boston Groundwater Trust regarding selection of locations for installation of new monitoring wells, well installation details, the groundwater monitoring program, and the design of the storm water infiltration system to recharge the groundwater.

LETTER 4:	***Letter from Para M. Jayasinghe, P.E. City Engineer, Boston Public Works, Department, May 16, 2007***

4.1 Comment: *Site Plan. …Developer must provide an engineer's site plan …, that shows curb functionality on both sides of all streets that abut the property. At the request of the City Engineer, the Developer has agreed to include the reconstruction of the Avenue de Lafayette, Essex, and Kingston Streets intersection in order to improve pedestrian flow and extend the Greenway enhancement, with an emphasis on public art.*

Response: The Proponent will submit a Transportation Access Plan Agreement ("TAPA") to the Boston Transportation Department ("BTD") that will codify the transportation agreements and mitigation reached with BTD for this Project. The TAPA will include an engineered site plan.

4.2 Comment: *Sidewalks. Developer is responsible for the reconstruction and other collateral improvements to the immediate and relevant surrounding sidewalks and streets, abutting the project, and that which take pedestrian traffic from the site to Downtown Crossing. This effort may constitute a License, Maintenance and Indemnification (LM&I) agreement with the Public Improvement Commission (PIC). The reconstruction effort must meet current ADA guidelines, including the reconstruction or installation of necessary ADA compatible ramps where needed.*

Response: All new sidewalks and any reconstructed sidewalks will meet current ADA guidelines and will be submitted for review by the Public Improvements Commission.

4.3 Comment: *Discontinuances. Any and all discontinuances … within the public right-of-way must be processed through the PIC.*

Response: This Proponent will file a License, Maintenance, and Indemnification (LM&I) agreement with the PIC, if appropriate.

4.4 Comment: *Landscaping. Developer must seek approval from Ken Crasco, Chief Landscape Architect with the Parks and Recreation Department, for all landscape elements. Program must accompany a LM&I with the PIC.*

Response: The Proponent intends to coordinate with the Boston Parks and Recreation Department, as required, and obtain necessary approvals and permits.

4.5 Comment: *Street Lighting. Street lighting needs must be consulted with Mr. Joe Banks of the Street Lighting Division with the PWD, and where needed, be*

installed by the developer. Program must be consistent with the area lighting, to provide a consistent urban design.

Response: All street lighting within the proposed and existing public ways will be coordinated with the Boston Public Works Department.

4.6 Comment: *Roadway. …the developer will be responsible for the reconstruction of the roadway sections that immediately abut the property, and, where appropriate, extend the limits on re-construction to the nearest intersection.*

Response: The Proponent will reconstruct the roadway sections immediately abutting the property that are impacted by the construction of the Project (i.e., utility connections, etc.).

4.7 Comment: *Public Art. …the developer is encouraged to contact Sarah Hutt, Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.*

Response: The Proponent will contact Ms. Hutt at a later stage of the design process. The Proponent views the Avenue de Lafayette "island" as a possible location for public art.

4.8 Comment: *Groundwater. …the developer should install groundwater monitoring wells in accordance to ISD standards, to monitor groundwater during construction and convey the wells to the Groundwater Trust through the PIC and after the completion of the project*

Response: As noted in **Section 5.10.5** of this DPIR, the Project will coordinate with the City and the Boston Groundwater Trust regarding the details for groundwater monitoring wells.

LETTER 5: ***Letter from Sue Kim, Peter Gori, Tad Read, and David Carlson, Boston Redevelopment Authority, April 27 and May 9, 2007***

5.1 Comment: *Groundwater Conservation Overlay District. The Project falls within the Groundwater Conservation Overlay District (GCOD) applicability and will have to address water recharge according to the guidelines in Article 32…*

Response: Please refer to **Section 7.4.1** of this DPIR for additional information on the proposed measures to address the GCOD requirements.

5.2 *Comment:* *<u>Kingston Street Sidewalks</u>… the Proponent should develop a proposal for widening the Kingston Street sidewalk to become tree-lined to enhance the connection to Chinatown Park from Downtown Crossing and the Financial District.*

Response: The existing cross-section of Kingston Street is approximately 51 feet wide and consists of an 8-foot parking lane on the west side of the roadway, an approximately 27-foot one-way travel lane, and 8-foot sidewalks along each side; parking along the east side of the roadway is restricted. Based on field observations made by the study team, vehicles often park within the restricted area along the east side of the roadway, adjacent to the Project Site.

The addition of street trees to the existing sidewalks would reduce the effective, or useable, width of the sidewalks to only approximately 4 feet. This reduction would impact pedestrian flows along Kingston Street, which is expected to experience significantly more pedestrian traffic upon completion of the new Chinatown Park as well as the proposed residential building.

An alternate approach suggests widening the sidewalks into the roadway; however, the Project team is concerned that a reduction in the travel way may inhibit the ability to accomplish the following:

(a) truck access/egress at the proposed on-site loading area;
(b) designated, on-street shuttle and valet zones (2 spaces); and
(c) two-way travel along Kingston Street during special events, when the Kingston-Edinboro "loop" is closed to through traffic.

To compensate for the inability to plant trees within the narrow sidewalks along Kingston Street, the proposed design manipulates the building façade to accommodate planters. Niches at the building lobby entrance and setbacks at the vehicular entrances serve to widen the sidewalk as much as possible (approximately 3 feet) and create a zone for planters within the property line to avoid interference with the pedestrian pathway.

The Proponent is committed to working with the BRA and BTD to identify the most appropriate solution for pedestrian accommodations and tree plantings along Kingston Street. The Proponent will submit to BTD a Transportation Access Plan Agreement ("TAPA") that will codify the transportation agreements and mitigation reached with BTD for this project. The TAPA will include an engineered site plan.

5.3 Comment: *Vehicular Circulation Alternative. The Scoping Determination should request the development of alternative approaches to the vehicular circulation, including reversing the pattern.*

Response: The Proponent has relocated the parking garage entrance away from Essex Street to Kingston Street, thereby enhancing pedestrian activity on Essex Street. All vehicular site access and egress is now planned to be restricted to Kingston Street (see also discussion in **Section 6.3.2**).

5.4 Comment: *Oxford Ping On Housing Development. If [this project] is to be considered as the off-site affordable component, this separate submission should be completed and reviewed … so that action on its approval is simultaneous with any action on 120 Kingston.*

Response: A separate Article 80 submission is being prepared by the Chinese Economic Development Commission ("CEDC") for the Oxford Ping On Affordable Housing Development; however, as required by the BRA Scoping Determination for *120 Kingston Street*, there is a discussion of this related project in **Section 3.7** and the Oxford Ping On Affordable Housing urban design plans are shown in **Appendix B**. The Proponent is committed to simultaneously advancing both projects.

5.5 Comment: *Preservation of Auchmuty Building. The substantially complete existing building remnant should be retained in its entirety to the extent possible…similar to the strategy employed by this architectural firm for the 1905 segment of the Filene's project …so that this three-cornered intersection will retain the substance of its historically significant Textile District buildings. Indeed, a resonance would be achieved thereby with the direct visual connection of the Paramount Center's Bijou Building component and the Dainty Dot along Avenue de Lafayette. This connection between the site and the Downtown Crossing area should be enhanced with improvements that are continued in the treatment of Kingston Street ...*

Response: **Section 4.3** addresses the structural issues and economic hardship which would result from preserving the entire existing Auchmuty Building. It is unfortunate that partial demolition of about 57% of the building in the 1950's followed by years of neglect and improper maintenance have significantly compromised the integrity of the existing structure. **Section 8.0** includes additional discussion about the proposed design, which seeks to reconstruct the existing façades along Kingston and Essex Streets to perpetuate the history of the Auchmuty Building and historic Textile District. The massing of the new construction will incorporate setbacks to

punctuate the existing façades and retain the pedestrian scale of the podium. Tower elevations have transformed from glass curtainwall into punched window openings set within masonry "grids" to create a "texture" recalling the smaller scale masonry buildings in the area. Together, these strategies strive to better integrate all the existing building façades into the overall Project design by being more sensitive to pedestrian scale, urban context, and building "texture".

The more responsive design of the Kingston and Essex Street Elevations, combined with the redesigned "island" at the end of Avenue de Lafayette, will create a stronger identity at this key location which simultaneously anchors the northeast corner of Chinatown and enhances the connection between Downtown Crossing and the Greenway.

5.6 Comment: *Height and Massing. …This should be a building which helps to define the Greenway corridor AND the neighborhood in which it stands… The height proposed, at 325+', seems too out of scale with its district…Reconsider the building's height and massing.*

Response: The current design reflects revisions to the building's height and massing, as more fully described in **Section 4.4.1** of this DPIR. The height has been reduced to 299 feet plus a 21-foot high mechanical penthouse. This height is consistent with the latest generation of mid-rise buildings in the area, and has a footprint (approx. 10,800 sf) that is nearly one-half to one-third the size of some of those nearby buildings (i.e. 125 Summer Street and some of the newer residential towers at the west end of Chinatown).

5.7 Comment: *Parking …minimize the parking (and therefore, the parking structure) associated with the units, in conjunction with moving the parking tray(s) as far into the ground as practicable. In addition, minimize the visibility of parking entry/egress and loading bays and render them invisible to users of the Park; study a parking scenario which minimizes the potential of conflict with the occasional programmed Park use of the "loop".*

Response: Changes in the parking structure have been implemented, including the addition of a second below-grade parking level and the removal of parking from Level 6 (now occupied by residential units). The parking garage entrance will now be located on Kingston Street and the drop-off area will be located at the first basement level, thus queuing should not be an issue (i.e. cars backing up onto the street). The car pick-up area for the garage, and the loading dock will be set deep within the building at Level 1 to accommodate vehicle maneuvering within the building – out of view of

pedestrians along Kingston Street. Vehicular circulation will not be visible from the Park except from the extreme southern end.

In the event of a special function taking place at the "loop", the valet/street parking zone on Kingston Street could be cleared to accommodate two-way circulation to avoid the need to travel onto Edinboro Street. The Proponent will work with BTD and Kingston Street neighbors to identify the most appropriate solution for vehicular access and egress during these occasional events. Based on discussions with Chinatown neighborhood groups, it is anticipated that these events would occur no more than 7 to 8 times per year.

5.8 Comment: *Building Exterior Design. Vary the macro-scale treatment of the building by utilizing, say, a textured approach that is inherently scale-giving and grounds the higher elements while relating to the robust architecture of the Dainty Dot.*

Response: **Section 4.4** discusses the materials and compositional elements of the façades. The glass curtainwall surfaces of the previous design have transformed into masonry walls with punched window openings to provide the desired context, scale and "texture" and complement the character of the Auchmuty Building.

5.9 Comment: *Auchmuty Building Façades. Preserve to the maximum extent possible the extant façades of the Dainty Dot along Kingston and Essex.*

Response: Please refer to **Sections 4.3** and **8.0** of this DPIR. The proposed design now includes reconstructing the existing façades on Kingston and Essex Streets. This will require salvaging key character-defining elements to the extent possible and storing them off-site pending completion of the new structure. The façades will then be reconstructed incorporating salvaged and replicated elements combined with new brick masonry infill that will match the size, color and "texture" of the original materials.

5.10 Comment: *Wind. Provide texture and mitigation so that wind conditions are improved from existing conditions, especially in the Chinatown Park.*

Response: **Section 5.1** of this DPIR provides the results of the quantitative (wind tunnel) analysis. With respect to Chinatown Park and impacts from the proposed development in place, reduced annual wind speeds were noted generally along the Greenway/Chinatown Park east of the proposed development. In general, annual wind conditions at most areas were comfortable for sitting or standing. There were no locations uncomfortable

for walking or dangerous in the annual condition. Of the 16 sensor locations in Chinatown Park, four locations improved to comfortable for either sitting or standing, two locations had a slight increase in wind from comfortable for sitting to comfortable for standing, and 10 locations remained in the same comfort category.

5.11 Comment: *Ground Floor Uses. Maximize lobby and retail program entries along the streets.*

Response: Relocation of the parking garage entrance to Kingston Street will facilitate the extension of the ground floor retail/restaurant space along Essex Street eastward to Chinatown Park. The entire Essex Street street-level elevation is now proposed to consist of active retail operations which replace the current vacant storefronts and loading zone. The retail frontage will extend around the corners on Kingston Street and along the Park edge. A public terrace is proposed to be located between the restaurant space and Essex Street Gateway to the Chinatown Park. The building lobby will be located in the middle of the Kingston Street block. The combination of retail and lobby functions account for 70% of the Kingston Street street-level elevation. Please see **Figure 4-13**.

5.12 Comment: *Relation to Chinatown Park. Study the façade of the revised design along the Chinatown Park so that the effect is that of extending the sense of the Park, its meditative aspect and greenery, giving the Park a virtual sense of spaciousness. Do nothing to detract from or privatize the experience of the Park.*

Response: **The revised convex geometry of the *120 Kingston Street* building pulls the massing away from the Park, and, when combined with removal of sections of the separating wall, will result in approximately 2,000 additional square feet of open space directly adjacent to Chinatown Park.** Please also see discussion in **Section 4.5** of this DPIR.

5.13 Comment: *Daylight. A daylight analysis for both build and no-build conditions shall be conducted….*

Response: **Section 5.3** of this DPIR provides the results of the daylight analysis.

5.14 Comment: *Infrastructure. An infrastructure analysis should be performed…The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need*

reasonably attributable to the proposed project for additional systems facilities. Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Projects…

Response: **Section 7.0** of this DPIR provides the infrastructure analysis for the Project which addresses the items raised in the Scoping Determination.

LETTER 6: ***Letter from Katie Pedersen, Boston Redevelopment Authority, April 20, 2007***

6.1 Comment: *Landscape. Look for ways to incorporate the Asian themes (gates, bridges and water) of the Rose Kennedy Greenway, more specifically the adjacent Chinatown Park, into the landscaping.*

Response: The design proposes to remove the separating wall between the Park and Project Site which will facilitate the extension of Chinatown Park landscaping to the building. The new paving around the remainder of the Project Site – public terrace and sidewalks – will be contrasting material, possibly slate slabs, recalling the historic sidewalks in the area, rather than the park pavers, in order to avoid diminishing the unique identity of the Park elements. A unique backdrop wall featuring folded glass planes and integral lighting set into a flush stone wall has been incorporated into the building design to create an added dimension to the character of the Park. The design team, including Elkus|Manfredi Architects and Carol R. Johnson Associates, will continue to work with the Greenway Conservancy and related entities to achieve the maximum possible integration between the Park and Project Site. Please see **Section 4.5** for a discussion of the Project's relation to the Park as well as **Figures 4-26** and **4-27** for the site design.

6.2 Comment: *Groundwater. Due to the fact that the project falls within the Groundwater Conservation Overlay District, the project is thus subject to Article 32.*

Response: **Section 7.4.1** of this DPIR addresses Article 32 and proposed measures to address the GCOD requirements.

6.3 *Comment:* *Groundwater. The fact that the project includes a below ground parking garage that is likely to extend below the groundwater level, the proponent is thus required to show how the project will be constructed without causing a reduction in groundwater levels either at the site or adjoining lots.*

Response: Please refer to the Geotechnical/Groundwater section of this DPIR (**Section 5.10**) for more detailed information on below-grade excavation and construction.

6.4 *Comment:* *Groundwater. It is imperative that the proponent confirm the size and possible locations of the recharge system. It is strongly recommended that groundwater monitoring wells be placed on public property near the site and monitor groundwater levels before, during and after construction to make sure levels are not reduced.*

Response: The Project will coordinate with the appropriate City agencies, including the Boston Groundwater Trust regarding selection of locations for installation of new monitoring wells, well installation details, the groundwater monitoring program, and the design of the storm water infiltration system to recharge the groundwater (see also **Section 7.4.1** of this DPIR regarding the sizing and location of the recharge system).

6.5 *Comment:* *Shadows. A shadow analysis needs to be conducted to assess the impact of the proposed project on adjacent lots. The Chinatown Park to be located adjacent to the proposed project, a component of the Rose Kennedy Greenway, is of particular concern. It is required that a study be conducted to analyze the direct shadow impact on all surrounding areas and particular attention be given to the Chinatown Park. If dramatic shadows are created please propose alternatives to reduce shadow impacts. Please also identify net new shadows as well as existing shadows.*

Response: **Section 5.2** of this DPIR provides the results of the shadow analysis. It is noted that the narrative description and shadow figures specifically refer to shadows affecting Chinatown Park and distinguish net new shadow from existing shadow. See also response to comment below.

6.6 *Comment:* *Daylight. A daylight analysis must include a comparison of build and no build conditions. Particular attention should be given to the impact the obstruction will have on the Chinatown Park. In addition, please factor the adverse impact the obstruction will have on proposed vegetation in the Chinatown Park.*

Response: **Section 5.3** of this DPIR presents the daylight analysis. Boston Redevelopment Authority Daylight Analysis ("BRADA") computer program does not account for vegetation, however, it is noted that the trees and shrubs within the majority of Chinatown Park will continue to receive the same amount of sunlight throughout the year in the Build Condition as in the No Build Condition. In the northern (Essex Street) corner of the Park, there will be an increase in shadow in the late mid-afternoon in the middle of the summer, but the shadowed area is predominantly paved, and the Park plantings will receive more than adequate amounts of sunlight during the earlier parts of the day. None of the Park plantings require full sunlight all day throughout the year.

6.7 Comment: *Solar Glare. The proponent has stated that building materials will not include highly-reflective glass. However, if materials change and highly reflective materials are included, please provide an analysis of the solar heat buildup effect on adjacent buildings.*

Response: The Project design does not include highly-reflective glass; however, the Proponent has elected to include a solar glare analysis in the DPIR to provide additional analysis since some reflection will occur (see **Section 5.4**).

6.8 Comment: *Air Quality. A study of the air quality before, during and after construction is required to be included. If adverse results are derived, please include mitigation measures to reduce the adverse impact.*

Response: Please refer to **Section 5.5** of this DPIR. The study concludes that the *120 Kingston Street* project will generate a small amount of traffic and will not have a significant impact on local air quality.

6.9 Comment: *Noise. The construction management plan must include a description of mitigation measures before and during construction.*

Response: A Construction Management Plan ("CMP") will be developed in consultation with, and approval by, the Boston Transportation Department ("BTD").

6.10 Comment: *Noise. Identification of the location of all mechanical equipment must be included. Please study the impact this location will have on adjacent buildings and parks. Also, if necessary provide mitigation measures to reduce unacceptable levels.*

Response: **Section 5.6** of this DPIR presents the noise analysis, and demonstrates compliance with the most stringent sound level limits set by the Massachusetts Department of Environmental Protection Noise Policy, City of Boston Noise Regulations, and the U.S. Department of Housing and Urban Development ("HUD") Residential Site Acceptability Standards.

6.11 Comment: *Wind. The proposed project is likely to have an impact on the pedestrian levels winds, accordingly an analysis of such is required.*

Response: **Section 5.1** of this DPIR provides the results of the quantitative (wind tunnel) analysis. Based on the results of the analysis, no dangerous conditions were predicted in either the No Build or Build test Configuration for any season. In addition, based on annual wind speeds, the effective gust criterion was satisfied at all 88 sensor locations in both configurations. The proposed development does not negatively impact the adjacent Chinatown Park, and, at four locations, wind conditions actually improved. The measured wind speeds at 10 of the sensor locations in the Park remain unchanged from the No Build Configuration. Only two locations showed slight deterioration from a sitting to standing comfort level. With regard to the sidewalk locations across from the Project Site on Essex Street, there are some marginally increasing wind speeds above the No Build Configuration. In addition, some reduction in wind speeds was noted at portions of the sidewalks along State Street Financial Center and at the corner of Essex and Lincoln Streets. Overall, wind conditions except in a few locations were considered comfortable for either sitting, standing or walking for the typical spring, summer, fall and winter seasons, and on an annual basis.

6.12 Comment: *Stormwater Design. A stormwater management plan must include a description of measures to control pollution in stormwater both during construction as well as after construction is complete.*

Response: Please refer to **Section 5.9,** Water Quality/Stormwater Management**,** and **Section 7.4,** Storm Drainage System.

6.13 Comment: *Stormwater Design. Measures to control runoff from the completely impervious surface must be included, as this type of surface lends itself to pollution of stormwater from runoff.*

Response: Appropriate measures to control runoff will be incorporated into the Project, and reviewed by the appropriate City agencies.

6.14 Comment: *Sustainable Design/Green Buildings. A detailed narrative of how each LEED item will be achieved is required. The items listed as possible points*

of attainment are admirable, however, a description of the actual implementation measures and methods needs to be included.

Response: **Section 4.8** provides a narrative of sustainable design measures and presents the LEED scorecard reflecting the Project goals at this stage of schematic design.

LETTER 7: ***Letter from Vineet Gupta, Boston Transportation Department, May 23, 2007***

7.1 Comment: *Alternative Access Route. The current proposal requires cars to enter the site from Essex Street, exit on Kingston Street, and then turn right onto Essex again. This requires all cars to use the Kingston-Edinboro "loop" to access the site, creating unnecessary conflicts with park activities, particularly during community events. Alternative access routes need to be explored including entering the site from Kingston Street. This may be more convenient in general as the entrance to the residential lobby is also on Kingston Street. The design should also ensure that a continuous sidewalk is maintained along this service access edge.*

Response: Due to concerns raised by City officials regarding vehicular access and egress, the study team revised the circulation plan to allow both access and egress on Kingston Street. The existing curb cut on Essex Street will be closed with the Project in place. **Section 6.3.2** of this DPIR details the circulation plan proposed in the PNF and the current DPIR plan.

Based on discussions with Chinatown neighborhood groups, it is anticipated such events would occur no more than 7 to 8 times per year. During these community events, both Project-related vehicles and those associated with adjacent buildings on Kingston Street would be unable to exit via the one-way Kingston–Edinboro "loop". Therefore, it is proposed that during these events, Kingston Street between Essex Street and Edinboro Street be opened to limited two-way vehicular traffic for residents of Kingston Street. The Proponent will work with BTD and Kingston Street neighbors to identify the most appropriate solution for vehicular access and egress during these occasional events.

7.2 Comment: *Shared Driveway Concept. While we recognize that accommodating loading and services on-site will eliminate existing loading on Essex Street we are concerned about the shared driveway concept. A detailed design of the driveway with turning radii needs to be presented as soon as possible as, given the tight site conditions, adjustments may have to be made to the building footprint.*

Response: Due to concerns raised by City officials regarding vehicular access and egress, the study team revised the circulation plan to allow both access and egress on Kingston Street. The existing curb cut on Essex Street will be closed with the Project in place. **Section 6.3.2** of the DPIR details the circulation plan proposed in the PNF and the revised plan.

Similar to that presented in the PNF, loading/service access and residential vehicular egress will be provided via a shared driveway; however, based on comments received from the City, the service/loading area has been improved, including: (1) the provision of a designated and completely enclosed loading/service area (see **Figure 6-14**) and (2) a larger car pick-up area. These two design improvements will help ensure that there is ample room to accommodate the valet and loading/service operations with minimal conflict.

The loading/service area will accommodate vehicles up to 35 feet in length. Based on surveys conducted by the study team of similar residential and restaurant uses, most deliveries are typically made via trucks sized SU-30 or smaller.

Conflicts between vehicular traffic exiting the building and loading/service vehicles will be minimal due to the following:

- As a result of the Project's transit- and downtown-oriented nature, vehicle trips in and out of the building will be very low. The Project will generate only 19 exiting trips during the a.m. peak hour and 15 exiting trips during the p.m. peak hour – this equals approximately 3 to 4 minutes between exiting vehicles during the peak hours. Off-peak exiting volumes will be lower.

- The residential units and restaurant use (only 4,300 sf) will generate a low volume of service/loading vehicles – up to 14 to 16 vehicles per day, including mail, FedEx, UPS, food service, etc. – a conservative estimate. Where possible, deliveries will be scheduled during non-peak periods.

- Residents will receive their vehicles in the car pick-up area from the building's valet attendants, who will ensure that the driveway is not blocked.

The Proponent will submit to BTD a Transportation Access Plan Agreement ("TAPA") that will include an engineered site plan. This plan will describe a detailed driveway design and turning radii for the design vehicles.

7.3 Comment: *Parking Spaces. As currently proposed the parking ratio for the project is approximately 0.88 cars per residential unit which conforms with BTD's guideline of 0.5 to 1.0. However, the proponent should explore reducing the number of parking spaces to the extent a level of above ground parking may be eliminated. Arrangements with adjacent garages can be made to replace reductions in on-site parking spaces. It is anticipated that there will be no public parking on the site.*

Response: The provision of 150 spaces will help ensure that Project residents do not compete for spaces with neighborhood residents. Additionally, the Proponent is committed to implementing transportation demand management ("TDM") measures as outlined in **Section 6.4** of the DPIR, which will minimize the use of and need to own automobiles. The final TDM program will be codified in the TAPA.

7.4 Comment: *Essex and Kingston Street Intersection. While it is important that pedestrian links to the Rose Kennedy Greenway are enhanced, it is also important to connect with Downtown Crossing and the Washington Street corridor. In that regard, the proponent should explore designing the Essex and Kingston Street intersection to provide improved access to Avenue de Lafayette.*

Response: The Proponent is committed to the adoption and beautification of the "island" located in the center of the intersection of Essex Street/Kingston Street/Avenue de Lafayette, and will work with Carol R. Johnson Associates to recommend proposed paving, planting, and lighting improvements. This effort will not include the redesign of the overall intersection.

7.5 Comment: *Vehicle, Pedestrian and Bicycle Counts. … The Beach Street and Surface Artery intersection should be added to the current list of intersections for vehicle, pedestrian and bicycle counts particularly as it connects pedestrians from Chinatown to the Bus Terminal on Atlantic Avenue.*

Response: As requested by BTD, the Beach Street and Surface Artery intersection was included in the study area for the Project. **Section 6.1.4** of the DPIR outlines the study area intersections.

7.6 Comment: *Transportation Access Plan Agreement. Please note that the Proponent will be required to enter into a Transportation Access Plan Agreement ("TAPA") with BTD which includes an approved scaled site plan and mitigation measures agreed to by the developer. The TAPA must be executed prior to the approval of the project's design by the Boston Public Improvement Commission.*

Response: The Proponent will submit to BTD a TAPA that will codify the transportation agreements and mitigation reached with BTD for this Project. The TAPA will include an engineered site plan.

LETTER 8: Letter from John Sullivan, Boston Water and Sewer Commission, April 27, 2007

8.1 Comment: *Infiltration and Inflow. … DEP has been routinely required Proponents proposing to add significant new wastewater flow to assist in the infiltration and inflow (I/I) reduction effort… DEP is typically using a 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require the Proponent to develop a consistent inflow reduction plan.*

Response: The Proponent will coordinate with the BWSC on the agency's requirements during site plan review and the design development processes.

8.2 Comment: *Utility Termination. Prior to demolition of any buildings, all water, sewer, and storm drain connections to the building will be cut and capped at the main pipe in accordance with the Commission's requirements. The Proponent must complete a Termination Verification Approval Form for the Demolition Permit …*

Response: Existing water, sewer and drain connections will be cut and capped in accordance with the Commission's standards and requirements prior to demolition.

8.3 Comment: *Remediation General Permit. …If groundwater contaminated with petroleum products is encountered, the Proponent will be required to apply for a [Remediation General Permit from the U.S. Environmental Protection Agency] to cover these discharges….*

Response: If this situation is encountered, the Proponent will apply for the necessary permits.

8.4 Comment: *Water. The Proponent 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…*

Response: If required during construction, the Proponent will obtain this permit for the Project.

8.5 Comment: *Water. …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, the Proponent should contact the Commission's Meter Installation Department.*

Response: The Proponent will contact the Commission's Meter Installation Department regarding the requirements for and the installation of any new water meters.

8.6 Comment: *Sewage/Drainage. The Commission will require a detailed analysis of the impact of this project, at full build-out, on the Commission's systems. The analysis must be conducted using projected peak and average daily flows from the proposed project.*

Response: The Proponent will coordinate the necessary analysis with the BWSC during the site plan review and the design development processes (see also **Sections 7.2** and **7.3** of this DPIR).

8.7 Comment: *Sewage/Drainage. …the Proponent will be required to submit a Stormwater Pollution Prevention Plan which:*

- *identifies best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater to the Commission's drainage system when the construction is underway;*
- *includes a site map that shows 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;*
- *provides a stormwater management plan in compliance with the DEP's Performance Standards for Stormwater Management. The plan should include a description of the measures to control pollutants in stormwater after construction is completed.*

Response: The Proponent will submit a detailed Stormwater Prevention Plan as required.

8.8 Comment *Sewage/Drainage. …If [the Proponent] seeks to discharge dewatering drainage to the Commission's sewer system, they will be required to obtain a Drainage Discharge Permit.*

Response: A drainage discharge permit, if necessary, will be obtained from the Commission prior to discharge of any dewatering drainage to the Commission's drainage system.

8.9 Comment: *Sewage/Drainage. …[the Proponent will] fully investigate methods for retaining stormwater on site. This must be accomplished before the Commission will consider a request to discharge stormwater to the Commission's system. The site plans should indicated how storm drainage from roof drains will be handled and the feasibility of retaining stormwater discharge on-site…*

Response: The Proponent will investigate measures for retaining stormwater on site, and will present the plans to the Commission regarding handling storm drainage from roof drains and other requirements (see **Section 7.4** of this DPIR for additional information).

8.10 Comment: *Sewage/Drainage. …[the Proponent] will install permanent castings stating "Don't Dump, Drains to Boston Harbor" … The Proponent should contact the Commission's Operations Division for information regarding the purchasing of the castings.*

Response: The provision of "Don't Dump" castings will be included in the Project design.

8.11 Comment: *Sewage/Drainage. …any restaurant or other food service facility … will be required to have grease traps in accordance with the Commission's Sewer Use Regulations. [The Proponent] is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations, with regard to grease traps.*

Response: The Proponent will contact Mr. Fowler during design development.

8.12 Comment: *Sewage/Drainage. The enclosed floors of the parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations...*

Response: MWRA approved oil and grease separators (traps) will be used to treat the flows from the parking garage floor drain system in accordance with the Commission's Requirements for Site Plans.

9.2 Response to IAG Comments and the General Public

Comments were received from members of the BRA Impact Advisory Group ("IAG") and the public as listed below. The responses to these comment letters are organized and presented according to general topic headings on the pages that follow the list of letters.

In addition, there are many support letters from community groups, individuals, and other interested parties. The Proponent acknowledges these individuals and organizations for their positive comments regarding the Project.

IAG Comment Letters

IAG Letter 1 Nancy Brennan, Executive Director, Rose Fitzgerald Kenney Greenway Conservancy, April 26, 2007

IAG Letter 2 Stephanie Fan, 1 Nassau Street, Unit #2006, April 26, 2007

IAG Letter 3 Gilbert Ho, 90 Tyler Street, April 25, 2007

IAG Letter 4 Onnelly T. Parslow, Maxwell Associates, 107 South St., Suite 2C, April 27, 2007

IAG Letter 5 David Robyn Seeley, 102 South Street 4, April 24, 2007

IAG Letter 6 Reggie Wong, 162 Lincoln Street, April 26, 2007

IAG Letter 7 Wilson Wong, April 24, 2007

IAG Letter 8 Tony M. Yee, President, Chinatown Main Street, April 25, 2007

Written Comments from the Public

1. Asian American Movement Azine, c/o Asian American Movement Workshop, 33 Harrison Avenue, 5th Floor, (Terri Oshiro), Undated
2. Boston Preservation Alliance, 45 School Street, (Sarah D. Kelly, Executive Director/Susan Park, President), April 27, 2007
3. Chinese Progressive Association, 28 Ash Street, (Lydia Lowe, Executive Director), April 27, 2007
4. Downtown North Association, (Robert B. O'Brien, Executive Director), April 27, 2007
5. Mass Pike Towers Tenants Association, 324 Tremont Street, (Serene Wong, President), April 25, 2007
6. Mayor's Central Artery Completion Task Force, (Robert Tuchmann, Co-Chair), April 20, 2007
7. Walk Boston, Wendy Landman, Executive Director), April 30, 2007
8. Ruth M. Aaron, 121 Beach Street #603, April 23, 2007
9. Anderson & Kreiger, LLP (on behalf of Margaret Nelson and Carmen Patti), 88 Kingston Street), April 27, 2007
10. Edward Berman & Kathleen McDonough, 88 Kingston Street, 4A, April 27, 2007
11. Roger L. Berman, 179 South Street, Suite 300, April 10, 2007

12. Christopher G. Betke, Esq., 111 Lincoln Street, April 20 and April 23, 2007
13. Linda R. Bosse, 102 South Street, April 26, 2007
14. Allison Buff, 15 Birch Road, Medfield, MA, April 24, 2007
15. Halina Butler, 112 Beach Street, Unit #5, April 24, 2007
16. Ai Shao Chen, 285 Tremont Street, Apt. 215, April 24, 2007
17. Dan Xin Chen, Chinatown Resident Assn., 285 Tremont Street, Apt. 705, April 24, 2007
18. Lui Chen, 1A Oak Street, April 24, 2007
19. Alfred Cicconi, 88 Kingston Street, 6D, April 20, 2007
20. Halsey B. Collins, 150 Lincoln Street, April 15, 2007
21. M.H. Der, 285 Tremont Street, Apt. 713, April 24, 2007
22. Sharon Dolovich, 112 Beach Street, Unit 2, April 21, 2007
23. Ronald M. Druker, The Druker Company, April 13, 2007
24. Frank and Gloria Finkelstein, 116 Lincoln Street, April 20, 2007
25. Jody Freeman, 112 Beach Street, April 23, 2007
26. Robert L. Geary, 210 Lincoln Street, #502, April 27, 2007
27. Kelley Green, 116 Lincoln Street, 5A, April 23, 2007
28. Niall Gunne, 112 Beach Street #3, April 23, 2007
29. Dan He, 285 Tremont Street, Apt. 211, April 24, 2007
30. Yiu Ho, 1D Pine Street, April 24, 2007
31. Christopher J. Kelly, Lafayette Lofts LLC, 88 Kingston Street, April 25, 2007
32. Fon Chu King, 285 Tremont Street, Apt. 520, April 24, 2007
33. Ken Chu King, 285 Tremont Street, Apt. 520, April 24, 2007
34. Peter C. Kouroubacalis, Jr. & John J. La Verde, 70 Lincoln Street, Apt. L518, April 24, 2007
35. J. Ying Wong Kwong, 1 Warrenton Street, April 24, 2007
36. Tong Sun Kwong, 1 Warrenton Street, April 24, 2007
37. L.P. Lee, Chinatown Resident Association, 230 Harrison Avenue, April 24, 2007
38. Douglas P. Leu, 70 Lincoln Street #615, April 23, 2007
39. S. Lo , 285 Tremont Street, April 24, 2007
40. Wei Lo, 285 Tremont Street, April 24, 2007
41. Mark Loughman, 181 Essex Street, Unit E601, April 27, 2007
42. S. Ma, 285 Tremont Street, Apt. 204, April 24, 2007
43. M. Chew Mak, April 24, 2007
44. Linda McLaughlin, 88 Kingston Street, April 24, 2007
45. Dan McNichol, 717 Atlantic Avenue, 2-C, April 16, 2007
46. Marie Moy, 29 Oak Street, April 26, 2007
47. Anthony P. Nicholas, 112 Beach Street, Apt. 1, April 21, 2007
48. Ogi & Polina Ogas, 70 Lincoln Street, #213, April 20, 2007
49. Debbie Pepper, 70 Lincoln Street #615, April 23, 2007
50. Steven Pinker & Rebecca Goldstein, 107 South Street, April 27, 2007
51. Joseph Raffone, 116 Lincoln Street, April 26, 2007
52. Thomas F. Richardson, 112 Beach Street, April 23, 2007
53. Carl Riley, 88 Kingston Street, April 27, 2007
54. Larry Rosenblum, 118 South Street, April 25, 2007

55. Benny Ruan, 1 Nassau Street, Apt. 401, April 24, 2007
56. Tim Ruan, 1 Nassau Street, Apt. 401, April 24, 2007
57. Michael Segal, InstaTrac, Inc., 47 Winter Street, 5th Floor, April 27, 2007
58. J. H. Tang, Chinatown Resident Association, 1 Nassau Street, Apt. 401, April 24, 2007
59. Sin Ching Tsang, 80 Main Street, April 24, 2007
60. T.W. Tso, Chinatown Resident Association, 330 Tremont Street, Apt. B406, April 24, 2007
61. Vessel Inc., 125 Kingston Street, (Stefane Barbeau, President), April 27, 2007
62. David VonIderstein, 70 Lincoln Street, April 30, 2007
63. Linda Weinstein, 88 Kingston Street, April 26, 2007
64. Zue Jing Weng, 285 Tremont Street, Apt. 417, April 24, 2007
65. M.T. Win, 285 Tremont Street, April 24, 2007
66. Barry Wold, April 20, 2007
67. Levina Wong, 116 Lincoln Street, April 22, 2007
68. F. Wong, 285 Tremont Street, Apt. 213, April 24, 2007
69. Hui Ye, 285 Tremont Street, Apt. 415, April 24, 2007
70. Henry Yee, 33 Harrison Avenue, April 24, 2007
71. Jin J. Yee, 450 Tremont Street, Apt. 83, April 24, 2007
72. Barbara Zack, 88 Kingston Street 6C, April 20, 2007
73. Ying Sheng Zhang, 285 Tremont Street, Apt. 607, April 24, 2007
74. Unidentified Name, 1 Nassau Street, #401,April 24, 2007
75. Unidentified Name, 1 Nassau Street, #401, April 24, 2007
76. Unidentified Name, 1A Pine Street, April 24, 2007
77. Unidentified Name, 285 Tremont Street, Apt. 517, April 24, 2007
78. Unidentified Name, 888 Washington Street, #604, April 24, 2007

Petition Letter:

79. Kathleen McDonough, 88 Kingston Street
80. Jenna Marshall, 70 Lincoln Street
81. David So, 88 Kingston Street, #1F
82. John Miranda, 70 Lincoln Street, L-513
83. A. Chong, 70 Lincoln Street, L517
84. Peter Portney, 88 Kingston Street, #4B
85. Nicole Sarofeen, 70 Lincoln Street, L317
86. Richard C., 88 Kingston Street, 5F
87. Christine Kowalewski, 88 Kingston Street, 5F
88. Chad Chungle, 88 Kingston Street, 4
89. Carl Riley, 88 Kingston Street, 1A
90. Barry Frew, 88 Kingston Street, 1A
91. Melissa Marinaccio, 88 Kingston Street, 6B
92. Eric Kapitulik, 88 Kingston Street, 6B
93. Linda Coye, 88 Kingston Street, 2D
94. Jossety Parada, 88 Kingston Street, 6F
95. Margaret Nelson, 88 Kingston Street, 7B
96. Carmen Patti, 88 Kingston Street, 7B

97. Carolyn Forbes, 116 Lincoln Street, 6A
98. Matthew Brown, 88 Kingston Street, 5D
99. Eileen H., 150 Lincoln Street

Letters of Support

1. Chinatown Business Association (Eddie Leung, President), April 25, 2007
2. Chinatown Main Street, A Boston Main Streets Initiative, April 25, 2007
3. Chinatown/South Cove Neighborhood Council, 65 Harrison Avenue, (Hung Goon, Co-Moderator), April 26, 2007
4. Chinese Consolidated Benevolent Association of New England, 90 Tyler Street, (Michael Wong, President), April 24, 2007
5. Simon Chan, Chinese Consolidated Benevolent Association of New England, April 17, 2007
6. Chinese Economic Development Council, Inc., 65 Harrison Avenue, (Dr. Edward Chiang, Chairman of the Board), April 12, 2007
7. Chinese Economic Development Council, Inc., 65 Harrison Avenue, (Dennis Lui, Project Manager), April 26, 2007
8. Greater Boston Chinese Golden Age Center, Inc., 25 Stuart Street, 5/F, (Ruth C. Moy, Executive Director), April 20, 2007
9. Kwong Kow Chinese School, (Kwok Fai Lui, President), April 25, 2007
10. NSTAR, (Joseph R. Nolan, Jr., Sr. Vice President), April 18, 2007
11. Soo Yuen Benevolent Association of New England, 61 Harvard Street, (Hin Kwan Kwong, Chairman), April 26, 2007
12. Jill M. Barringer, Esq., 28 Exeter Street #403, April 25, 2007
13. Lyndsey Bedor, April 26, 2007
14. Boston Valet, 107 South Street, (John W. Mansfield), No Date
15. David S. Buck, April 24, 2007
16. Cathay Bank, 621 Washington Street, (Yongmei A. Chen, Vice President), April 26, 2007
17. Anne Chan, April 22, 2007
18. Mr. and Mrs. Jim Chan, 246 Shawmut Street, April 21, 2007
19. Mr. and Mrs. K.Z. Chan, 32 Oxford Street, 1st Floor, April 21, 2007
20. Levelin Chan, Lee Associates of New England, April 20, 2007
21. Mochi Chan, April 21, 2007
22. Paul Chan, April 22, 2007
23. T. W. Chan, 80 Mason Street, 605, April 22, 2007
24. Mr. and Mrs. Ricky Chao, 8 Lynerd Street, Brighton, April 21, 2007
25. Danny Chau, April 22, 2007
26. Mr. and Mrs. George Chen, 4 Hardwick Street, Brighton, April 21, 2007
27. Ken Cheung, 62 Beach Street, April 22, 2007
28. Linda Chieng, 41 Mellen Street, Dorchester, April 19, 2007
29. Allen S. Chin, April 26, 2007
30. Frank F. Chin, April 19, 2007

31. Jadinna Chin, April 20, 2007
32. Kathleen Chin, April 19, 2007
33. Lucy F. Chin, 15 Oxford Street #103, April 20, 2007
34. Ryan Chin, April 22, 2007
35. Mr. and Mrs. Sammy Chin, 15 Oxford Street #504, April 21, 2007
36. Mr. and Mrs. Wai Woon Chiu, 15 Oxford Street #40, April 21, 2007
37. Kathleen Chisholm, 107 South Street 2E, Undated
38. Joseph S. K. Chou, April 16, 2007
39. Pui Lan Chow, 80 Mason Street, #214, April 19, 2007
40. Da Da Hair Salon & Spa, 68 Essex Street, Undated
41. Mary DeAngelis, April 11, 2007
42. DiStefano Construction Corporation, April 26, 2007
43. Emerson College, 120 Boylston Street, (Margaret A. Ings), April 27, 2007
44. Marjorie J. Eng, South Cove Chinatown Neighborhood Council, 888 Washington Street, Apt. 401, April 26, 2007
45. Wendy Eng, April 18, 2007
46. Kenneth Epstein, May 1, 2007
47. Richard Epstein, May 1, 2007
48. S. Fang, 15 Oxford Street #203, April 22, 2007
49. Anita Fink, Citizens Bank, April 17, 2007
50. Paul A. Gagnon, April 12, 2007
51. Richard Gatnik, 121 Beach Street # 801, April 18, 2007
52. Gibson Sotheby's International Realty, 556 Tremont Street, (Mike Zarella), April 11, 2007
53. Attorney Steven L. Goldblatt, 12 White Oak Road, West Roxbury, Undated
54. Jeffrey W. Goldman, Mintz Levin, One Financial Center, April 27, 2007
55. GreenGoat, Amy Bauman, (Director of Business Development), April 25, 2007
56. Kim Halliday, April 23, 2007
57. Jeffrey Harris, 107 South Street, April 25, 2007
58. Mr. and Mrs. Hian G. Ho, 15 Oxford Street #20, April 21, 2007
59. May Ho, 60 Beach Street, April 21, 2007
60. Sim Ying Ho, 365 Massachusetts Avenue, April 21, 2007
61. Wendy Ho, April 11, 2007
62. Lu Hoa, 23 Oxford Street, 1st Floor, April 22, 2007
63. Home Horizons Furnishings, 31 Harrison Avenue, April 24, 2007
64. Philip Hong, 73-79 Essex Street, Suite 2, Undated
65. Marta Iglesias, April 27, 2007
66. Intercontinental Real Estate Corporation, (Peter Palandjian), April 20, 2007
67. Betty Joe, 9 Rose Garden Circle, Brighton, April 21, 2007
68. Ian Just, April 23, 2007
69. Lajiv Kaul, April 22, 2007
70. Brandon L. Keltner, Esq. Law Office of Brandon L. Keltner, No Date
71. Ken's Salon, 24A Oxford Street, (Ken Chan), April 20, 2007
72. Michael Kokernak, Backchannelmedia, Inc., April 20, 2007

73. Bradley J. Koontz, Bikram Yoga Boston, April 26, 2007
74. Christian & Andrea Koulichkov, 150 Lincoln Street 6A, April 24, 2007
75. Mr. and Mrs. K. C. Lau, 15 Oxford Street #405, April 21, 2007
76. May Lau, April 20, 2007
77. Le Gala Hair Group, 78 Essex Street, April 27, 2007
78. Anne Lee, Treasurer, Chinese Economic Development Council, , April 26, 2007
79. Eddie Lee, Boston Chinatown Lions Club, April 26, 2007
80. Shirley Ann Lee, 346 Tremont Street, C301, April 21, 2007
81. Mr. and Mrs. Chew F. Leong, 15 Oxford Street #304, April 21, 2007
82. Lai Dan Leung, April 20, 2007
83. Wingkay Leung, Queshing Music & Chinese Opera Group, 11 Edinboro St., April 19, 2007
84. Winnie Leung, April 18, 2007
85. Albert Li, 20 Hudson Street, April 24, 2007
86. Rebecca Li, Undated
87. Pei Ying Liang, 61 Harvard Street, 2nd Floor, April 21, 2007
88. Jeremy Liu, April 11, 2007
89. Toy Ping Loi, 15 Oxford Street #402, April 21, 2007
90. Bik Lui, 15 Oxford Street #206, April 21, 2007
91. Tom MacKinnon, VPNE, 8 Winter Street, 9th Floor, April 26, 2007
92. Mr. and Mrs. Shek Lam Mak, 115 Chauncy Street #201, April 21, 2007
93. Ken McIntire, April 14, 2007
94. James B. Miller, Salem Glass Company, Salem, MA, April 27, 2007
95. Gerald Ming, April 18, 2007
96. Maria Ming, April 18, 2007
97. Ming's Supermarket Inc., 1102 Washington Street, (Simon Chan, Manager), April 18, 2007
98. Linda Moulton, Goddard Advisory, April 26, 2007
99. Thomas Mui, 108 Scotland Street, Hingham, MA, April 25, 2007
100. Chuck Myers, 165 Tremont Street #1801, April 18, 2007
101. Nail Mart, 80 Essex Street, April 26, 2007
102. Nam Pai Silky Way, 38 Kneeland Street, April 27, 2007
103. Jerrold G. Neeff, The Bostonian Law Group, 33 Kingston Street, 4th Floor, April 26, 2007
104. Chun Wah Ng, April 23, 2007
105. Jessica Ng, April 17, 2007
106. Charles Occhino, 107 South Street, Apt. 4B, April 23, 2007
107. Rev. Hugh H. O'Regan, Church of Saint James the Greater, 135 Harrison Avenue, April 20, 2007
108. Noah Paessel, Labs Inc., 108 South Street, April 27, 2007
109. Lian Yin Pan, 15 Oxford Street # 601, April 21, 2007
110. Grant A. Pattison, April 11, 2007
111. Choi Ping, 22 Oxford Street, April 22, 2007
112. Paul Pospisil, April 16, 2007
113. Anthony J. Rossi, Esq., Law Offices of Rossi & Associates, P.C., April 25, 2007
114. Benjamin N. Rymzo, April 23, 2007

115. W. Sicot, 15 Oxford Street #101, April 22, 2007
116. Silk Screen Printing, 105 Kingston Street, (Robert Kaplan), April 24, 2007
117. Bonnie F. Sinn, 24A Oxford Street, April 20, 2007
118. Laura Sinn, April 17, 2007
119. Chuck Soo Hoo, April 22, 2007
120. Biria St. John, Cushman & Wakefield, 125 Summer Street, April 27, 2007
121. Peter Strickler, 107 South Street, Apt. 4E, April 26, 2007
122. Mr. and Mrs. Lam Sung Sujo, 15 Oxford Street #603, April 21, 2007
123. Robert A. Tito, NAI Hunneman, April 9, 2007
124. Chui Lin Tsang, 15 Oxford Street #606, April 21, 2007
125. James Wang, 34 Oxford Street, April 22, 2007
126. Christel A. Whittier, 88 Kingston Street, 5B, April 27, 2007
127. Susanna Witt, April 16, 2007
128. Barry Wong, 73-79 Essex Street, April 24, 2007
129. Guang-Ji Wong, April 24, 2007
130. H. J. Wong, 217 Harrison Avenue, April 21, 2007
131. Judy Wong, 170 Tremont Street, April 21, 2007
132. Kam Wong, 15 Oxford Street, #202, April 21, 2007
133. Sing Soo Wong, 230 Harrison Avenue, A505, April 21, 2007
134. Warren Wong, Sun Sun Supermarket, 18-20 Oxford Street, April 24, 2007
135. Mr. and Mrs. Woon Wong, 115 Chauncy Street #407, April 21, 2007
136. Yung Tai Wong, 15 Oxford Street #202, April 21, 2007
137. Jin Wu, 86A Harrison Avenue, Apt. 305, April 21, 2007
138. Chi Xie, 15 Oxford Street #207, April 21, 2007
139. Chen Xiex, 651 Tremont Street, April 21, 2007
140. Morn Yee, 230 Harrison Avenue, April 22, 2007
141. Lee Yen, April 27, 2007
142. Kasman Young, April 26, 2007
143. Larry Young, 121 Charles Street, April 22, 2007
144. Stephen Young, 2 Rollins Street, Apt. 403, April 22, 2007
145. Yuen Bing Yu, April 17, 2007
146. Anna Yun, 230 Harrison Avenue, D805, April 21, 2007
147. Pamela Yun, April 11, 2007
148. Li R. Zhong, 15 Oxford Street #605, April 21, 2007
149. Shun Kei Chan, Castle Square/South End Resident, April 24, 2007
150. Jin Yin Li, 1 Nassau Street, Apt. 239, April 24, 2007
151. Feng Ji Chen, 44B San Juan Street, April 24, 2007
152. Hen Fai Wong, Mass Pike Building, April 24, 2007
153. Lou Wan Liu, Chinatown Worker, April 24, 2007
154. Unidentified, 15 Oxford Street, #407, April 20, 2007
155. Unidentified Name, 230 Harrison Avenue, A906, April 21, 2007
156. Unidentified Name, 15 Hudson Street, April 21, 2007

Building Design and Dimensions

Comment: *Impact on the Mid-Rise Integrity of the Area and Beginning of "Canyonization" along the Greenway …intrusion of a tower into the Chinatown-zoned district will negatively impact the character of the Chinatown neighborhood and residential and commercial tenants in Chinatown.*

Response: Given the prominent location of this Project Site at the far edge of Chinatown, the proposed design will anchor the northeast corner of the Chinatown neighborhood by replacing a now-vacant, previous manufacturing/warehousing operation with a vibrant center of residential and retail activity. It will also establish an identifiable transition between the adjacent Financial District towers and the residential community. The height is consistent with the latest generation of mid-rise buildings in the area, but the typical floorplate of 10,800 sf is roughly one-third the size of 125 Summer Street and approximately one-half the size of the newer residential towers at the west end of Chinatown (see also **Section 4.4.1** of this DPIR).

It is also noted that Chinatown Park and the intervening roads provide a visual (and actual) space separating *120 Kingston Street* from nearby buildings in the Leather District, i.e. Lincoln Plaza is approximately 240 feet across the roadway and the parking garage at Beach/Lincoln Street is approximately 180 feet to the nearest point of the *120 Kingston Street* building (see **Figure 4-10)**.

Comment: *Height and Density. Address that the project height and FAR exceed the height and FAR specified in zoning code for the area.*

Response: The Project design has been developed in response to its unique and prominent site location along the Rose Kennedy Greenway and adjacent to the new Chinatown Park. As noted in the response to the comment above, and in the comprehensive discussion in **Section 4.0**, Urban Design Component, the building design strives to mediate between the various scales of the surrounding Chinatown neighborhood, the Financial District high-rise and mid-rise towers, and park elements scattered along the Greenway. This building will help define the northeast corner of Chinatown while anchoring the Chinatown Park at its Essex Street gateway. In the last decade, ideas embracing sustainability and green building have emerged at the forefront of 21st century urbanism. Modern design is evolving to acknowledge the benefit of tall, slender buildings that facilitate increased density in proximity to transportation hubs. It is the developer's intention that *120 Kingston Street*, with its innovative design and location at

the edge of Chinatown, will contribute to Boston as the City becomes a paradigm for smart growth in the years to come.

Comment: *As-of-Right Development. Investigate an as-of-right development option.*

Response: The Commercial Chinatown Subdistrict allows a height of 80 feet and an FAR of 6.0 for projects not subject to Section 80B, Large Project Review. For projects which are subject to Section 80B, the height and FAR may be increased to 100 feet and 7.0 respectively. Over the past year, as the Proponent developed the Project design presented in this DPIR, several factors weighed into the current design of the building, leading to the proposed height and massing which exceed the as-of-right development. Among others, these include the physical and cost limitations imposed by the oddly-shaped, triangular parcel affecting the size of the footprint that could be accommodated on the Project Site; the extensive deterioration of the building materials (wood, stone, concrete, masonry, and steel – some of which has lost 100% of its cross-section) throughout the interior spaces and exterior façades; structural issues from the building's partial demolition in the 1950's; poor soil conditions; and current building code requirements (see also **Section 4.3)**. It is the Proponent's belief that the current program and design represents a design concept that suits the unique location of this Project, and which also results in substantial public benefits for the City (see **Section 2.4**).

Comment: *Provide an Active Streetscape. Develop alternatives that devote much less of the ground plane to vehicles and more to people and uses that create a lively streetscape. Add more retail or restaurant uses facing the Greenway, south, and Kingston Street.*

Response: **Section 4.6.3** describes the pedestrian environment proposed at the Project Site. Relocation of the parking garage entrance to Kingston Street facilitated the extension of the ground floor retail/restaurant space along Essex Street eastward to Chinatown Park. The entire Essex Street street-level elevation now consists of active retail operations which replace the current vacant storefronts and loading zone. The retail frontage extends around the corners on Kingston Street and along the park edge. A public terrace is located between the restaurant space and Essex Street Gateway to the Chinatown Park. The building lobby is located in the middle of the Kingston Street block. The combination of retail and lobby functions account for 70% of the Kingston Street street-level elevation (see **Figure 4-13)**.

Comment: *Above-Grade Parking. Any parking on the lower floors should not result in floors that are lifeless or that look like a garage… Removal of the parking from the upper floors would allow the Dainty Dot building to be redeveloped as residential uses and allow a substantially smaller structure which would be less out of scale with the Greenway, Chinatown Park, Chinatown, and the Leather District.*

Response: The current design removes parking from Level 6 and adds a second basement level. Additional residential units have been added on Levels 4 and 5 facing Essex Street and the Greenway. To prevent views of the interior parking and vehicles on Levels 2 through 5 in the building, exterior elevations will be sealed and comprised of window units (with translucent or opaque glass) consistent with adjacent occupied areas. From the exterior, these levels will appear similar to residential uses on the upper levels. Ventilation requirements remain to be confirmed, but are not expected to be significant since vertical circulation via elevator rather than ramps results in much less exhaust. Louvers will be discretely set in the podium elevations to minimize visibility from the street.

Comment: *Urban Design Graphics. Provide presentation materials that provide a more realistic virtual experience of the project (and the ground-level experience).*

Response: **Section 4.7** provides the Urban Design figures, including ground-level perspectives (see **Figures 4-4** through **4-7**).

Relation to Chinatown Park

Comment: *Lack of Integration with Chinatown Park and Direct Access to Greenway. The building stands as a distinct and aloof backdrop to the park. It makes no gesture to relate to or integrate with the park but emphasizes the distinct boundary between public and private open spaces. The project should not be a barrier between Chinatown and the new park. Address connecting features and access between the public park and abutting private property, notably the evolving design of the newly proposed "terrace".*

Response: The seamless integration of Chinatown Park is of utmost importance to the Proponent. The removal of the separating wall in the Park will result in the addition of approximately 2,000 square feet of open space directly adjacent to the Park. Please also refer to **Section 4.5** for a discussion of other changes to address the building's location adjacent to Chinatown Park.

Comment: *Proximity to the Park. The building is too close to the Park. Address concern that project will dwarf the Park and detract from the park's design, tranquility, and ambiance.*

Response: The Project design seeks to create a seamless integration of the public and private areas while maximizing the benefit of the building as a backdrop to Chinatown Park. The current schematic design proposing a **simplified convex geometry shifts the massing of the building away from Chinatown Park**. The revised design also reduces the building's height, typical floor plate, floor area ratio ("FAR"), and overall total project square footage buildout. Setbacks are incorporated into the Kingston and Essex elevations to provide greater emphasis for the podium and existing building. As noted, the convex curvature of the building will expand the visual and physical open space along the edge of the Park. The public terrace has been relocated to the space at grade between a potential restaurant and Essex Street Gateway. This small scale outdoor space will create a public amenity tucked into a corner of the Park where it will complement the pedestrian circulation at the Park entrance. The projecting podium along the south end of the park breaks down the scale of the building as it meets the ground. Within the stone walls folded glass planes are proposed, with integral lighting to create an element of interest while reducing the visual impact of the tower wall above from a pedestrian level. The Proponent will continue to work with the Greenway Conservancy and other related parties to better integrate public and private land.

Comment: *Park Security and Viability of Plantings and Daily Operations in Maintenance… the Project is located adjacent to Chinatown Park, and [we are concerned about] the likely impact of the building design on the park, including the viability of its plantings and daily operations in maintenance…..and about park security in the event of dark or hidden recesses.*

Response: The Proponent will work with local community groups, including the Chinatown Safety Committee, Chinatown Main Street, and Chinatown Crime Watch, regarding security in the Project area, and with the Greenway Conservancy to discuss impacts on the Park. Removal of the "separating" wall and the proposed extension of the Park landscape treatment will remove some of the existing security blind spots and reduce hidden recesses. The lighting of the glass folds will also add a slight level of background light to reduce dark shadowed areas.

Comment: *Public Programs … [we are concerned about] impacts on the flexibility of public programs and access to those programs.*

Response: Vehicular circulation is proposed to be restricted to Kingston Street in response to concerns about interruption of traffic on Essex Street. In the event of occasional special programs taking place in the Kingston/Edinboro

"loop", Kingston Street could convert into a two-way street providing *120 Kingston Street* residents direct egress from Kingston to Essex without having to travel around the "loop" (see **Section 6.3.2**).

Comment: *Building Skin and Reflection. Address temperature variations that may be caused by reflections from the proposed skin of the building.*

Response: Since the PNF filing, the Proponent has replaced the glass curtain wall with masonry elements. Low-reflectivity glass windows are proposed as opposed to highly reflective "mirror-type" glass. Building materials are described in **Section 4.4.2** of this DPIR. Please also refer to **Section 5.4** for the Project solar glare analysis.

Historic Resources

Comment: *Auchmuty Building Historic Resource. Address concerns that the project impacts a valuable historic building which maintains the architectural character and quality of the neighborhood.*

Response: **Section 8.0** of this DPIR addresses the history of the Auchmuty Building and Project design impacts. The proposed Project involves reconstructing the existing dressed façades on Kingston and Essex Streets in order to perpetuate the legacy of the historic Textile District. In addition to breaking down the tower mass from the previous design into multiple distinctive elements, tower façades facing Chinatown and the Financial District have been transformed from all glass and aluminum curtainwall to masonry with small scale punched window openings to create a "texture" reminiscent of the existing older low and mid-rise masonry buildings in the area. It is the opinion of the design team that the Project responds to its unique and prominent site location along the Rose Kennedy Greenway and adjacent to the new Chinatown Park. The building design strives to mediate between the various scales of the surrounding Chinatown neighborhood, the Financial District high-rise and mid-rise towers, and park elements scattered along the Greenway. It also helps define the northeast corner of Chinatown while anchoring the Chinatown Park at its Essex Street gateway.

Comment: *Preserve More of the Building's Façades. The building is highly visible to pedestrians on Washington Street and Avenue de Lafayette, who can see the building from 3-4 blocks away, because it terminates the view at Kingston Street. There seems to be no reason why the entire façades along Essex and Kingston Streets could not be maintained in order to retain the entire current scale of the streetscape on both Essex and Kingston Streets.*

The removal of the building's bays will diminish its importance as a historic landmark.

Response: Please refer to **Section 4.3** for discussion of the reconstruction of the Auchmuty Building and reconstruction of the existing façades along Kingston and Essex Streets. Shifting the tower away from Chinatown Park toward the Kingston/Essex corner has eliminated the ability to maintain the existing façades in place during construction – required external bracing would encroach onto Essex Street and create significant traffic and construction logistics issues. Therefore, the façades will need to be removed, with key elements stored off-site, and reconstructed upon completion of the new structure. The reconstructed façades will incorporate salvaged and replicated materials matching the size, color and "texture" of the original materials.

Comment: *Design of Essex and Kingston Façades in Relation to Tower. Preserving only limited bays, dwarfed by the addition of the …tower will result in a contrived looking historical façade.*

Response: In addition to the information in **Section 8.0**, Historic Resources, of this DPIR, **Section 4.4.1** addresses the design of new construction in relation to the existing façades.

Comment: *Textile District. Address the project's impacts on the Textile District; this building is one of the few left.*

Response: The Project design acknowledges the existing site's history (see **Section 8.0** of this DPIR) and the site will continue to anchor the southeast corner of the historic Textile District. There are some limited shadow impacts in the Textile District, primarily in the morning and mid-day hours adjacent to shadows cast by existing buildings.

The proposed development will bring vibrant residential and retail activity to this site, which has been occupied by manufacturing and warehousing functions for many years. The existing building has sustained significant structural damage over the years as a result of neglect and improper maintenance. The proposed Project design strives to perpetuate the historic character of the once-thriving Textile District. **Section 4.4.1** discusses the design of the new podium infill, tower massing, and façade treatment to complement and enhance the legacy of the Auchmuty Building.

Transportation and Parking

Comment: *Traffic. The Project increases traffic in an already heavily congested area, by bringing substantially more vehicles to the neighborhood, and the project will exacerbate the traffic chokepoint on Essex Street.*

Response: When compared to the former textile use and existing commercial parking spaces, the Project is expected to result in a net reduction of 4 vehicle trips during the morning peak hour and a net increase of only 10 vehicle trips during the evening peak hour.

The proposed residential and restaurant uses will also generate fewer loading/service vehicles and will not require vehicles as large as those required for the previous use (i.e., tractor trailers). In addition, loading will no longer occur on Essex Street; the Essex Street curb cut will be closed as part of the proposed Project.

Overall, the Project will have a small positive impact on the adjacent traffic network.

Comment: *Parking. There is a great deal of parking (160 spaces) for an urban building in close proximity to public transportation. Explore the option for no parking on site, or, perhaps an off-site location within an existing garage.*

Response: The revised Project design eliminated parking on Level 6 and added a second basement level. Overall, there are 150 parking spaces proposed for up to 180 residential units (0.83 spaces per unit). Parking provisions are consistent with BTD guidelines for the area (0.5–1.0 spaces per residential unit) and will help ensure that Project residents do not compete for spaces with neighborhood residents.

Additionally, the Proponent is committed to implementing transportation demand management ("TDM") measures, as outlined in **Section 6.4** of the DPIR, which will minimize the use of and need to own automobiles. The final TDM program will be codified in the TAPA.

Comment: *Sidewalk Width and Materials. …the sidewalks on Essex and Kingston Streets are constructed of heavy black stone slabs which occupy about one half the width of the sidewalk… They are very distinctive … and should be retained, perhaps with a more modern sidewalk finish between the existing stone slabs and the building façade.*

Response: Please see the Site Plan in **Figure 4-26** for paving materials. The design proposes replacing existing sidewalks with large slate slabs similar to those characteristic of the area in earlier eras. Smaller "tiles" will be used to accentuate building entrances.

Comment: *Traffic Pattern and Impacts on the Park. With traffic entering from Essex Street and exiting onto Kingston Street, all traffic will then make a loop into the park and around to Edinboro Street. This is precisely the movement which was sought to be minimized during the extensive discussions about the park design.*

Response: Vehicular circulation will be restricted to Kingston Street in response to concerns about interruption of traffic on Essex Street. In the event of occasional special programs taking place in the Kingston/Edinboro "loop", Kingston Street could convert into a two-way street providing *120 Kingston Street* residents direct egress from Kingston to Essex without having to travel around the "loop".

Comment: *Traffic Volume on Kingston Street. The proposed vehicle circulation for the building will add to the volumes on Kingston Street, a street that is regarded… as almost a pedestrian zone and extension of Chinatown Park. Explore use of Kingston Street as a possible "walking street". Kingston Street could be narrowed.*

Response: When compared to the former textile use and existing commercial parking spaces, the Project will result in a net reduction of 4 vehicle trips during the morning peak hour and a net increase of only 10 vehicle trips during the evening peak hour. The low volume of trips generated by this predominantly residential Project will not significantly impact the pedestrian environment.

Additionally, the proposed residential and restaurant uses will generate fewer loading/ service vehicles than the previous use and will accommodate all loading service activity on-site within a designated loading area. Therefore, on-street loading along Kingston Street and Essex Street will no longer need to occur as it had for the former use (i.e., with large vehicles such as tractor trailers). These changes to loading and service activities will improve the pedestrian environment in the vicinity of the Project Site.

The existing cross-section of Kingston Street is approximately 51 feet wide and consists of an 8-foot parking lane on the west side of the roadway, an approximately 27-foot one-way travel lane, and 8-foot sidewalks along each side; parking along the east side of the roadway is restricted. Based on field

observations made by the study team, vehicles often park within the restricted area along the east side of the roadway, adjacent to the site.

The addition of street trees to the existing sidewalks would reduce the effective, or useable, width of the sidewalks to only approximately 4 feet. This reduction would impact pedestrian flows along Kingston Street, which is expected to experience significantly more pedestrian traffic upon completion of the new Chinatown Park as well as the proposed residential building.

An alternate approach suggests widening the sidewalks into the roadway; however, the Project team is concerned that a reduction in the travel-way may inhibit the ability to accomplish the following:

- truck access/egress at the proposed on-site loading area; and
- two-way travel along Kingston Street during special events, when the Kingston-Edinboro "loop" is closed to through traffic.

The Proponent proposes to provide sidewalk planters on the east side of Kingston Street adjacent to the building. The Proponent is committed to working with the BRA and BTD to identify the most appropriate solution for pedestrian accommodations and tree plantings along Kingston Street. The Proponent will submit to BTD a Transportation Access Plan Agreement (TAPA) that will codify the transportation agreements and mitigation reached with BTD for this project. The TAPA will include an engineered site plan.

Comment: *Kingston Street Loading/Deliveries. Kingston Street should retain its current character and should not become a "thoroughfare" or worse, jammed with service vehicles. Avoid queuing on Kingston Street, and provide detailed analysis of how loading and trash removal will operate.*

Response: All trash removal, loading, and service activities will occur on-site within the designated loading/service area in the building. Trash will be stored in a designated trash room, and will be serviced via the loading area on an as-needed basis.

The proposed residential and restaurant uses will generate fewer loading/service vehicles than the previous use and will accommodate all loading service activity on-site within the designated loading area. Therefore, on-street loading along Kingston Street and Essex Street will no longer need to occur as it does today for the existing use (i.e., with large vehicles such as tractor trailers).

Residents will access the internal, valet-managed parking garage via a designated entrance ramp on Kingston Street. To ensure that vehicles will not queue on Kingston Street, temporary storage (i.e., while processed by the valet attendants) for approximately 6 to 8 vehicles has been provided within the building.

All trash, loading, and service arrangements will be agreed upon with BTD and codified in the TAPA.

Comment: *Service Vehicle Trips. Provide a table showing potential service vehicle trips to the building by time of day, indicating type of service vehicle and duration of stay in the building.*

Response: **Section 6.3.2** of the DPIR outlines loading and service activities associated with the proposed uses.

Comment: *Pedestrian Visibility on Essex Street. One safety issue to be reviewed is the visibility of pedestrians at a possible Essex Street exit, due to the adjacent Chinatown Park wall.*

Response: As discussed in **Section 6.3.2** of the DPIR, all vehicular access and egress to and from the site will occur on Kingston Street. The existing curb cut on Essex Street would be closed with the Project in place to improve pedestrian conditions along Essex Street and in the vicinity of the Chinatown Park. The loading dock currently located on Essex Street will also be eliminated.

As needed, the Proponent also proposes to remove sections of the "temporary" Chinatown Park wall to allow for improved pedestrian flow between Chinatown Park, Essex Street, and the Project's grade-level outdoor pubic terrace. This is addressed in detail by a plan prepared by Carol R. Johnson Associates in **Section 4.5** of this DPIR.

Comment: *Essex Street Highway Signage. Integrate existing interstate highway sign on Essex Street Sidewalk in building's design on the Essex Street façade.*

Response: The Project is unable to integrate the existing sign into the design of the building.

Comment: *Silver Line. The project will come on line at the same time as the Silver Line extension, creating chaos in the neighborhood.*

Response: Please refer to Silver Line discussion in **Section 6.3.1** of this DPIR. It is expected that all Project-related construction activities will be completed prior to the commencement of Silver Line Phase III. Additionally, construction of the Phase III tunnel on Essex Street will be accomplished by deep tunneling and is not expected to impact proposed utilities or vehicle flow along this thoroughfare.

Comment: *Shuttle Service. What is the purpose of shuttle service?*

Response: **Section 6.3.2** of the DPIR describes the purpose and benefits of the proposed shuttle service.

Environmental and Other Impacts

Comment: *Shadow/Daylight … Shadow and daylight studies should be completed. The majority of the Lafayette Lofts are oriented to the south, and the proposed building will block a majority of sunlight.*

Response: Please see **Sections 5.2** and **5.3** of this DPIR. With regard to Lafayette Lofts, new shadow impacts from *120 Kingston Street* occur during the mid-day hours (see 12:00 Noon shadow figures). Early morning and late afternoon shadows on this building are unaffected by the Project due to the angle of the sun. In an effort to mitigate shadow and daylight issues, the building's massing has undergone significant reshaping to achieve a more slender profile.

Comment: *Wind. A wind study should be completed. Wind impacts could have a negative impact on park users and plant life.*

Response: Please see **Section 5.1** of this DPIR.

Comment: *Solar Glare. The building's exterior cladding may result in the possibility of glare and other adverse light effects on and in the adjacent park.*

Response: Please see **Section 5.4** of this DPIR.

Comment: *Noise. The building will reverberate noise coming from activities in the park.*

Response: It is not expected that a taller building on the Project Site will reverberate more noise than the existing building. There would likely be some minor reflection of noise from Chinatown Park (traffic across from the Park) that would reflect back into the Park, but this would occur from ground-level

noise sources reflecting off the lowest building levels. The existing building would have a similar effect.

Comment: *Geotechnical Impacts. Address impacts on surrounding structures (including 88 Kingston Street), and avoid negative impacts caused by the construction of the new building. [Owners of 109-125 Kingston Street] believe the proponent must be required to install extensive monitoring program to ensure that construction does not impact foundations, structure or façades.*

Response: Please refer to **Section 5.10** of this DPIR.

Comment: *Groundwater Recharge. Provide information on the groundwater recharge plan, to ensure it does not flood the basements of buildings across Kingston or Essex Streets or other adjacent basements.*

Response: The Proponent will comply with the City's requirements regarding provisions to comply with Article 32 of the Boston Zoning Code relative to groundwater recharge (see also **Section 7.4.1**). Design of the stormwater recharge facility will be advanced during the design phase for inclusion into the construction documents.

Comment: *Infrastructure Impacts. Provide a detailed analysis of sanitary sewer and domestic water capacity, and any necessary steps to ensure that adequate capacity remains following construction.*

Response: Please refer to **Section 7.0** of this DPIR.

Comment: *Construction Period Impacts. Address the project's construction impacts, including noise, construction duration, dirt, debris, inconvenience and impacts on Chinatown Park.*

Response: **Section 5.11** addresses construction impacts and proposed mitigation measures. A Construction Management Plan ("CMP") will be developed in consultation with and approval by the Boston Transportation Department ("BTD").

Comment: *Construction Coordination. Consult abutters including [owners of 109-125 Kingston Street as construction management plans are prepared.*

Response: As requested, all abutters will be consulted during the development of the Construction Management Plan ("CMP").

Comment: *Access to Adjacent Street During Construction. The project construction activities should not block Kingston Street [other streets] and the Proponent should ensure that construction staging and vehicles do not impede pedestrian or vehicular access to the buildings and stores along abutting streets…*

Response: As discussed in **Section 6.3.4**, the Proponent will develop a Construction Management Plan ("CMP") to be filed with BTD in accordance with the City's transportation maintenance plan requirements.

Comment: *Dog Ownership. What is the pet ownership policy for the building?*

Response: The Proponent will develop a pet ownership policy; at this stage, the ownership of one small pet per residential unit is under consideration.

Affordable Housing

Comment: *Community Benefits and Gentrification. The commitment to 27 affordable units in the Oxford Ping On project would do little to mitigate the gentrification in the neighborhood and provides no significant additional community benefit other than fulfillment of the City of Boston's basic Inclusionary Development Policy requirements…*

Response: As currently proposed, there are 47 affordable units planned (not including one unit for the resident manager) as part of the Oxford Ping On Affordable Housing Development. This represents more than 26% of the 180 market condominiums proposed at *120 Kingston Street*. This number translates to 20 more affordable units (or 74% more) than the 27 off-site affordable units required under the City's Inclusionary Development Policy. See also the responses to the comments below.

Comment: *Income Range for Affordable Units. The definition of affordable constitutes a wide range of income that may not be affordable to low-income tenants.*

Response: The proposed affordable housing development is planned to include very low income (30% AMI), Section 8 and 60% AMI units that will serve individuals and families with low annual income (please also refer to **Section 3.7** of this DPIR).

Comment: *High Cost of Housing. Low income workers can not keep up with sky rocketing cost of living... will be forced to move out of Chinatown... make an effort to build more affordable housing to meet the need of low income workers, Chinatown may thus be preserved.*

Response: Please see the response to the comment below.

Comment: *Building Affordable Housing. Promises were made in the past to build affordable housing... never realized...*

Response: The Proponent is committed to achieving maximum community benefits for the Chinatown neighborhood.

The Proponent reduced the height for the *120 Kingston Street* building from 325 feet plus one mechanical room, a total of 345 feet as presented in the PNF, to 299 feet plus one mechanical room, totaling 320 feet. The overall height reduction from the January 2007 Letter of Intent, proposing a total height of 380 feet, to the DPIR height at 320 feet, is 60 feet or a 16% reduction.

In the past year, it has been the goal of the proponent to meet directly with neighborhood residents and activists in Chinatown and to learn first-hand of their concerns and priorities. The Proponent conducted meetings with neighborhood groups and community members, including local restaurant workers, construction workers and new immigrants. Across the board, the feedback received by the Proponent has highlighted that Chinatown is in need of more high-quality affordable housing in order to shield tenants from rising rents.

In recent years, rents have risen all across Boston neighborhoods, including those where little or no high-rise condominiums have been developed.

The Proponent intends to develop affordable housing with the Chinese Economic Development Council, Inc. ("CEDC") two blocks west of *120 Kingston Street*, in the heart of Chinatown, on Oxford Street.

The Proponent is committed to **actually participating** in the creation of affordable housing units together with the CEDC, rather than limiting its involvement to a financial contribution to the City's housing creation funds.

The challenge to any successful affordable housing development in Chinatown is locating and obtaining control over scarcely-available land in this area. As part of this collaborative arrangement, the Proponent will make available to the CEDC four parcels of land totaling approximately 6,400 square feet, on Oxford and Ping On Streets, in immediate proximity to the location where Chinatown was first settled in the 1880's. Furthermore, the Proponent has chosen not to engage in a separate commercial development on the two lots it controls (4,400 square feet), but will rather combine these

lots with two adjacent parcels totaling 2,000 square feet owned by the Chinese Consolidated Benevolent Association ("CCBA") and totaling 2,000 square feet to create a combined parcel of approximately 6,400 square feet. The combined 6,400 square feet will be deeded to the CEDC subject to BRA approval of the Proponent's affordable housing plan.

The Proponent will be engaged in the actual development activities by making its expertise in design and construction management available to the CEDC, to ensure quality and timely completion of the development. It is the intent of the Proponent to simultaneously develop the *120 Kingston Street* project and the proposed CEDC/Hudson Group affordable housing development on Oxford Street.

The Proponent is both committed to participating in, and privileged to contribute to the creation of affordable housing. The Proponent will continue to work together with the dedicated team of the CEDC to achieve the goal of delivering to the neighborhood affordable housing well above and beyond the requirement as outlined in the Mayor's Executive Order relative to the City's Inclusionary Development Policy.

Comment: *Chinatown Resident Association. The developer must present modifications to his proposal to the Chinatown Resident Association... representing the voice of Chinatown residents...*

Response: The Proponent presented the revised Project proposal to the Chinatown Resident Association, as requested.

APPENDIX A – BRA SCOPING DETERMINATION

BOSTON REDEVELOPMENT AUTHORITY

SCOPING DETERMINATION
120 KINGSTON STREET

SUBMISSION REQUIREMENTS
FOR DRAFT PROJECT IMPACT REPORT (DPIR)

PROPOSED PROJECT:	120 KINGSTON STREET
PROJECT SITE:	120 KINGSTON STREET CHINATOWN / LEATHER DISTRICT MASSACHUSETTS
PROPONENT:	HUDSON GROUP NORTH AMERICA, LLC (THE "PROPONENT") 441 ATLANTIC AVENUE SWAMPSCOTT, MA. 01907

SCOPING
DETERMINATION DATE: MAY 11, 2007

The Boston Redevelopment Authority ("BRA") is issuing this Scoping Determination pursuant to Section 80B-5 of the Boston Zoning Code ("Code"), in response to a Project Notification Form ("PNF") filed for the Jackson Square Redevelopment project on March 20, 2007. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on March 20, 2007, which initiated the public comment period with a closing date of April 20, 2006. The close of the comment period was later extended, by agreement of the Proponent, to a closing date of April 27, 2007. The Notice and the PNF were sent to the City's public agencies pursuant to Section 80A-2 of the Code.

On January 16, 2007, in accordance with the BRA's policy on mitigation as outlined in Mayor Thomas M. Menino's Executive Order Relative to the Provision of Mitigation by Development Projects in Boston, the Proponent submitted a Letter of Intent for the 120 Kingston Street project.

On January 29, 2007, letters soliciting nominations to the Citizen's Advisory Committee were delivered to City Councilor Maureen Feeney, State Senators Diane Wilkerson, State Representatives Salvatore

DiMasi. Additional letters seeking recommendations were delivered to the Mayor's Office of Neighborhood Services (ONS) and the City Councilors at large. An eight (8) member CAC was formed with nominations provided by the local elected officials and ONS.

Pursuant to Section 80B-5.3 of the Code, a scoping session was held on April 4, 2007, with the City's public agencies where the project was reviewed and discussed. The Proponent conducted a public meeting on April 12, 2007, at the Doubletree Hotel located at 821 Washington Street, Chinatown. The community will continue to have an opportunity for input during the Article 80-review process.

Written comments in response to the PNF received by the BRA from agencies of the City of Boston are included in Appendix A and must be answered in their entirety. IAG comments on the PNF received by the BRA prior to the issuance of this Scoping Determination have been included in Appendix B. Public comments on the PNF received by the BRA prior to the issuance date of this Scoping Determination have been included in Appendix C. The Scoping Determination should include responses to the comments included in Appendices A, B and C and within the framework of the criteria outlined in the Scoping Determination.

City Agency Comments:

- Vineet Gupta, Boston Transportation Department
- Maura Zlody, Boston Environment Department
- David Carlson, Boston Redevelopment Authority
- John P. Sullivan, Boston Water and Sewer Commission
- Para Jayasinghe, Boston Public Works Department
- Gary Russell, Boston Landmarks Commission
- Elliot Laffer, Boston Groundwater Trust
- Kathleen Pedersen, Boston Redevelopment Authority
- Richard Mullen, Boston Fire Department

I. PROJECT DESCRIPTION

The Proponent proposes to redevelop the site occupied by the former Dainty Dot Hosiery ("Auchmuty") Building at 120 Kingston Street at the northeast corner of the Chinatown neighborhood of Boston. The Project Site is bounded by Kingston Street to the west, Essex Street to the north, and the Chinatown Park and Rose Kennedy Greenway to the east and south. Prominent sections of the existing Kingston and Essex Street facades of the Auchmuty Building will be preserved at the corner. A new mixed-use development will rise behind it with 180 residential units (Levels 4-29), a street level residential lobby, and street level retail or possibly restaurant space along Essex Street and wrapping around the corner onto Kingston Street and along the edge of the Chinatown Park. Up to 160 parking spaces will be provided in one below-grade parking garage that continues at the above-grade floors 2 through 6. The total gross floor area of the Proposed Project is approximately 270,230 gross square feet.

The building's residential parking garage entrance is proposed to be located on Essex Street at the east end of the building. The entrance will be a single-lane, cars-only access to a basement level valet drop-off area. Garage egress and service vehicles access are planned at the south end of the Kingston Street side of the building. The building's pedestrian entrance to the internal lobby will be centrally located on Kingston Street.

II. PREAMBLE

The Proposed Project is being reviewed pursuant to Article 80, Development Review and Approval, which sets forth a comprehensive procedure for project review of the following components: transportation, environmental protection, urban design, historic resources, infrastructure systems, site plan, tidelands, and Development Impact Project, if any. The Proponent is required to prepare and submit to the BRA a Draft Project Impact Report ("DPIR") that meets the requirements of the Scoping Determination by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. The DPIR shall contain the information necessary to meet the specifications of Section 80B-3 (Scope of Large Project Review; Content of Reports) and Section 80B-4 (Standards for Large Project Review Approval), as required by the Scoping Determination. After receiving the DPIR, the Proponent shall publish notice of such receipt as required by Section 80A-2. Pursuant to Section 80B-4(c)(i)(1), the BRA shall issue a written Preliminary Adequacy Determination ("PAD") within forty-five (45) days. Public comments, including the comments of public agencies, shall be transmitted in writing to the BRA no later than fifteen (15) days prior to the date by which the BRA must issue its PAD. The PAD shall indicate the additional steps necessary for the Proponent to satisfy the requirements of the Scoping Determination. If the BRA determines that the DPIR adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the PAD will announce such a determination and that the requirements of further review are waived pursuant to Section 80B-5.4(c)(iv). Section 80B-6 requires the Director of the BRA to issue a Certificate of Compliance indicating the successful completion of the Article 80 development review requirements before the Commissioner of Inspectional Services can issue any building permit for the Proposed Project.

III. REVIEW / SUBMISSION REQUIREMENTS

In addition to full-size scale drawings, 40 copies of a bound booklet containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified, are required. The booklet should be printed on both sides of the page. In addition, an adequate number of copies must be available for community review. A copy of this scoping determination should be included in the booklet for review.

A. General Information

1. Applicant/Proponent Information

   a. Development team

      (1) Names

         (a) Developer (including description of development entity and type)
         (b) Attorney
         (c) Project consultants and architects

      (2) Business address, telephone number, FAX number and e-mail, where available for each

      (3) Designated contact for each

   b. Legal Information

      (1) Legal judgements or actions pending concerning the Proposed Project or project site

      (2) History of tax arrears on property owned in Boston by Applicant or any affiliate thereof

      (3) Evidence of site control over project area, including current ownership and purchase options of all parcels needed for the Proposed Project, all restrictive covenants and contractual restrictions affecting the proponent's right or ability to accomplish the Proposed Project, and the nature of the agreements for securing parcels not owned by the Applicant.

(4) Nature and extent of any and all easements (other than utility easements) into, through, or surrounding the site.

B. Regulatory Controls and Permits

An updated listing of all anticipated permits or approvals required from other municipal, state or federal agencies, including a proposed application schedule shall be included in the DPIR.

C. Project Description

The DPIR shall contain a full description of the Proposed Project and its elements, including size, physical characteristics, and proposed uses. This section of the DPIR also shall present the development context of the Project (description of the surrounding environment), existing site conditions, project purpose and objectives, and approximate project cost and development schedule. The Proponent shall provide plans indicating the locations and layouts of the affordable units, all of which shall be presumed to be created on-site, consistent with BRA policy. The number of units to be created, the incomes of the households to be reached, and the unit size mix shall be consistent with (I) the Executive Order of Mayor Thomas M. Menino: An Order Relative to Affordable Housing dated February 29, 2000, and updated as of May 16, 2006 and (II) the Inclusionary Development Demonstration Program memo dated October 23, 2003. The BRA may consider alternative provisions proposed by the Proponent for compliance with these requirements upon the Proponent's demonstration of factors such as financial hardship; the ability to create a higher number of quality affordable units if some are created off-site; the ability to create larger, family-sized units if the number of units is adjusted; or the willingness of the Proponent to apply a substantially higher Affordable Housing Cost Factor (as such term is defined in the February 2000 Executive Order) to the Proposed Project, to make possible the creation of greater numbers of affordable units. The Affordable Housing Agreement will require BRA approval of the Master Deed of the condominium, to ensure that beneficial interests are allocated with due regard to the long term affordability restrictions.

D. Transportation Component

The DPIR shall include a detailed traffic and transportation analysis that details the Proposed Project's impacts on the transportation network and proposes measures intended to mitigate, limit, or minimize any adverse impact reasonably attributable to the Proposed Project. The analysis must utilize as its framework the scope as outlined in the comment letter received from the Boston Transportation Department ("BTD") on May 23 2007, included in Appendix A.

The project is a mixed-use development of approximately 356,000 square feet consisting of 180 residential units, ground floor retail space and 160 parking spaces. The proposal retains portions of the facades of the existing building on the site. It is bounded by Essex Street, Kingston Street and the Southbound Surface Road.

The location of the project presents a number of unique transportation challenges. Essex Street accommodates a majority of the eastbound traffic from the Back Bay and Theatre District to ramps connecting to the interstate system. The Essex Street – Surface Road intersection has multiple phases and difficult for pedestrians to navigate. A new park has recently been built between the project site and Surface Road and serves as a gateway to Chinatown. In addition, Kingston Street, which used to link-up with Beach Street has been "looped" to connect with Edinboro Street to provide a more pedestrian friendly access to the park.

Given these constraints on the site, the DPIR transportation analysis should focus on the following major issues:

- The current proposal requires cars to enter the site from Essex Street, exit on Kingston Street, and then turn right onto Essex again. This requires all cars to use the Kingston-Edinboro "loop" to access the site, creating unnecessary conflicts with park activities, particularly during community events. Alternative access routes need to be explored including entering the site from Kingston Street. This may be more convenient in general as the entrance to the residential lobby is also on Kingston Street. The design should also ensure that a continuous sidewalk is maintained along this service access edge.

- While we recognize that accommodating loading and services on-site will eliminate existing loading on Essex Street we are concerned about the shared driveway concept. A detailed design of the driveway with turning radii needs to be presented as soon as possible as, given the tight site conditions, adjustments may have to be made to the building footprint. .

- As currently proposed the parking ratio for the project is approximately 0.88 cars per residential unit which conforms with BTD's guideline of 0.5 to 1.0. However, the proponent should explore reducing the number of parking spaces to the extent a level of above ground parking may be eliminated. Arrangements with adjacent garages can be made to replace reductions in on-site parking spaces. It is anticipated that there will be no public parking on the site.

- While it is important that pedestrian links to the Rose Kennedy Greenway are enhanced it is also important to connect with Downtown Crossing and the Washington Street corridor. In that regard, the proponent should explore designing the Essex and Kingston Street intersection to provide improved access to Avenue de Lafayette.

Please refer to BTD's detailed Transportation Access Plan Guidelines to prepare the required analysis in the DPIR. The Beach Street and Surface Artery intersection should be added to the current list of intersections for vehicle, pedestrian and bicycle counts particularly as it connects pedestrians from Chinatown to the Bus Terminal on Atlantic Avenue. Please note that the proponent will be required to enter into a Transportation Access Plan Agreement (TAPA) with BTD which includes a approved scaled

site plan and mitigation measures agreed to by the developer. The TAPA must be executed prior to the approval of the project's design by the Boston Public Improvement Commission.

E. Environmental Protection Component

The DPIR shall contain an Environmental Protection Component as outlined below. Opportunities for sustainable design and other issues that must be addressed are described in the written comments of the City of Boston Environment Department dated May 9, 2007, which are included in Appendix A, and incorporated herein by reference and made a part hereof. The Proponent is required to address the comments included in these comment letters in addition to the following comments.

The following information must be responded to completely in the DPIR

ENVIRONMENT

The City of Boston Environment Department has reviewed the Environmental Notification Form (ENF) and Project Notification Form (PNF) and offers the following comments.

The project is the retention of a portion of the façade of the Auchmuty Building, aka the Dainty Dot Hosiery building, and construction of a new, 29-story, 350 foot high, structure on a parcel in Chinatown bounded by Kingston Street, the future Chinatown Park on the Rose Kennedy Greenway and Surface Road. Uses will include up to 180 residential units, retail space and up to 160 parking spaces (located above and below grade). Parking is not expected to be for the public.

Construction is expected to begin during the first quarter of 2008 and be completed during the first quarter of 2010.

Oxford-Ping On Housing
In addition to the proposed high-rise, the proponent hopes to provide required affordable housing by collaborating with the Chinese Economic Development Council, Inc. to develop

48-52 housing units on a vacant site between Oxford Street and Ping Street in Chinatown. The proposal is to offer units at varying levels of affordability. This proposal will be reviewed by MEPA as part of an overall, two-building project. It will be reviewed by the BRA separately from the 120 Kingston project.

We look forward to reviewing this project.

Sustainability/LEED

Specific building systems and specifications are under design and range of LEED credits will be chosen throughout the design process.

The proponent plans to seek three of the four Boston-specific credits under Article 37:

Modern Mobility

- Secure bicycle storage for at least 15 percent of building residents.
- Shuttle services for residents, described as an on-call shuttle/livery service that will help reduce vehicle ownership and vehicle miles traveled (VMT).
- Sale of deeded parking with spaces separate from dwelling units and for residents only.
- A preferred parking space for a car sharing service capable of serving at least 1 percent of residents.
- On-site electric vehicle recharging stations capable of serving at least 1 percent of residents.
- On-site valet services to reduce short vehicle trips by building residents.

Transportation Demand Management (TDM) measures may also include an on-site transportation coordinator, transit pass subsidies for employees and distribution of transit maps and schedules for residents, guests and employees.

Shuttle service is appropriate for businesses as part of an effort to make commuting by transit an efficient and attractive method. We do not understand the purpose of shuttle service in a residential project and ask that the proponent explain the objective, number of expected users (throughout the day, not just at peak times), areas of service, times offered, headways, expected vehicle miles traveled (VMT) per day, expected savings in VMT and the expected, associated impact on vehicle ownership.

How would a shuttle/livery service differ from taxi service?

An increasingly common residential TDM measure for condominiums is offering one Massachusetts Bay Transportation Authority (MBTA) subway pass for each unit during

the six months to one year after the initial sale of each unit. Such subsidies encourage residents to try the transit system and, with the availability of Zipcar, emphasize that city living at the project can be comfortable with a single vehicle or no vehicle.

Please see that unit deeds, unit leases and parking space deeds/leases specifically prohibit unit owners from sub-leasing parking spaces. If the proponent plans to lease any excess spaces to neighborhood residents, we request a commitment that spaces will be leased only to those who have a valid City of Boston parking permit or can prove eligibility for a permit.

Groundwater Recharge

The proponent hopes to achieve a recharge rate 50 percent greater than that required under Article 32-6 of the Boston Zoning Code.

Historic Preservation

Retaining and restoring about 60 percent of the Essex Street and Kingston Street facades is cited.

Shadow

We ask that shadow diagrams:

- show a north arrow;
- identify all street names;
- identify doorways, bus stops, open space and areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example);
- identify green/open space and describe any expected uses of such space;
- clearly delineate shadow on both rooftops and facades; and
- make clear distinctions between existing shadow and new shadow through the use of high contrast colors;
- highlight areas of overlap.

The scale orientation and scale should be consistent with that used for diagrams depicting wind monitoring locations under both no build and build conditions. As noted in the PNF, the study should include a 6:00 p.m. analysis for the Summer Solstice and Autumnal Equinox.

Wind

We look forward to the wind studies for the project.

Noise

The project must meet the residential requirements of the Regulations for the Control of Noise in the City of Boston.

Stormwater Quality

We ask that "Don't Dump…" plaques, available from the Boston Water and Sewer Commission, be installed at all catch basins.

Hazardous Materials

We encourage the proponent to pay particular attention to vapor intrusion, an area of growing concern among environmental professionals working issues of brownfields development. The installation of gas vapor barriers and subsurface membranes are just two methods for ensuring that, when advisable, vapor penetration is blocked.

BLC

Staff of the Boston Landmarks Commission (BLC) has reviewed the ENF and PNF. The Auchmuty Building, also known as the Dainty Dot Building, is pending designation as a Boston Landmark. The Study Report is currently in preparation. The BLC looks forward to receiving the proponent's promised historical information regarding the property and would appreciate any additional information that might be available to assist in the completion of the Study Report.

BLC Staff attended a BRA Scoping Session on April 4th, 2007 where the proponent presented plans and renderings. The proposed project calls for the demolition of a large portion of the historic Auchmuty Building, saving the façade three bays wide on Kingston Street, and two bays wide on Essex Street, with one bay deep of the original structure to be saved at the northwest corner of Kingston and Essex. A new asymmetrical glass tower is to rise out of the historic façade. The proponent is representing the proposed tower as an important sculptural icon marking the edge of the Chinatown neighborhood and has indicated that the new tower is inspired by and in deference to, the historic structure on the 120 Kingston site, as well as historic structures on the west side of Kingston Street. The proponent has further indicated that demolition of a large portion of the existing historic structure is necessary for the feasibility of the proposal and that the existing building is approximately only 50% of the original structure on the site. No supporting evidence was shared as documentation.

The BLC reiterated at the Scoping Session that the Auchmuty Building is pending designation as a Boston Landmark and, as such, demolition of the historic structure

should not be allowed as part of the proposed project. In response to the proponent's statement that the project was sensitive to the historic building and context, the BLC strongly expressed that the best way to be sensitive to the historic building is to save it, rather than demolish it. The BLC would further argue that the architectural composition of the project in its current state is awkward and would benefit from the incorporation of the entirety of the Auchmuty Building.

BLC staff is not convinced that the feasibility of the project is dependent upon the demolition of most of the historic structure and encourages the developer to look at design alternatives in site planning, massing, and structural approach that would save the historic building in its entirety. The BLC points to the proposal for the redevelopment of the Filene's Department Store Complex, also designed by Elkus-Manfredi Architects, as a model of sensitive treatment of historic structures and incorporation of new construction for a successful development. The staff of the BLC looks forward to more

opportunities to review and comment on the proposal for a new residential tower at 120 Kingston Street.

F. Urban Design Component

The DPIR shall contain an Urban Design Component as outlined below in the comments received from David Carlson dated May 9, 2007, included in Appendix A, and incorporated herein by reference and made a part hereof.

The Project Notification Form for 120 Kingston Street indicates that its project site is bounded by Essex and Kingston Streets and the new Chinatown Park of the Rose Kennedy Greenway. The project's program includes approximately 180 residential units with up to 160 parking spaces both below and above-grade. Some ground-floor retail or restaurant use is also programmed. The following issues should be addressed in the DPIR.

PLANNING

This project site falls within Article 43 of the Boston Zoning Code in the Chinatown Commercial Subdistrict. The maximum allowable height and FAR for this Subdistrict are 80' and FAR of 6 with an allowed height of 100' and FAR of 7 for projects undergoing Large Project Review. The project proposes a building height of 325' (the roofline slants upwards to 350' to enclose HVAC systems) and FAR of 18.7 (22.2 if one includes parking). Both are over three times the zoning background. The planning for this area clearly marked a line defining the Chinatown neighborhood, as opposed to the South Station Economic Development area within which One Lincoln and 125 Summer Street lie.

The project falls within the Groundwater Conservation Overlay District (GCOD) applicability and will have to address water recharge according to the guidelines in Article 32 of the Zoning Code by submitting a storage and recharge mitigation plan. This plan is subject to review by the Boston Water and Sewer Commission prior to the ZBA hearing. Elliot Laffer (617-859-8439) of the Boston Ground Water Trust is available for consultation and advice on methods for on-site ground water retention.

It should be noted that the Dainty Dot (Auchmuty) Building built in 1889 currently occupies the site; the building is intact and complete along Essex, and has 5 of its original 8 bays along Kingston. The proposed project includes preserving only a portion of the facades on Essex and Kingston Streets. The Boston Landmarks Commission and Boston Preservation Alliance will be commenting on the proposed project's treatment of the Dainty Dot building.

The project site, in an unusual condition, directly abuts the Chinatown Park (Parcel 23) of the Rose Kennedy Greenway. The treatment of the project's façade along the park will be addressed by the Urban Design comments. The Mayor's Central Artery Completion Task Force and the Rose Kennedy Greenway Conservancy will be submitting comments on the issues as they relate to the park and the Greenway in general. In addition, the proponent should develop a proposal for widening the Kingston Street sidewalk to become tree-lined to enhance the connection to Chinatown Park from Downtown Crossing and the Financial District.

The project is bordered on the northern side by the Crossroads Initiative on Essex Street. The Crossroads Initiative is an on-going project to redesign 12 key thoroughfares intersecting the

Rose Kennedy Greenway to make the downtown more inviting to pedestrians. One key aspect of the Crossroads Initiative is ground floor activity. The developer should strive for ground floor activation on as many sides as possible and continue the dialogue with the BRA as to final programming of the ground floor.

The project's proposed parking circulation and provision for service vehicles negatively impacts both Essex Street and the Chinatown Park. As submitted, vehicles would enter from Essex Street, a congested roadway, cross the Crossroads sidewalk, and exit via the Kingston-Edinboro Street loop, impacting the new park (which conceptually embraces the loop) and preventing it being closed for special community events. The Scoping Determination should request the development of alternative approaches to the vehicular circulation, including *reversing* the pattern.

The proposed project includes as its affordable requirement an off-site housing development to be jointly developed with the Chinese Economic Development Corporation. The PNF links the two projects for simultaneous review. The PNF includes cursory details of the proposed Oxford-Ping On Housing Development but indicates that it is a separate project. From the project description, this affordable housing development will be higher than the allowed maximum height for the Commercial Chinatown Subdistrict and the Historic Chinatown Protection Area Subdistrict and also falls within the GCOD. Community comments have begun about the affordability requirements for this separate project – including exactly what the contribution from the 120 Kingston project would be. If this is to be considered as the off-site affordable component, this separate submission should be completed and reviewed ultimately so that action on its approval is simultaneous with any action on 120 Kingston.

Comments from community members from the public meeting for the 120 Kingston Street PNF range from support for a modern building and additional affordable housing within Chinatown to strong opposition to the proposed project for reasons including but not limited to height, FAR, impacts on the Chinatown Park, treatment of the Dainty Dot building, and the "tower district" crossing Essex Street. Comments also included the questioning the concept of 120 Kingston not having any of their affordable units within their proposed project – *complete* separation of the luxury and affordable housing.

URBAN DESIGN COMPONENT

The Boston Civic Design Commission has voted to review this Project; they have seen a presentation and sent the Proposed Project to Design Committee. However, it is anticipated that the Project massing and design may change significantly and it is deemed prudent to wait until responses to design issues have been generated for potential inclusion in the DPIR before a Design Committee session is scheduled. The minutes of the meeting of April 3, 2007 pertaining to 120 Kingston are attached to this Memorandum.

The Proposed Project as described in the PNF will essentially demolish most of the existing building on the site (which will alone require review under Article 85 by the BLC). The substantially complete existing building remnant should be retained in its entirety to the extent possible...similar to the strategy employed by this architectural firm for the 1905 segment of the Filene's project, or the Emerson Paramount Center...so that this three-cornered intersection will retain the substance of its historically significant Textile District buildings. Indeed, a resonance would be achieved thereby with the direct visual connection of the Paramount Center's Bijou Building component and the Dainty Dot along Avenue de Lafayette. This connection between

the site and the Downtown Crossing area should be enhanced with improvements that are continued in the treatment of Kingston Street suggested above.

The PNF project design attempts to mediate the scales of the neighborhood, Park, and the Proposed Project primarily by the strategies of adding bands and balconies above areas (Dainty Dot façade, park improvements) where scale and texture are of particular importance, and by creating void(s) to allow literal sight lines through the building on either side. Both strategies tend to emphasize the much larger scale and sheer mass of the proposed Project. The two scale conditions indeed may not be reconcilable; the prior example of the 1905 portion of the Filene's block or even the Hearst Building in New York suggest design approaches that may prove otherwise. This should be a building which helps to define the Greenway corridor AND the neighborhood in which it stands.

The height proposed, at 325+', seems too out of scale with its district to effectively mediate against One Lincoln, nor was that the intent of the background planning. Even the 'medium-scale' towers approved in the late 1980s are 275' in height. The Dainty Dot building contributes strongly to this intersection and to the remnant Textile District. Nor was the Textile District much distinguishable in the robust character of its buildings from the Leather District, where a higher proposal for Two Financial was eventually designed at 165'.

The question of appropriate density has been raised, and how that best fits in. The mass that the above-grade parking adds could be placed below grade. This would also resolve something that will need further study, which is the detrimental impact of having parking garage as a use in the lower stories of the Project...except along the Greenway side, where the units would have maximum value in helping to bring life to the Chinatown Park. Traffic issues should be resolved in studies along the lines suggested above; while loading and parking and a certain amount of drop-off and pick-up must be solved for, it is important that the pedestrian be held paramount in terms of both passage and engagement with the significant connections along the Essex Crossroad and Kingston Street to Chinatown Park. The building voids currently tend to celebrate the parking entry/exits and to thereby privatize these areas as well as to underscore the overall bulk of the Project.

Regarding the Proposed Project's relationship to the park, parking or access thereto should not be visible along the perceived edges of the park. The Proponent should work to continue the sense of green and texture up onto the building. Active use(s) should be provided if possible along the edges which lead to the park along Essex and Kingston streets. There should be no sense of privatization by building private balconies or terraces not clearly accessible to the public in areas where they visually or audibly detract from the (meditative) experience of the park. Wind conditions in particular should be studied and impacts refined or mitigated so that conditions are bettered (not made worse at a minimum) in the Park and along Essex Street.

These issues have been discussed or raised in the various meetings with the Proponent. We suggest investigation of an alternative design both less dense and less bulky than that proposed in the PNF. This alternative design should, without losing the attention to *quality* or boldness (but embracing different potential architectural treatments) implicit in the PNF design:

1. Reconsider the building's height and massing.
2. Minimize the parking (and therefore, the parking structure) associated with the units, in conjunction with moving the parking tray(s) as far *into the ground* as practicable. In addition, minimize the visibility of parking entry/egress and loading bays and render

them invisible to users of the Park; study a parking scenario which minimizes the potential of conflict with the occasional programmed Park use of the Loop.

3. Vary the macro-scale treatment of the building by utilizing, say, a textured approach that is inherently scale-giving and grounds the higher elements while relating to the robust architecture of the Dainty Dot.
4. Preserve to the maximum extent possible the extant facades of the Dainty Dot along Kingston and Essex.
5. Provide texture and mitigation so that wind conditions are improved from existing conditions, especially in the Chinatown Park.
6. Maximize lobby and retail program entries along the streets.
7. Study the facade of the revised design along the Chinatown Park so that the effect is that of extending the sense of the Park, its meditative aspect and greenery, giving the Park a virtual sense of spaciousness. Do *nothing* to detract from or privatize the experience of the Park.

DAYLIGHT COMPONENT

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the as-of-right zoning envelope, and context examples. The areas of interest include Essex and Kingston streets and the primary pathway in the Chinatown Park. Daylight analyses should be taken for each major building facade fronting these public ways. The midpoint of each public accessway or roadway should be taken as the study point. The BRADA program must be used for this analysis.

INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis should be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Project (i.e. Hayward Place, Parcel 24 if available, 179 Lincoln, Two Financial, One Lincoln and 88 Kingston, Liberty Plaza and the Hong Lok House [aka On Luck House], South Station, etc.) buildout figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

a. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water
b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems
c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies
d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable
e. Description of mitigation measures to reduce or eliminate impacts on water quality
f. Description of impact of on-site storm drainage on water quality
g. Information on how the Proposed Project will conform to requirements of the Ground Water Trust, if applicable
h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction
i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. Energy Systems

a. Description of energy requirements of the project and evaluation of project impacts on resources and supply
b. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should also be described in brief. The potential location of the Silver Line tunnel down the Essex Street alignment should be considered.

The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. Storm drain and sewage systems should be separated or separations provided for in the design of connections.

Excerpted from the BCDC Minutes of April 3, 2007:

The next item was a presentation of the **120 Kingston Street Project**. Ori Ron (OR) of the Hudson Group noted their international presence and said they had acquired the Dainty Dot site in 2006. The existing building had been half demolished in 1952 as part of the land taking for the I-93 artery (the building originally extended to Tufts Street, which itself used to extend across the Artery). The Hudson Group has worked for six months with the BRA and some concerned groups; the PNF was filed March 20. They have negotiated to acquire a nearby site to provide their required affordable housing. The Dainty Dot site is at the edge of Chinatown, and right next to One Lincoln. A lot of it has to do with the interaction of building and park. Real estate development is a balance between many variables, but this is the beginning of the process, and right now we may be beyond our budget (20%).

Sam Norod (SN) of Elkus/Manfredi presented the design. The site, with parking on its two sides, would fill in a missing gap on the Greenway if developed. We looked at very pure forms, then introduced a chamfer to open up the Essex/Avenue de Lafayette view corridor. We are preserving the sense of the existing building, but eliminating two bays on each side...we tried to continue the podiums on both sides, but felt that new above old didn't work. So, it's grounded on two sides. MD: Landmark status? SN: Pending. LW: If you had your druthers, would you get rid of the building? OR: I would NOT. I would keep some, but I don't want a stamp on a large envelope. SN: It's a setpiece with the buildings across the street. SC: The balconies are heavy, wider and thicker and deeper, and overpower the scale of the historic building. SN continued, noting the wall along the rear of the Park. They have opened up their building, and provided a terrace above the wall. Admittedly there are five stories of parking above grade, screened along the Greenway by a thin layer of residential use. WR: The footprint? SN: The site is 14,447 SF; the footprint, about 12,000. SN showed the terrace design and noted issues of (public) access and security. He showed, in response to TF, the project limits in terms of improvements. OR: The Greenway group has 'assigned' an architect to work on the interface, Chris of Carol Johnson Associates. The wall backing the Park was designed to screen the site because there was no Project planned at the time. SN: We have looked at heights; we are trying to keep to the intermediate range (300'). Some shadows will be cast on the Park and Greenway in the afternoon. MD: Is the height allowed? OR: It is not what the zoning right here allows.

KS: What is the Plan for this site? How do we comment? DC: As the BCDC, you should comment from the heart, from your reactions to this proposal. The planning context is the Chinatown Master Plan, and the line for that runs down Essex Street. This exceeds that planning much as Liberty Place did at another edge location, and with some of the same issues that engendered. One Lincoln is in the South Station EDA, which allows the height *across* the street in a PDA. The BRA is working on Guidelines for all the parcels adjacent to the Greenway, but that Plan has not been finalized or released as yet. MD: Two Financial was also a Project (in the Leather District, a block away) with issues of scale in discussion; we should have that here.

LW: If we are speaking from the heart, then I think this is very important for the Greenway. I don=t agree with the balcony comment, but we should see studies. Right now, the preservation seems stuck-on to the base. SC: We have seen a very *good* design from the same firm, at Filene's. TF: At Filene's, it understood the context. Here, you don't understand. The biggest challenge is to the green space below. OR: The balconies, the open terrace on the Park side are intended to help...they were put there with input from the BRA and others...and the transparency (void) in the building to the south is a direct visual connection to the district. SC: The building has a sculptural element which, from the thin (south) side, is very nice, with the parking hidden

inside, which is usually blocky. OR: We should show more context (at a larger scale) to show what's around the site.

MD: The case that's being made that this is the 'end of the Greenway,' and helps to define Dewey Square, is a good argument. Improving the streetscape on Essex Street is a good goal. But more than doubling the background (allowed) mass, FAR, etc. takes some convincing, and I don't feel right now that the added mass negative balances out the positive. An antidote for this reaction might often be rigorous eye-level views...that kind of presentation. SN: There will be mitigation, we have started sketches, and we are adopting the edges of the Greenway... Essex is a Crossroads street. OR: We have a lot of work to do. And working with Dennis Woo (DW) from the CDC, we have a huge financial commitment and gap. DW: About 48 units right now, in the center of Chinatown, with commercial activity at the base. It will encourage flows between Essex and Beach. MD: Remember, on the Metropolitan, the issue was how the density fit in the neighborhood. We were persuaded in the process, but the reality is difficult.

WR: Mike's point, one of density...this feels too big. How does the community feel about it? DW: It needs more around it, but I'm not sure height is an issue. MD: You can draw a line anywhere around this area and point to height. So that's not an argument in itself. KS: Plus there will be shadows, wind, etc. OR: We will study all of that during the process. WR: The boldness is intriguing; I'd like to support that. It's harder to capture (on the Kingston-Essex side). The height is hard to square. I find it hard to resolve with what the height ought to be in that area. We should be careful - it's chipping away (at Chinatown), especially if there are other projects in the area - but height IS an issue. The 'knuckle' of the Greenway might be a justification. But - could the parking be underground? It's *always* a dead space. Digitas on Devonshire isn't bad, but it's a hard thing. The integration of the building...it feels like it's an add-on. Should it be saved? I understand the intent.... SC: Shadows will change the atmosphere a lot. We should see the older buildings across the street. LW: Facing up against Chinatown Park - if the (old) building vanished, could the height move away from the park? SC: Treatment of the (new) facade could help to *anchor* the historic building.

With that, the 120 Kingston Street Project was sent to Design Committee.

G. Infrastructure Systems Component

The DPIR shall contain an Infrastructure Systems Component. Opportunities for sustainable design and other issues that must be addressed are described in the written comments of the Boston Water and Sewer Commission (BWSC), dated April 27, 2007, and the Boston Fire Department dated March 28, 2007 which are included in Appendix A, and incorporated herein by reference and made a part hereof and should be addressed in its entirety in the DPIR. The Proponent is required to address the comments included in these comment letters.

H. Public Works

The DPIR shall contain a Public Works Component. Issues or concerns that must be addressed are described in the written comments from Para Jayasinghe and Bob Giers of the Public Works Department (PWD), dated January 17, 2007, and May 8, 2007, respectfully, which are included in Appendix A, and incorporated herein by reference and

made a part hereof and should be addressed in its entirety in the DPIR. The Proponent is required to address the comments included in these comment letters.

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 abuts the property.

at a follow up meeting held April 17, 2007 at Para's request, the Developer agreed to include the reconstruction of the Avenue DeLaFayette, Essex and Kingston Sts. intersection in order to improve pedestrian flow and extend the Greenway Enhancement, with an emphasis on Public Art.

Sidewalks:
the Developer is responsible for the reconstruction, and other collateral improvements to the immediate and relevant surrounding sidewalks and streets abutting the project, and that which take pedestrian traffic from the site to Downtown Crossing. This effort may constitute a License, Maintenance and Indemnification (LM&I) agreement with the Public Improvement Commission (PIC). The reconstruction effort must meet current ADA guidelines, including the re-construction or installation of necessary ADA compatible ramps where needed.

Note: the Developer should be aware of the possible existence of areaways, (open space) building extensions under the sidewalk that are the responsibility of the abutting property owner.

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

Landscaping:
Developer must seek approval from Ken Crasco, Chief Landscape Architect with the Parks and Recreation Department for all landscape elements. Program must accompany a LM&I with the PIC.

Street Lighting:
Street lighting needs must be consulted with Mr. Joe Banks of the Street Lighting Division with the PWD, and where needed, be installed by the developer, and must be consistent with the area lighting, to provide a consistent urban design.

Roadway:
Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the reconstruction of the roadway sections that immediately abuts the property, and where appropriate, extend the limits on re-construction to the nearest intersection.

Public Art:

Developer is encouraged to contact Sarah Hutt, Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.

Groundwater:
Developer should install groundwater-monitoring wells in accordance to ISD standards, to monitor groundwater levels during construction, and convey the wells to the Groundwater Trust through the PIC after the completion of the project.

I. Boston Landmarks Commission

The DPIR shall contain a Boston landmarks Commission Component. Issues or concerns that must be addressed are described in the written comments from Gary Russell of the Boston landmarks Commission (BLC), dated April 5, 2007, which are included in Appendix A, and incorporated herein by reference and made a part hereof and should be addressed in its entirety in the DPIR. The Proponent is required to address the comments included in these comment letters.

J. Boston Groundwater Trust

The DPIR shall contain a Boston groundwater Trust Component. Issues or concerns that must be addressed are described in the written comments from Elliot Laffer of the Boston Groundwater Trust, dated April 5, 2007, which are included in Appendix A, and incorporated herein by reference and made a part hereof and should be addressed in its entirety in the DPIR. The Proponent is required to address the comments included in these comment letters.

K. Green Building / LEED Design

The DPIR shall contain a Green Building / LEED Design Component. Issues or concerns that must be addressed are described in the written comments from Kathleen Pedersen of the Boston Redevelopment Authority, dated April 20, 2007, which are included in Appendix A, and incorporated herein by reference and made a part hereof and should be addressed in its entirety in the DPIR. The Proponent is required to address the comments included in these comment letters.

Appendix

A

May 9, 2007

Ian A. Bowles, Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, 9th Floor
Boston, MA 02114
Attention: Nicholas Zavolas, MEPA Office

Paul McCann, Acting Director
Boston Redevelopment Authority
Boston City Hall, Room 925
Boston, MA 02201
Attention: Rodney Sinclair, Project Manager

Re: 120 Kingston Street — Environmental Notification Form, EOEA, #13999
Project Notification Form

Dear Secretary Bowles and Acting Director McCann:

The City of Boston Environment Department has reviewed the Environmental Notification Form (ENF) and Project Notification Form (PNF) and offers the following comments.

The project is the retention of a portion of the façade of the Auchmuty Building, aka the Dainty Dot Hosiery building, and construction of a new, 29-story, 350 foot high, structure on a parcel in Chinatown bounded by Kingston Street, the future Chinatown Park on the Rose Kennedy Greenway and Surface Road. Uses will include up to 180 residential units, retail space and up to 160 parking spaces (located above and below grade). Parking is not expected to be for the public.

Construction is expected to begin during the first quarter of 2008 and be completed during the first quarter of 2010.

Oxford-Ping On Housing

In addition to the proposed high-rise, the proponent hopes to provide required affordable housing by collaborating with the Chinese Economic Development Council, Inc. to develop

48-52 housing units on a vacant site between Oxford Street and Ping Street in Chinatown. The proposal is to offer units at varying levels of affordability. This proposal will be reviewed by MEPA as part of an overall, two-building project. It will be reviewed by the BRA separately from the 120 Kingston project.

We look forward to reviewing this project.

Sustainability/LEED

Specific building systems and specifications are under design and range of LEED credits will be chosen throughout the design process.

The proponent plans to seek three of the four Boston-specific credits under Article 37:

Modern Mobility

- Secure bicycle storage for at least 15 percent of building residents.
- Shuttle services for residents, described as an on-call shuttle/livery service that will help reduce vehicle ownership and vehicle miles traveled (VMT).
- Sale of deeded parking with spaces separate from dwelling units and for residents only.
- A preferred parking space for a car sharing service capable of serving at least 1 percent of residents.
- On-site electric vehicle recharging stations capable of serving at least 1 percent of residents.
- On-site valet services to reduce short vehicle trips by building residents.

Transportation Demand Management (TDM) measures may also include an on-site transportation coordinator, transit pass subsidies for employees and distribution of transit maps and schedules for residents, guests and employees.

Shuttle service is appropriate for businesses as part of an effort to make commuting by transit an efficient and attractive method. We do not understand the purpose of shuttle service in a residential project and ask that the proponent explain the objective, number of expected users (throughout the day, not just at peak times), areas of service, times offered, headways, expected vehicle miles traveled (VMT) per day, expected savings in VMT and the expected, associated impact on vehicle ownership.

How would a shuttle/livery service differ from taxi service?

An increasingly common residential TDM measure for condominiums is offering one Massachusetts Bay Transportation Authority (MBTA) subway pass for each unit during

the six months to one year after the initial sale of each unit. Such subsidies encourage residents to try the transit system and, with the availability of Zipcar, emphasize that city living at the project can be comfortable with a single vehicle or no vehicle.

Please see that unit deeds, unit leases and parking space deeds/leases specifically prohibit unit owners from sub-leasing parking spaces. If the proponent plans to lease any excess spaces to neighborhood residents, we request a commitment that spaces will be leased only to those who have a valid City of Boston parking permit or can prove eligibility for a permit.

Groundwater Recharge

The proponent hopes to achieve a recharge rate 50 percent greater than that required under Article 32-6 of the Boston Zoning Code.

Historic Preservation

Retaining and restoring about 60 percent of the Essex Street and Kingston Street facades is cited.

Shadow

We ask that shadow diagrams:

- **show a north arrow;**
- **identify all street names;**
- **identify doorways, bus stops, open space and areas where pedestrians are likely to congregate (in front of historic resources or other tourist destinations, for example);**
- **identify green/open space and describe any expected uses of such space;**
- **clearly delineate shadow on both rooftops and facades; and**
- **make clear distinctions between existing shadow and new shadow through the use of high contrast colors;**
- **highlight areas of overlap.**

The scale orientation and scale should be consistent with that used for diagrams depicting wind monitoring locations under both no build and build conditions. As noted in the PNF, the study should include a 6:00 p.m. analysis for the Summer Solstice and Autumnal Equinox.

Wind

We look forward to the wind studies for the project.

Noise

The project must meet the residential requirements of the Regulations for the Control of Noise in the City of Boston.

Stormwater Quality

We ask that "Don't Dump..." plaques, available from the Boston Water and Sewer Commission, be installed at all catch basins.

Hazardous Materials

We encourage the proponent to pay particular attention to vapor intrusion, an area of growing concern among environmental professionals working issues of brownfields development. The installation of gas vapor barriers and subsurface membranes are just two methods for ensuring that, when advisable, vapor penetration is blocked.

BLC

Staff of the Boston Landmarks Commission (BLC) has reviewed the ENF and PNF. The Auchmuty Building, also known as the Dainty Dot Building, is pending designation as a Boston Landmark. The Study Report is currently in preparation. The BLC looks forward to receiving the proponent's promised historical information regarding the property and would appreciate any additional information that might be available to assist in the completion of the Study Report.

BLC Staff attended a BRA Scoping Session on April 4th, 2007 where the proponent presented plans and renderings. The proposed project calls for the demolition of a large portion of the historic Auchmuty Building, saving the façade three bays wide on Kingston Street, and two bays wide on Essex Street, with one bay deep of the original structure to be saved at the northwest corner of Kingston and Essex. A new asymmetrical glass tower is to rise out of the historic façade. The proponent is representing the proposed tower as an important sculptural icon marking the edge of the Chinatown neighborhood and has indicated that the new tower is inspired by and in deference to, the historic structure on the 120 Kingston site, as well as historic structures on the west side of Kingston Street. The proponent has further indicated that demolition of a large portion of the existing historic structure is necessary for the feasibility of the proposal and that the existing building is approximately only 50% of the original structure on the site. No supporting evidence was shared as documentation.

The BLC reiterated at the Scoping Session that the Auchmuty Building is pending designation as a Boston Landmark and, as such, demolition of the historic structure

should not be allowed as part of the proposed project. In response to the proponent's statement that the project was sensitive to the historic building and context, the BLC strongly expressed that the best way to be sensitive to the historic building is to save it, rather than demolish it. The BLC would further argue that the architectural composition of the project in its current state is awkward and would benefit from the incorporation of the entirety of the Auchmuty Building.

BLC staff is not convinced that the feasibility of the project is dependent upon the demolition of most of the historic structure and encourages the developer to look at design alternatives in site planning, massing, and structural approach that would save the historic building in its entirety. The BLC points to the proposal for the redevelopment of the Filene's Department Store Complex, also designed by Elkus-Manfredi Architects, as a model of sensitive treatment of historic structures and incorporation of new construction for a successful development. The staff of the BLC looks forward to more opportunities to review and comment on the proposal for a new residential tower at 120 Kingston Street.

Thank you for the opportunity to offer comment. We look forward to the evolution of the project and to further review.

Sincerely,

Bryan Glascock
Director

120KingstonStreet.doc.DBG:MTZ.mtz

Boston

Rodney Sinclair
Economic Development
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

March 28, 2007

Dear Mr. Sinclair:

Regarding the Project Notification Form for the 120 Kingston Street – Chinatown and Leather District project submitted to the BRA on March 20, 2007 the Boston Fire Department requires the following issues addressed by a qualified individual.

1. Emergency vehicle site access to the new buildings as well as existing buildings that might be affected.
2. Impact on availability and accessibility of hydrant locations for new buildings as well as for any existing buildings that might be impacted.
3. Impact on availability and accessibility to siamese connection locations for new buildings as well as for any existing buildings that might be impacted.
4. Impact that a transformer vault fire or explosion will have on the fire safety of the building. Particularly as it relates to the location of the vault.
5. Need for Boston Fire Department permit requirements as outlined in the Boston Fire Prevention Code, the Massachusetts Fire Prevention Regulations (527 CMR), and the Massachusetts Fire Prevention Laws (MGL CH148).
6. For projects involving air-supported structures, it is critical that the impact of the design has on fire safety relative to the interaction of the area underneath the structure to the structure as well as to the interaction of the structure to the area underneath the structure.
7. Due to the increasing popularity of private wireless communication services, it has become increasingly difficult and costly for the Fire Department to locate our emergency communications equipment at appropriate sites. At the same time, the need for antenna sites has grown as development continues in downtown/Back Bay. We would appreciate it if the BRA, as part of its development review process for high-rise towers, could assist the Fire Department in obtaining rooftop access for our communications equipment as a public benefit too meet this critical public safety need.

These items should be analyzed for all phases of the construction as well as the final design stage. This project will need permits from the Boston Fire Department as well as the Inspectional Services Department.

Respectfully,

Richard J. Mullen
Fire Marshal

Pjm
Cc: Paul Donga, FPE, Plans Unit, BFD

Boston

Groundwater Trust

234 Clarendon St., Third Floor, Boston, MA 02116
617.859.8439 voice • 617.266.8750 fax
bostongroundwater.org

April 5, 2007

Mr. Rodney Sinclair, Economic Development
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Subject: 120 Kingston Street

Dear Mr. Sinclair:

Thank you for the opportunity to comment on the Project Notification Form for 120 Kingston Street. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in areas of the City where the integrity of building foundations is threatened by lowered groundwater levels and to make recommendations for solving the problem. As such, my comments are limited to groundwater related issues.

As noted in the PNF, the project is located in the Groundwater Conservation Overlay District and subject to the requirements of Article 32. I was pleased that the proponent states in the PNF and repeated during the scoping session that he plans to comply with those requirements. Because the project includes a below ground parking garage that is likely to extend below the groundwater level, the proponent should be required to show in the DPIR how it will be constructed without causing a reduction in groundwater levels either on site or adjoining lots. Given the period when it was constructed, it is not unlikely that the Dainty Dot building, a portion of which is to be retained as part of the project, is supported on wood pilings, making maintenance of adequate groundwater levels important to the project as well.

Because of the location along the Greenway adjacent to the I-93 tunnel, the proponent has indicated that he is unsure where the recharge system will be installed. He should be required as part of the DPIR to confirm the size of the system required by zoning and investigate likely locations.

The proponent should also be required to install groundwater monitoring wells on public property near the site and monitor groundwater levels before, during, and after construction to make sure they are not lowered. The readings should be turned over to the Authority and to the Trust shortly after they are taken. The wells should be turned over to the Trust

for incorporation into our monitoring network after completion of the project.

I look forward to working with the Authority and the proponent to make sure that this project can have only positive impacts on groundwater levels within the area.

Very truly yours,

Elliott Laffer
Executive Director

Cc: Kathleen Pederson, BRA
Maura Zlody, BED

Boston

Thomas M. Menino, Mayor

MEMORANDUM

Date: May 16, 2007

To: Rodney Sinclair, Project Manager, B.R.A Economic Development

From: Para M Jayasinghe, City Engineer, P.W.D. Engineering

Subject: **120 Kingston Street**

Here are PWD comments for the subject project located in Chinatown and the Leather District, bounded by Essex St., Kingston St., and the Surface Artery with the approximate cost of $85 million:

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 abuts the property.

At a follow up meeting held April 17, 2007 at the request of the City Engineer, the Developer agreed to include the reconstruction of the Avenue DeLaFayette, Essex and Kingston Sts. intersection in order to improve pedestrian flow and extend the Greenway Enhancement, with an emphasis on Public Art.

Sidewalks:
the Developer is responsible for the reconstruction, and other collateral improvements to the immediate and relevant surrounding sidewalks and streets abutting the project, and that which take pedestrian traffic from the site to Downtown Crossing. This effort may constitute a License, Maintenance and Indemnification (LM&I) agreement with the Public Improvement Commission (PIC). The reconstruction effort must meet current ADA guidelines, including the re-construction or installation of necessary ADA compatible ramps where needed.

Note: the Developer should be aware of the possible existence of areaways, (open space) building extensions under the sidewalk that are the responsibility of the abutting property owner.

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

Landscaping:
Developer must seek approval from Ken Crasco, Chief Landscape Architect with the Parks and Recreation Department for all landscape elements. Program must accompany a LM&I with the PIC.

Street Lighting:
Street lighting needs must be consulted with Mr. Joe Banks of the Street Lighting Division with the PWD, and where needed, be installed by the developer, and must be consistent with the area lighting, to provide a consistent urban design.

PUBLIC WORKS DEPARTMENT / Boston City Hall / City Hall Square 02201
Dennis E. Royer, Chief of Public Works and Transportation / Commissioner of Public Works
617-635-4900 Fax 617-635-7499

Roadway:
Based on the extent of construction activity, including utility connections and taps, the Developer will be responsible for the reconstruction of the roadway sections that immediately abuts the property, and where appropriate, extend the limits on re-construction to the nearest intersection.

Public Art:
Developer is encouraged to contact Sarah Hutt, Boston Arts Commission to participate with the City's public arts program, creating notable art pieces in public spaces.

Groundwater:
Developer should install groundwater-monitoring wells in accordance to ISD standards, to monitor groundwater levels during construction, and convey the wells to the Groundwater Trust through the PIC after the completion of the project.

Para M. Jayasinghe, P.E.
City Engineer

PMJ/epf

MEMORANDUM

TO: Rodney Sinclair, Project Manager
FROM: Sue Kim, Senior Planner II
Peter Gori, Project Manager for the Crossroads Initiative
Tad Read, Senior Planner III
David Carlson, Senior Architect
DATE: April 27 and May 9, 2007
CC: Heather Campisano
Kairos Shen
Prataap Patrose

SUBJECT: **120 Kingston Street, Chinatown**
Scoping Comments

The Project Notification Form for 120 Kingston Street indicates that its project site is bounded by Essex and Kingston Streets and the new Chinatown Park of the Rose Kennedy Greenway. The project's program includes approximately 180 residential units with up to 160 parking spaces both below and above-grade. Some ground-floor retail or restaurant use is also programmed. The following issues should be addressed in the DPIR.

PLANNING

This project site falls within Article 43 of the Boston Zoning Code in the Chinatown Commercial Subdistrict. The maximum allowable height and FAR for this Subdistrict are 80′ and FAR of 6 with an allowed height of 100′ and FAR of 7 for projects undergoing Large Project Review. The project proposes a building height of 325′ (the roofline slants upwards to 350′ to enclose HVAC systems) and FAR of 18.7 (22.2 if one includes parking). Both are over three times the zoning background. The planning for this area clearly marked a line defining the Chinatown neighborhood, as opposed to the South Station Economic Development area within which One Lincoln and 125 Summer Street lie.

The project falls within the Groundwater Conservation Overlay District (GCOD) applicability and will have to address water recharge according to the guidelines in Article 32 of the Zoning Code by submitting a storage and recharge mitigation plan. This plan is subject to review by the Boston Water and Sewer Commission prior to the ZBA hearing. Elliot Laffer (617-859-8439) of the Boston Ground Water Trust is available for consultation and advice on methods for on-site ground water retention.

It should be noted that the Dainty Dot (Auchmuty) Building built in 1889 currently occupies the site; the building is intact and complete along Essex, and has 5 of its original 8 bays along Kingston. The proposed project includes preserving only a portion of the facades on Essex and Kingston Streets. The Boston Landmarks Commission and Boston Preservation Alliance will be commenting on the proposed project's treatment of the Dainty Dot building.

The project site, in an unusual condition, directly abuts the Chinatown Park (Parcel 23) of the Rose Kennedy Greenway. The treatment of the project's façade along the park will be addressed by the Urban Design comments. The Mayor's Central Artery Completion Task Force and the Rose Kennedy Greenway Conservancy will be submitting comments on the issues as they relate to the park and the Greenway in general. In addition, the proponent should develop a proposal for widening the Kingston Street sidewalk to become tree-lined to enhance the connection to Chinatown Park from Downtown Crossing and the Financial District.

The project is bordered on the northern side by the Crossroads Initiative on Essex Street. The Crossroads Initiative is an on-going project to redesign 12 key thoroughfares intersecting the Rose Kennedy Greenway to make the downtown more inviting to pedestrians. One key aspect of the Crossroads Initiative is ground floor activity. The developer should strive for ground floor activation on as many sides as possible and continue the dialogue with the BRA as to final programming of the ground floor.

The project's proposed parking circulation and provision for service vehicles negatively impacts both Essex Street and the Chinatown Park. As submitted, vehicles would enter from Essex Street, a congested roadway, cross the Crossroads sidewalk, and exit via the Kingston-Edinboro Street loop, impacting the new park (which conceptually embraces the loop) and preventing it being closed for special community events. The Scoping Determination should request the development of alternative approaches to the vehicular circulation, including *reversing* the pattern.

The proposed project includes as its affordable requirement an off-site housing development to be jointly developed with the Chinese Economic Development Corporation. The PNF links the two projects for simultaneous review. The PNF includes cursory details of the proposed Oxford-Ping On Housing Development but indicates that it is a separate project. From the project description, this affordable housing development will be higher than the allowed maximum height for the Commercial Chinatown Subdistrict and the Historic Chinatown Protection Area Subdistrict and also falls within the GCOD. Community comments have begun about the affordability requirements for this separate project – including exactly what the contribution from the 120 Kingston project would be. If this is to be considered as the off-site affordable component, this separate submission should be completed and reviewed ultimately

so that action on its approval is simultaneous with any action on 120 Kingston.

Comments from community members from the public meeting for the 120 Kingston Street PNF range from support for a modern building and additional affordable housing within Chinatown to strong opposition to the proposed project for reasons including but not limited to height, FAR, impacts on the Chinatown Park, treatment of the Dainty Dot building, and the "tower district" crossing Essex Street. Comments also included the questioning the concept of 120 Kingston not having any of their affordable units within their proposed project – *complete* separation of the luxury and affordable housing.

URBAN DESIGN COMPONENT

The Boston Civic Design Commission has voted to review this Project; they have seen a presentation and sent the Proposed Project to Design Committee. However, it is anticipated that the Project massing and design may change significantly and it is deemed prudent to wait until responses to design issues have been generated for potential inclusion in the DPIR before a Design Committee session is scheduled. The minutes of the meeting of April 3, 2007 pertaining to 120 Kingston are attached to this Memorandum.

The Proposed Project as described in the PNF will essentially demolish most of the existing building on the site (which will alone require review under Article 85 by the BLC). The substantially complete existing building remnant should be retained in its entirety to the extent possible...similar to the strategy employed by this architectural firm for the 1905 segment of the Filene's project, or the Emerson Paramount Center...so that this three-cornered intersection will retain the substance of its historically significant Textile District buildings. Indeed, a resonance would be achieved thereby with the direct visual connection of the Paramount Center's Bijou Building component and the Dainty Dot along Avenue de Lafayette. This connection between the site and the Downtown Crossing area should be enhanced with improvements that are continued in the treatment of Kingston Street suggested above.

The PNF project design attempts to mediate the scales of the neighborhood, Park, and the Proposed Project primarily by the strategies of adding bands and balconies above areas (Dainty Dot façade, park improvements) where scale and texture are of particular importance, and by creating void(s) to allow literal sight lines through the building on either side. Both strategies tend to emphasize the much larger scale and sheer mass of the proposed Project. The two scale conditions indeed may not be reconcilable; the prior example of the 1905 portion of the Filene's block or even the Hearst Building in New York suggest design approaches that may prove otherwise. This should be a building which helps to define the Greenway corridor AND the neighborhood in which it stands.

The height proposed, at 325+', seems too out of scale with its district to effectively mediate against One Lincoln, nor was that the intent of the background planning. Even the 'medium-scale' towers approved in the late 1980s are 275' in height. The Dainty Dot building contributes strongly to this intersection and to the remnant Textile District. Nor was the Textile District much distinguishable in the robust character of its buildings from the Leather District, where a higher proposal for Two Financial was eventually designed at 165'.

The question of appropriate density has been raised, and how that best fits in. The mass that the above-grade parking adds could be placed below grade. This would also resolve something that will need further study, which is the detrimental impact of having parking garage as a use in the lower stories of the Project...except along the Greenway side, where the units would have maximum value in helping to bring life to the Chinatown Park. Traffic issues should be resolved in studies along the lines suggested above; while loading and parking and a certain amount of drop-off and pick-up must be solved for, it is important that the pedestrian be held paramount in terms of both passage and engagement with the significant connections along the Essex Crossroad and Kingston Street to Chinatown Park. The building voids currently tend to celebrate the parking entry/exits and to thereby privatize these areas as well as to underscore the overall bulk of the Project.

Regarding the Proposed Project's relationship to the park, parking or access thereto should not be visible along the perceived edges of the park. The Proponent should work to continue the sense of green and texture up onto the building. Active use(s) should be provided if possible along the edges which lead to the park along Essex and Kingston streets. There should be no sense of privatization by building private balconies or terraces not clearly accessible to the public in areas where they visually or audibly detract from the (meditative) experience of the park. Wind conditions in particular should be studied and impacts refined or mitigated so that conditions are bettered (not made worse at a minimum) in the Park and along Essex Street.

These issues have been discussed or raised in the various meetings with the Proponent. We suggest investigation of an alternative design both less dense and less bulky than that proposed in the PNF. This alternative design should, without losing the attention to *quality* or boldness (but embracing different potential architectural treatments) implicit in the PNF design:

1. Reconsider the building's height and massing.
2. Minimize the parking (and therefore, the parking structure) associated with the units, in conjunction with moving the parking tray(s) as far *into the ground* as practicable. In addition, minimize the visibility of parking entry/egress and loading bays and render them invisible to users of the Park; study a parking scenario which minimizes the potential of conflict with the occasional programmed Park use of the Loop.
3. Vary the macro-scale treatment of the building by utilizing, say, a textured approach

that is inherently scale-giving and grounds the higher elements while relating to the robust architecture of the Dainty Dot.

4. Preserve to the maximum extent possible the extant facades of the Dainty Dot along Kingston and Essex.
5. Provide texture and mitigation so that wind conditions are improved from existing conditions, especially in the Chinatown Park.
6. Maximize lobby and retail program entries along the streets.
7. Study the facade of the revised design along the Chinatown Park so that the effect is that of extending the sense of the Park, its meditative aspect and greenery, giving the Park a virtual sense of spaciousness. Do *nothing* to detract from or privatize the experience of the Park.

DAYLIGHT COMPONENT

A daylight analysis for both build and no-build conditions shall be conducted by measuring the percentage of skydome that is obstructed by the Proposed Project building and evaluating the net change in obstruction. If alternative massing studies are requested or result as part of the Article 80 development review process, daylight analysis of such alternatives shall also be conducted for comparison. The study should treat three elements as controls for data comparisons: existing conditions, the as-of-right zoning envelope, and context examples. The areas of interest include Essex and Kingston streets and the primary pathway in the Chinatown Park. Daylight analyses should be taken for each major building facade fronting these public ways. The midpoint of each public accessway or roadway should be taken as the study point. The BRADA program must be used for this analysis.

INFRASTRUCTURE SYSTEMS COMPONENT

An infrastructure impact analysis should be performed.

The discussion of Proposed Project impacts on infrastructure systems should be organized system-by-system as suggested below. The applicant's submission must include an evaluation of the Proposed Project's impact on the capacity and adequacy of existing water, sewerage, energy (including gas and steam), and electrical communications (including telephone, fire alarm, computer, cable, etc.) utility systems, and the need reasonably attributable to the proposed project for additional systems facilities.

Any system upgrading or connection requiring a significant public or utility investment, creating a significant disruption in vehicular or pedestrian circulation, or affecting any public or neighborhood park or streetscape improvements, comprises an impact which must be

mitigated. The DPIR must describe anticipated impacts in this regard, including specific mitigation measures, and must include nearby Project (i.e. Hayward Place, Parcel 24 if available, 179 Lincoln, Two Financial, One Lincoln and 88 Kingston, Liberty Plaza and the Hong Lok House [aka On Luck House], South Station, etc.) buildout figures in the analysis. The standard scope for infrastructure analysis is given below:

1. Utility Systems and Water Quality

a. Estimated water consumption and sewage generation from the Proposed Project and the basis for each estimate. Include separate calculations for air conditioning system make-up water
b. Description of the capacity and adequacy of water and sewer systems and an evaluation of the impacts of the Proposed Project on those systems
c. Identification of measures to conserve resources, including any provisions for recycling or 'green' strategies
d. Description of the Proposed Project's impacts on the water quality of Boston Harbor or other water bodies that could be affected by the Project, if applicable
e. Description of mitigation measures to reduce or eliminate impacts on water quality
f. Description of impact of on-site storm drainage on water quality
g. Information on how the Proposed Project will conform to requirements of the Ground Water Trust, if applicable
h. Detail methods of protection proposed for infrastructure conduits and other artifacts, including BSWC sewer lines and water mains, during construction
i. Detail the energy source of the interior space heating; how obtained, and, if applicable, plans for reuse of condensate.

Thorough consultation with the planners and engineers of the utilities will be required, and should be referenced in the Infrastructure Component section.

2. Energy Systems

a. Description of energy requirements of the project and evaluation of project impacts on resources and supply
b. Description of measures to conserve energy usage and consideration of the feasibility of including solar energy provisions or other on-site energy provisions.

Additional constraints or information required are described below. Any other system (emergency systems, gas, steam, optic fiber, cable, etc.) impacted by this development should

also be described in brief. The potential location of the Silver Line tunnel down the Essex Street alignment should be considered.

The location of transformer and other vaults required for electrical distribution or ventilation must be chosen to minimize disruption to pedestrian paths and public improvements both when operating normally and when being serviced, and must be described. Storm drain and sewage systems should be separated or separations provided for in the design of connections.

Excerpted from the BCDC Minutes of April 3, 2007:

The next item was a presentation of the **120 Kingston Street Project**. Ori Ron (OR) of the Hudson Group noted their international presence and said they had acquired the Dainty Dot site in 2006. The existing building had been half demolished in 1952 as part of the land taking for the I-93 artery (the building originally extended to Tufts Street, which itself used to extend across the Artery). The Hudson Group has worked for six months with the BRA and some concerned groups; the PNF was filed March 20. They have negotiated to acquire a nearby site to provide their required affordable housing. The Dainty Dot site is at the edge of Chinatown, and right next to One Lincoln. A lot of it has to do with the interaction of building and park. Real estate development is a balance between many variables, but this is the beginning of the process, and right now we may be beyond our budget (20%).

Sam Norod (SN) of Elkus/Manfredi presented the design. The site, with parking on its two sides, would fill in a missing gap on the Greenway if developed. We looked at very pure forms, then introduced a chamfer to open up the Essex/Avenue de Lafayette view corridor. We are preserving the sense of the existing building, but eliminating two bays on each side...we tried to continue the podiums on both sides, but felt that new above old didn't work. So, it's grounded on two sides. MD: Landmark status? SN: Pending. LW: If you had your druthers, would you get rid of the building? OR: I would NOT. I would keep some, but I don't want a stamp on a large envelope. SN: It's a setpiece with the buildings across the street. SC: The balconies are heavy, wider and thicker and deeper, and overpower the scale of the historic building. SN continued, noting the wall along the rear of the Park. They have opened up their building, and provided a terrace above the wall. Admittedly there are five stories of parking above grade, screened along the Greenway by a thin layer of residential use. WR: The footprint? SN: The site is 14,447 SF; the footprint, about 12,000. SN showed the terrace design and noted issues of (public) access and security. He showed, in response to TF, the project limits in terms of improvements. OR: The Greenway group has 'assigned' an architect to work on the interface, Chris of Carol Johnson Associates. The wall backing the Park was designed to screen the site because there was no Project planned at the time. SN: We have looked at heights; we are trying to keep to the intermediate range (300'). Some shadows will be cast on the Park and Greenway in the afternoon. MD: Is the height allowed? OR: It is not what the zoning right here allows.

KS: What is the Plan for this site? How do we comment? DC: As the BCDC, you should comment from the heart, from your reactions to this proposal. The planning context is the Chinatown Master Plan, and the line for that runs down Essex Street. This exceeds that planning much as Liberty Place did at another edge location, and with some of the same issues that engendered. One Lincoln is in the South Station EDA, which allows the height *across* the street in a PDA. The BRA is working on Guidelines for all the parcels adjacent to the Greenway, but that Plan has not been finalized or released as yet. MD: Two Financial was also a Project (in

the Leather District, a block away) with issues of scale in discussion; we should have that here.

LW: If we are speaking from the heart, then I think this is very important for the Greenway. I don=t agree with the balcony comment, but we should see studies. Right now, the preservation seems stuck-on to the base. SC: We have seen a very *good* design from the same firm, at Filene's. TF: At Filene's, it understood the context. Here, you don't understand. The biggest challenge is to the green space below. OR: The balconies, the open terrace on the Park side are intended to help...they were put there with input from the BRA and others...and the transparency (void) in the building to the south is a direct visual connection to the district. SC: The building has a sculptural element which, from the thin (south) side, is very nice, with the parking hidden inside, which is usually blocky. OR: We should show more context (at a larger scale) to show what's around the site.

MD: The case that's being made that this is the 'end of the Greenway,' and helps to define Dewey Square, is a good argument. Improving the streetscape on Essex Street is a good goal. But more than doubling the background (allowed) mass, FAR, etc. takes some convincing, and I don't feel right now that the added mass negative balances out the positive. An antidote for this reaction might often be rigorous eye-level views...that kind of presentation. SN: There will be mitigation, we have started sketches, and we are adopting the edges of the Greenway... Essex is a Crossroads street. OR: We have a lot of work to do. And working with Dennis Woo (DW) from the CDC, we have a huge financial commitment and gap. DW: About 48 units right now, in the center of Chinatown, with commercial activity at the base. It will encourage flows between Essex and Beach. MD: Remember, on the Metropolitan, the issue was how the density fit in the neighborhood. We were persuaded in the process, but the reality is difficult.

WR: Mike's point, one of density...this feels too big. How does the community feel about it? DW: It needs more around it, but I'm not sure height is an issue. MD: You can draw a line anywhere around this area and point to height. So that's not an argument in itself. KS: Plus there will be shadows, wind, etc. OR: We will study all of that during the process. WR: The boldness is intriguing; I'd like to support that. It's harder to capture (on the Kingston-Essex side). The height is hard to square. I find it hard to resolve with what the height ought to be in that area. We should be careful - it's chipping away (at Chinatown), especially if there are other projects in the area - but height IS an issue. The 'knuckle' of the Greenway might be a justification. But - could the parking be underground? It's *always* a dead space. Digitas on Devonshire isn't bad, but it's a hard thing. The integration of the building...it feels like it's an add-on. Should it be saved? I understand the intent.... SC: Shadows will change the atmosphere a lot. We should see the older buildings across the street. LW: Facing up against Chinatown Park - if the (old) building vanished, could the height move away from the park? SC: Treatment of the (new) facade could help to *anchor* the historic building.

With that, the 120 Kingston Street Project was sent to Design Committee.

BRA MEMORANDUM

TO: Rodney Sinclair

FROM: Katie Pedersen

DATE: April 20, 2007

RE: 120 Kingston Street, Boston, MA
Comments on Project Notification Form

My comments for the Environmental Protection Component of the Project Notification Form include the following:

Landscape

Look for ways to incorporate the Asian themes (gates, bridges and water) of the Rose Kennedy Greenway, more specifically the adjacent Chinatown Park, into the landscaping.

Groundwater

Due to the fact that the project falls within the Groundwater Conservation Overlay District, the project is thus subject to Article 32.

The fact the that the project includes a below ground parking garage that is likely to extend below the groundwater level, the proponent is thus required to show in how the project will be constructed without causing a reduction in groundwater levels either at the site or adjoining lots.

It is imperative that the proponent confirm the size and possible locations of the recharge system. It is strongly recommended that groundwater monitoring wells be placed on public property near the site and monitor groundwater levels before, during and after construction to make sure levels are not reduced.

Shadows

A shadow analysis needs to be conducted to assess the impact of the proposed project on adjacent lots. The Chinatown Park to be located adjacent to the proposed project, a component of the Rose Kennedy Greenway, is of particular concern. It is required that a study be conducted to analyze the direct shadow impact on all surrounding areas and particular attention be given to the Chinatown Park. If dramatic shadows are created please propose alternatives to reduce shadow impacts. Please also identify net new shadows as well as existing shadows.

Daylight

A daylight analysis must include a comparison of build and no build conditions. Particular attention should be given to the impact the obstruction will have on the Chinatown Park. In addition, please factor the adverse impact the obstruction will have on proposed vegetation in the Chinatown Park.

Solar Glare

The proponent has stated that building materials will not include highly-reflective glass. However, if materials change and highly reflective materials are included please provide an analysis of the solar heat buildup effect on adjacent buildings.

Air Quality

A study of the air quality before, during and after construction is required to be included. If adverse results are derived please include mitigation measures to reduce the adverse impact.

Noise

The construction management plan must include a description of mitigation measures before and during construction.

Identification of the location of all mechanical equipment must be included. Please study the impact this location will have on adjacent buildings and parks. Also, if necessary provide mitigation measures to reduce unacceptable levels.

Wind

The proposed project is likely to have an impact on the pedestrian levels winds, according an analysis of such is required.

Stormwater Design

A stromwater management plan must include a description of measures to control pollution in stormwater both during construction as well as after construction is complete.

Measures to control runoff from the completely impervious surface must be included, as this type of surface lends itself to pollution of stormwater from runoff.

Sustainable Design/Green Buildings

A detailed narrative of how each LEED item will be achieved is required. The items listed as possible points of attainment are admirable, however, a description of the actual implementation measures and methods needs to be included.

BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL PLAZA/ROOM 721
BOSTON, MASSACHUSETTS 02201
(617) 635-4680/FAX (617) 635-4295

May 23, 2007

Rodney Sinclair
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston MA

Dear Rodney:

Thank you for the opportunity to comment on the 120 Kingston Street Project Notification Form dated March 20, 2007.

The project is a mixed-use development of approximately 356,000 square feet consisting of 180 residential units, ground floor retail space and 160 parking spaces. The proposal retains portions of the facades of the existing building on the site. It is bounded by Essex Street, Kingston Street and the Southbound Surface Road.

The location of the project presents a number of unique transportation challenges. Essex Street accommodates a majority of the eastbound traffic from the Back Bay and Theatre District to ramps connecting to the interstate system. The Essex Street – Surface Road intersection has multiple phases and difficult for pedestrians to navigate. A new park has recently been built between the project site and Surface Road and serves as a gateway to Chinatown. In addition, Kingston Street, which used to link-up with Beach Street has been "looped" to connect with Edinboro Street to provide a more pedestrian friendly access to the park.

Given these constraints on the site, the DPIR transportation analysis should focus on the following major issues:

- The current proposal requires cars to enter the site from Essex Street, exit on Kingston Street, and then turn right onto Essex again. This requires all cars to use the Kingston-Edinboro "loop" to access the site, creating unnecessary conflicts with park activities, particularly during community events. Alternative access routes need to be explored including entering the site from Kingston Street. This may be more convenient in general as the entrance to the residential lobby is also on Kingston Street. The design should also ensure that a continuous sidewalk is maintained along this service access edge.

- While we recognize that accommodating loading and services on-site will eliminate existing loading on Essex Street we are concerned about the shared driveway concept. A detailed design of the driveway with turning radii needs to be presented as soon as possible as, given the tight site conditions, adjustments may have to be made to the building footprint. .

- As currently proposed the parking ratio for the project is approximately 0.88 cars per residential unit which conforms with BTD's guideline of 0.5 to 1.0. However, the proponent should explore reducing the number of parking spaces to the extent a level of above ground parking may be eliminated. Arrangements with adjacent garages can be made to replace reductions in on-site parking spaces. It is anticipated that there will be no public parking on the site.

- While it is important that pedestrian links to the Rose Kennedy Greenway are enhanced it is also important to connect with Downtown Crossing and the Washington Street corridor. In that regard, the proponent should explore designing the Essex and Kingston Street intersection to provide improved access to Avenue de Lafayette.

Please refer to BTD's detailed Transportation Access Plan Guidelines to prepare the required analysis in the DPIR. The Beach Street and Surface Artery intersection should be added to the current list of intersections for vehicle, pedestrian and bicycle counts particularly as it connects pedestrians from Chinatown to the Bus Terminal on Atlantic Avenue. Please note that the proponent will be required to enter into a Transportation Access Plan Agreement (TAPA) with BTD which includes a approved scaled site plan and mitigation measures agreed to by the developer. The TAPA must be executed prior to the approval of the project's design by the Boston Public Improvement Commission.

If you have any questions please contact me at 617.635.2756.

Sincerely

Vineet Gupta
Director of Policy and Planning.

Boston Water and Sewer Commission

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

April 27, 2007

Secretary Ian A. Bowles
Executive Office of Environmental Affairs
MEPA Office
Attn: Nicholas Zavolas, EOEA No. 13999
100 Cambridge Street, Suite 900
Boston, MA 02114

and

Mr. Rodney Sinclair
Economic Development
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: 120 Kingston Street, Boston
Environmental Notification Form, Project Notification Form

Dear Secretary Pritchard and Mr. Sinclair:

The Boston Water and Sewer Commission (Commission) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) for the proposed 120 Kingston Street project in the Chinatown neighborhood of Boston. This letter provides the Commission's comments on the ENF and PNF.

The site of the proposed project consists of approximately 14,447 square feet, is triangular in shape and is bounded by Kingston Street to the west, Essex Street to the north, the Chinatown Park and the Rose Kennedy Greenway to the east and south. There is an approximately 62,150 gross square foot, six-story building on the site which is used for warehousing and storage. In addition, there are two surface parking lots with 36 parking spaces on the project site. Portions of the existing building will be demolished. A new, 30-story, 270,230 gross square foot, 345-foot high building with 160 parking spaces and 180 residential units will be constructed. The building will also have street level retail space of approximately 4,700 square feet and one-level of below grade parking.

For water service, the site is served by a 12-inch low service and a 12-inch high service main on Kingston Street and a 12-inch low service and a 12-inch high service main on Essex Street.

For sanitary sewer and storm service, the site is served by a 24-inch combined sewer on Kingston Street. There is also a 36-inch x 54-inch combined sewer on Essex Street.

The ENF and PNF state that the proposed project will use approximately 37,450 gallons per day (gpd) of water and generate approximately 34,040 gpd of wastewater.

The Commission has the following comments regarding the proposed project:

General

1. The Department of Environmental Protection, in cooperation with the Massachusetts Water Resources Authority and its member communities, are 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 this regard, DEP has been routinely requiring proponents proposing to add significant new wastewater flow to assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, DEP is typically using a minimum 4:1 ratio for I/I removal to new wastewater flow added. The Commission supports the DEP/MWRA policy, and will require the proponent to develop a consistent inflow reduction plan.

2. As stated in the ENF and PNF, prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings will be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must then complete a Termination Verification Approval Form for a Demolition Permit, available from the Commission and submit the completed form to the City of Boston's Inspectional Services Department before a demolition permit will be issued.

3. Hudson Group North America, LLC should be aware that the US Environmental Protection Agency issued a draft 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, Hudson Group North America, LLC will be required to apply for a RGP to cover these discharges.

Water

1. Hudson Group North America, LLC provided separate estimates of residential and retail space and the methodology used to estimate water demand for the proposed project.

2. As stated in the ENF and PNF, in addition to the water conservation measures required by the Massachusetts Plumbing Code, Hudson Group North America, LLC will also consider implementing other water saving measures where appropriate. Public restrooms will be equipped with sensor-operated faucets and toilets if appropriate.

3. Hudson Group North America, 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. Hudson Group North America, LLC should contact the Commission's Operations Division for information on and to obtain a Hydrant Permit.

4. As stated in the ENF and PNF, 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, Hudson Group North America, LLC should contact the Commission's Meter installation Department.

Sewage / Drainage

1. The Commission will require a detailed analysis of the impact of this project, at full build- out, on the Commission's systems. The analysis must be conducted using projected peak and average daily flows from the proposed projects.

2. As stated in the ENF and PNF, Hudson Group North America, LLC will submit to the Commission's Engineering Customer Service Department a detailed stormwater management plan which:

   - Identifies 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.

   - Includes 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 the construction.

- Provides a stormwater management plan in compliance with the DEP's standards mentioned above. The plan should include a description of the measures to control pollutants in stormwater after construction is completed.

3. If Hudson Group North America, LLC seeks to discharge dewatering drainage to the Commission's sewer system, they will be required to obtain a Drainage Discharge Permit from the Commission's Engineering Customer Service Department prior to discharge.

4. As stated in the ENF and PNF, Hudson Group North America will fully investigate methods for retaining stormwater on-site. This must be accomplished 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.

5. As stated in the ENF and PNF, sanitary sewage will be kept separate from stormwater and separate sanitary sewer and storm drain service connections will be provided.

6. As stated in the ENF and PNF, Hudson Group North America, LLC will install permanent castings stating" Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. Hudson Group North America, LLC should contact the Commission's Operations Division for information regarding the purchase of the castings.

7. As stated in the ENF and PNF, any restaurant or other food service facility proposed in the building, will be required to have grease traps in accordance with the Commission's Sewer Use Regulations. Hudson Group North America, LLC is advised to consult with Mr. Richard Fowler, Deputy Superintendent of Field Operations, with regards to grease traps.

8. 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/cj

c: O. Ron, Hudson Group North America, LLC
M. Fischman, Daylor Consulting Group, Inc.
J. Walser, BRA
M. Zlody, BED
P. Larocque, BWSC

Appendix

B

Rose Fitzgerald Kennedy
Greenway
CONSERVANCY

April 26, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007
Attn: Rodney Sinclair, Project Manager

Re: 120 Kingston Street
Article 80-Large Project Review

Dear Sir/Madame,

As the ultimate steward of the Greenway parks, the Rose F. Kennedy Greenway Conservancy works to ensure the ongoing success of the parks as the environment around them adapts and changes over time. Our overarching approach to assessing a proposed building in close proximity to a Greenway park is to determine if/how the development will a) impact the park and its operations, and b) enhance or detract from the park's design and ambiance, and then c) work with the developer and appropriate parties to enhance the strengths of the proposal and/or improve or mitigate its weak or negative aspects. We look forward to participating in future discussions about this proposed project with your agency, the developer Hudson Group North America, and the neighborhood and public advisory committees.

As the proposed project is located adjacent to Chinatown Park, the Conservancy will pay special attention to likely impact of the building design on the park, including the viability of its plantings and daily operations in maintenance and security. Our concerns will include, but not be limited to:

1. Permanent environmental impacts:
    a. Daylight/shadow;
    b. Wind;
    c. Temperature variations that may be caused by reflections from the proposed skin of the building

2. Pedestrian access to and from the park;

3. Park security in the event of dark or hidden recesses;

4. Park maintenance;

5. Impacts upon the flexibility of public programs and access to those programs;

6. Connecting features and access between public park and abutting private property, notably the evolving design of the newly proposed "terrace"; and,

7. Construction period impacts and mitigation measures.

Thank you for this opportunity to submit comments on this proposal. We would be happy to have further discussions at your convenience.

Sincerely,

Nancy Brennan
Executive Director

April 26, 2007

Mr. Rodney Sinclair, Project Manager
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02110-1007

Dear Mr. Sinclair:

I am writing to voice my concerns about the project proposed for 120 Kingston St. by the Hudson Group. I have attended several presentations by principal Ori Ron regarding the project and respect the effort that he has made to reach out to the community and to respond to some of the concerns expressed at those meetings. And, I laud his offer to make available land for developing affordable units. Nonetheless, the one issue that Mr. Ron cannot alter for reasons of financial feasibility is the one for which I have the greatest objection, and that is the height and massing of the project, three times what is allowed by the city's zoning code for the area.

I write as a member of the Mayor's Central Arter/Tunnel Completion Task Force, as co-chair of the Community Advisory Committee of the Chinatown Park, as a member of the Rose Kennedy Greenway Program Committee, as a member of the Impact Advisory Group for 120 Kingston, as an active participant in several Chinatown community organizations, as a former resident of Chinatown, and as one with family members who still live in Chinatown, own a small business in Chinatown and own a small commercial property in the Leather District. As a longtime member of the Chinese Historical Society of New England, I am also concerned with the well being and survival of the historic neighborhood of Chinatown.

Effect on the Chinatown Park. A lot of time, money and energy has gone into designing and constructing the Chinatown Park. Still, I've heard people say it's not really a park at all, but a glorified sidewalk. As much as I try to dispel that sentiment, there is some truth to it because of the park's small size and elongated shape. The architectural firm of Carol R. Johnson, with input from Chinatown and the greater city community, did a wonderful job to negate that linear feeling. Having a 30-story tower abutting the park, however, will counteract the park design. The space will seem more like a classy backyard for 120 Kingston than a community garden space.

I fear it will not take long before the upscale residents of 120 Kingston begin to object to the types of activities for which the park was designed, i.e., festivals, lion dancing, volleyball, or a Saturday night market. The park is nearing completion. Let us not change the nature of it before it even opens.

Furthermore, I can see from condominium complex experiences in the South End, Downtown, and increasingly in Chinatown, that a significant portion of the new residents will be dog owners. Where do you think they will want to walk their pets? While most pet owners are responsible, it takes only one irresponsible one or occasional "accidents"

to make the park unsuitable for young children to play in. (Mr. Ron has not yet decided on a pet ownership policy, but I've been told that a generous pet ownership policy enhances the property value of a condominium complex.)

Because the Chinatown Park is south of the proposed tower, there will be minimal, if any, shadow impact, but its height and massing will cast a figurative shadow on the park and an actual shadow on Greenway parcels north of the Chinatown Park. Great concern had been expressed during the design phase of the Park, that the Park visually connect with the rest of the Greenway. The tower and shadow north of the park will break that visual connection and isolate it.

Effect on Chinatown. Allowing a tower to be built on the Kingston Street end of Essex Street adds a huge exclamation point to a street where skyscrapers are already beginning to dot the other end at Washington and Tremont Streets (the Ritz, Millennium, Archstone, and proposed Kensington). Allowing a tower to be built on the south side of Essex Street means intrusion into the Chinatown-zoned district.

When the BRA allowed the above mentioned projects to be built, there was great concern that they would be the start of a gentrification and "Manhattanization" process in the downtown area. It was alarming to hear Mr. Ron refer to the existence of those projects as justification for the the height and massing of his own. I know, and the BRA knows, that a developer with deep pockets owns the whole adjacent block between Kingston and Edinboro Streets. He is watching to see what will be allowed at 120 Kiingston and he will want to refer to the proposed development when he presents his own plans. It would not be long before all the in-between parcels got built up, creating a canyon and adding to an already heavily trafficked roadway. It would be a "reverse domino effect" – instead of one knockdown leading to a whole string of blocks coming down, one tower being raised will bring others rising along with it, as all the older, historic and non-historic, structures get demolished!

The City and the BRA need to be pro-active in safeguarding a cultural neighborhood, the type of neighborhood that adds life and vitality to a city, the type of neighborhood that thrives in a small, intimate setting such as currently exists in Chinatown, the Leather District, and the North End, but cannot exist in a complex of corporate-like towers.

Last year, during the centennial commemoration of the 1906 San Francisco earthquake, I watched several television programs about the disaster and its aftermath. I was not surprised to learn that San Francisco's city fathers (no mothers at that time) wanted to move the Chinatown community out of a valuable location in the city. Chinese property owners objected and fought the effort. What did surprise me was to learn that newer West Coast cities offered to "take" the Chinatown community if San Francisco didn't want it. They saw the neighborhood as an asset, not a blight. San Francisco quickly changed its mind and, to this day, its Chinatown is a representative icon of the city!

In Shanghai, the neighborhood that draws visitors – locals as well as tourists – is Xin Tian De, a portion of old Shanghai where the old hutongs were preserved. So much of

Shanghai has been converted to high-rise complexes that small, low-scale areas such as Xin Tian De provide a welcome relief with an intimate sense of neighborliness. It is protected by the city.

Boston's current zoning laws protect Chinatown, too, and the sense of community one finds in smaller settings. Boston needs to ensure that developers honor those zoning codes and that it not be complicit in the destruction of the neighborhood. Chinatown has a history of being squeezed by institutional development and highway building. I am dismayed to think that the city will allow it to happen again with the type of project being proposed for 120 Kingston.

The Dainty Dot Building. It goes without saying that Boston is an historic city, from the earliest days of the founding of the country. It is also a city at the forefront of innovation. You can constantly innovate, but once our old historic structures are gone, they will never be rebuilt. The craftsmanship, the style, and often the materials, are increasingly irreplaceable. The Dainty Dot building is a beautiful structure that deserves to be preserved. It is Boston.

Affordable Housing. I recognize that affordable housing units are linked to the proposed project and that such units are much needed in the community. But why is our community constantly put into the position where it must decide between a luxury tower with a token number of affordable units or no affordable housing at all? This is not the first occasion, nor will it be the last if the city agrees to the nature of the Hudson Group project as proposed.

Conclusion. In closing, I implore the Boston Redevelopment Authority to mandate adherence to the Chinatown zoning code for 120 Kingston. A project that is three time the height and FAR allowed is not acceptable. Thank you.

Sincerely,

Stephanie Fan
sfanpeach@aol.com
1 Nassau Street, Unit #2006, Boston, MA 02111

Gilbert Ho
90 Tyler Street
Boston, MA 02111
617-594-0033
gilho@verizon.net

April 25, 2007

Mr. Rodney Sinclair,
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

Re: 120 Kingston Street project – Impact Advisor Group Comment

Dear Rodney,

The Chinatown community has before us an opportunity to bring a new icon north of Chinatown. An innovative designed building - 120 Kingston Street while simultaneously adding more affordable housing in the heart of Chinatown – Oxford Street / Ping On Street. The economic development is an important component that is needed in Chinatown today.

I. The proposed development by the Hudson Group North America, LLC, at 120 Kingston Street, is absolutely breathtaking with their unique design. Instead of having what is presently there; raw bricks and an unattractive billboard sign which is attached to the wall of the building; why not this sleek and refreshing look. Tall buildings in any cities are not unreasonable nor unusual. This area has been neglected for many years and because of the neglect, it has brought in crime. The redevelopment of a neighborhood is warranted. This design and thought has been planned with many aspects toward the design that of the Community Park and to the Chinatown community. This will continue to make Chinatown a desirable place to live and visit. Chinatown will also benefit from new residents shopping locally, hence, economics will and can improve.

II. The development of the proposed affordable housing, which is required under the City of Boston, will give many whom are eligible and those who have been on a waiting list for many years a place to live. With the recommendation by the Hudson Group, Chinese Economic Development Corporation which is a non-profit group has an impressive record of working alongside with the Chinatown community for over 25 years. The proposed affordable housing with 48 units will be beneficial to the Chinatown community. Chinatown has been for many years a security blanket for many new Chinese immigrants choosing to settle in Boston. With that said, as an immigrant might be inclined to be in Chinatown because of ones' closeness to their native homeland. This proposal development is important to the Chinatown community.

The so-called "Dainty Dot building" holds no value as historical. This proposal could be an icon for Chinatown for many years to come, let Boston's Chinatown be the first to modernize a community in the United States. To change the stereotype of the Chinatown communities, with dark alley, steam venting sidewalk, as many of us seen it in most of the movies about Chinatown, or most recently two movies taken in Boston Chinatown, truly revealed the patents.

Today's residents that have been moving into the city are likely to be professionals; wanting the convenience to be close to their work place, enjoy the city amenities, shops, restaurants and theater entertainment. Many of these residents have grown up in the suburbs, where they were accustomed to a two-story level, many feet apart from the next family, driveway and a two-car garage. With this, living in the city, has a completely different characteristic, density of city blocks, tall buildings, people living in apartment complexes and or condominiums that is close to each other and more noise. A city life style differs from a suburb; for some of those folks whom are using the suburbanize ways of living and applying it to the city life style is not realistic. When in a city, we need to adapt. There will be a constant development of new tall buildings whether it is housing or commercial offices. Building upward is the trend of the future,

many of the first class cities around the world already seen those trends, especially mainland China, Singapore, England and many other countries which has had flat level land. The city of Boston is growing constantly and rapidly; the need is there to accommodate. I would like to further, this development is in the Chinatown District.

Sincerely,

Gilbert Ho
Member
Impact Advisor Group

Onnelly T. Parslow
Realtor®, ABR
Maxwell Associates
Treasurer, LDNA
Member, Impact Advisory Group

April 27, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007

Attention: Mr. Rodney Sinclair, Project Manager

Re: 120 Kingston Street / Auchmuty (Dainty Dot) Building - Article 80 - Large Project Review

Dear Sir,

As the owner and Managing Director of Maxwell Associates, a real estate company based in the Leather District, I wish to disclose at the outset that I have worked closely with numerous property development groups, including Hudson Group North America LLC, representing their residential loft conversion projects. I am a former resident and restaurant owner of the Leather District (1995 – 2001) and currently own 3 properties in the neighborhood (1 commercial/retail condo, 2 residential loft condos). I also serve as the Treasurer of the Leather District Neighborhood Association (LDNA), a position I have held for the past 4 years. Additionally, I have been a former tenant/resident of Chinatown (2001 – 2002) and commercial leaseholder (2000 – 2002). I have served as an ongoing consultant to Mr. Raymond Choi, the owner/developer of 46 Beach Street, who is currently converting his property, on the corners of Beach and Harrison Streets, into 32 residential units with a 2 story new-build addition.

I believe my years of service and support, both directly and indirectly, to the two communities that this proposed project will benefit most directly, gives me a unique perspective from which to lend my support to the 120 Kingston Street proposed project. Moreover, as a member of the Mayor's new Impact Advisory Group (IAG), I wish this letter of support to serve, in part, as a counter argument to my neighbor and colleague, Mr. David Seeley's opposition to the proposed project, as detailed in his letter to you and the BRA, 2007.

Mr. Seeley's first point of opposition is the destruction of the Auchmuty (Dainty Dot) building – *"a valuable historic resource maintaining the architectural character and quality of our neighborhood (the reason that the Leather District has attracted increasing numbers of residents in the past two decades)."* [Seeley, D. BRA Letter: 2007]. I must contest this exaggeration of 120 Kingston Street's role in the emergence of the Leather District into a vibrant mixed-use community. Key to this transformation was the pioneering efforts of developers like Mr. Ori Ron, Mr. Don Pizzuti, *et al.*, who in the early to mid-90s began the trend of converting underutilized often vacant buildings into live/work loft condominiums. More recently, the dot.com crash in 2001 ushered in a second wave of residential loft conversions as landlords and building owners turned to the next highest and best use for their abandoned

buildings. The rush to buy condos in the Leather District was fuelled less by an increase in their supply, or a passionate appreciation for period architecture, rather a rising demand for newly renovated, urban living spaces at a price point well below the city's average for comparatively sized and similarly appointed units.

I concur with Mr. Seeley that 120 Kingston Street is a beautiful example of the turn-of-the-century warehouses that characterize our neighborhood. But in truth, it is only the least deteriorated portions of the Kingston and Essex Street façades that retain any architectural significance. The very portions that the proposed project will restore and artfully incorporate into the new building's design... a classic juxtaposition of the old with the new. I note that both the Boston Landmarks Commission and the Boston Preservation Alliance have stated that the building should be preserved in total... and, I have read the letter from the Preservation Alliance by Sarah Kelly and Susan Park, attached to Mr. Seeley's letter. However, simply stating the Boston Preservation Alliance Board of Director's position on 120 Kingston Street hardly constitutes a compelling argument for the building's preservation. As noted in the Project Notification Form (PNF) submitted pursuant to Article 80 of the Boston Zoning Code for the proposed project, approval for further study towards designating 120 Kingston Street landmark status was given in 1989. Yet, since that date no further study has been undertaken nor any report prepared. That 120 Kingston Street has remained a pending landmark for the past 18 years is a telling omission that favors only partial preservation of the building's most significant architectural details, just as the project proposes.

I can not comment on how the design team proposes to solve the challenges of providing the necessary ventilation for the proposed garage while preserving the fenestration of the façade. As Mr. Seeley notes this design solution has not yet been addressed by the current schematic designs. However, it is my understanding that the project is still in the conceptual envisioning stage and as such no detailed technical, structural or engineering aspects have been addressed. The *"logistical hurdle"* that Mr. Seeley anticipates is a speculative one at this early juncture. I can only assume that the skilled HVAC engineers at Elkus Manfredi Architects will meet the technical challenge when required by this review process.

I am simply perplexed by Mr. Seeley's next argument that the Architects are indulging an 'ironic logic' by stating that the building design will allow *"views from the park and boulevard through the new building base to the historic façades of Kingston Street"* ... *"[g]iven that [the] architectural quality and character of those façades cannot begin to compare to the portions of the Auchmuty building that they wish to demolish."* [Seeley, D. BRA Letter: 2007]. Firstly, please refer to Exhibit A. below, an image of the new structure's open corner providing views of buildings beyond, to which I believe Mr. Seeley is referring to. As I understand the proposal, the best portions of the building's façade will be restored and preserved on the Kingston and Essex Street sides. Secondly, the portion that will be demolished to make way for the new building are the two dead, exposed fire-walls, facing east and south, that have zero architectural merit and provide a continuing eyesore to both the Chinatown and Leather District neighborhoods, and detract completely from the ambience of the new Chinatown Park. Moreover, these two graffiti-ed and decrepit walls are a massive injustice as 'anchor structures' for the southern gateway to the Rose Kennedy Greenway. Please refer to Exhibit B. below for an image of the offending walls.

It has long been known that the existing building at 120 Kingston Street is in fact an architectural remnant, having lost 57% of the original design, as a consequence of the C.A.T. project and the Surface Artery road construction half a century ago. Additionally, in 1946, alterations were made to the building, further degrading the integrity of the building's original design by introducing 'California Stucco', green marble and stainless steel frames to the lower section of the building. I must pose the question: Isn't it better to have 5 fully restored and preserved façades incorporated into the design of a sleek, visually compelling building with an active first floor rather than 9 deteriorating façades, 2 decrepit, exposed fire-walls and a

boarded-up first floor as per its existing condition?! Please refer to Exhibit C. below, a rendering of the proposed building, and now imagine it built and located in Exhibit D. an aerial photo of the southern gateway to the city of Boston. What better architectural ambassador could one conceive to signal Boston's advance into the 21st century as a city that embraces the best elements of modern urban design juxtaposed harmoniously against the best traditions of its architectural heritage?

A last point Mr. Seeley makes in his discussion of the perceived merits of preserving 120 Kingston Street itself is about the 'artificial' boundary the surface artery road has created between the Leather District and Chinatown. Mr. Seeley states that this 'demarcation line' is more a *"social line of convenience rather than a change in stylistic architectural character. The rift created destroyed a contiguous connection of the Auchmuty building to the Leather District, an historic neighborhood. The unfortunate result is that the building, and the structures on Kingston Street, are now separated 'from the herd' and are relatively unprotected."* [Seeley, D. BRA Letter: 2007]. I suggest differently and argue that Surface Artery separated 'us' (the Leather District) from the 'herd' (Chinatown). Significantly, looking east down Essex Street, the Chinatown side enjoys today and, will continue to enjoy with the passing of this project, a contiguous visual connection from the preserved façade of 120 Kingston Street across Surface Artery to 70 Lincoln Street – the Lincoln Plaza Residences and northwestern gateway to the Leather District. Conversely, from the Leather District side, we are shut out visually from any meaningful connection to the 'structures on Kingston Street' by virtue of a veritable 'Berlin Wall' as represented by the 2 dead, exposed fire-walls that blight our view. I maintain that a slender dynamic glass structure, reflecting the historic architecture of the Leather District back onto itself while allowing glimpses of similar façades through to Kingston Street, serves as a better 'bridge' between our two separated neighborhoods. Please refer to Exhibits E. and F. below.

Mr. Seeley's second major point of opposition is his contention that *"[t]he magnitude of the massing dwarfs the new Rose Kennedy Greenway Chinatown Park, and engenders the perception that the park is merely (private) landscaping for the new tower project."* [Seeley, D. BRA Letter: 2007]. This is a purely subjective argument and as such an issue of personal perception, preference and opinion. Moreover, Mr. Seeley's rationale in support of his assertion is misleading to the extent that he compares the spatial relationship of the new building at the Essex Street end of the Chinatown Park, an apparent width in excess of 100 feet, to the 50-foot width of the park at the same point. Mr. Seeley then transposes this spatial relationship between the Essex Street façade and the park throughout the entire footprint of the structure... a spatial relationship that bizarrely makes the building seven times the width of the park?! It's as if Mr. Seeley has conjured the new tower structure to be a 100-foot wide and 350-foot high rectangular prism! The fallacy here is that the proposed project actually rises on an innovative triangular footprint of less than 12,000 sqft +/- where the widest part of the building on the Essex Street elevation tapers to a point along the Kingston Street and Chinatown Park side. I think it important to point out that Mr. Seeley's chosen schematic (see Exhibit G.) to illustrate his concern is the one schematic that in a 2 dimensional framework shows-off the new Tower structure at its widest aspect. I refer you again to Exhibit C. so you might review the actual tapered triangular footprint of the proposed tower structure.

With respects to the impact wind, in combination with existing towers, might have on both park users and plant life, I have to defer to the expertise of Elkus Manfredi Architects, whose experience in the design of tower structures must count for something when the time comes to undertake the necessary studies. For the moment, I am encouraged by the incorporation of planted terraces that serve two distinct purposes: 1. To mitigate against possible downdraft from the building's vertical rise and, 2. Provide an inclusive visual and vertical continuation of the Chinatown Park itself. As for the 'overlook' of the public terrace conceived in the proposal, I believe Mr. Seeley's concern that such an opening to the public space confers an ill-gotten 'appropriation' of the Chinatown Park by the building, is simply a misguided one.

Mr. Seeley's third and final major opposition to the project is that *"[t]he location of the project would introduce the first tower project to cross Essex Street into this low-rise historic neighborhood, and open the door to the likely destruction of the working-class heart of Chinatown."* [Seeley, D. BRA Letter: 2007]. In short, this assertion is factually wrong. To wit, Archstone Boston, a luxury 28-story apartment building with 420 apartments is located south of Essex Street and spans a three-sided exposure that includes Beach, Washington and Essex Streets. Fact. The Metropolitan, a 23-story luxury high-rise condominium building located at 1 Nassau Street, adjacent to New England Medical Center, well south of Essex Street. Fact. The soon to be built Kensington Place apartments, a 30-story, 346 apartment building located on Washington Street. Fact. In addition, the proposed 22-story construction project proposed for parcel 24, a tract of land, again, south of Essex Street. Fact. Mr. Seeley's claim that the 'leaping of Essex Street' by the proposed project constitutes a radical change to both Chinatown and the Leather District is simply exaggerated and unfair given the numerous precedents that carefully flank the heart of Chinatown, as the proposed project at 120 Kingston Street does.

Again, I contest Mr. Seeley's argument that the residents of the Leather District moved here primarily for their love of the character, quality and scale of the neighborhood and that turning the western aspect into a tower district is a direct threat to that relocation motivation. A majority of Leather District residents reside well below 80 feet and "enjoy" at best alley-alley views and other local streetscapes. A 350-foot building erected more than a block away will have little to no impact on the sense of scale and quality of the neighborhood to the bulk of the condominium owning citizenry of the Leather District. Indeed, many residents enjoy reflected light off tall neighboring buildings as provided serendipitously by, e.g., 1 Financial and 1 Lincoln Street. One could argue that the tower proposed for 120 Kinston Street will provide a potential reflected 'morning' light source to the west-facing unit owners of Lincoln Plaza and other resident buildings along Lincoln Street. The point being, any speculation of the shadow impact of a small footprint construction of the tower proposed for 120 Kingston Street is at this stage conjecture and awaits a more in-depth study by Elkus Manfredi Architects.

Mr. Seeley's concluding concern for the project's impact on Chinatown pertains to its perceived effect that gentrification within Chinatown will effect a shrinking of the housing stock, further reducing affordable housing. I quote: *"The precedent of allowing towers to be built in this neighborhood will clearly increase property values of any new potential tower sites by three to five times their current values. This will put the demise of this working class neighborhood on the fast track. Again, it is ironic that the proponent has generously provided land to build as many as 50 new affordable units a few blocks away, as mitigation for the license to become the first tower that will open the door to the fast-track demise of Chinatown's working class residential neighborhood."* [Seeley, D. BRA Letter: 2007]. I believe this last statement to be factually baseless, replete with ill-informed conjecture and projects a gratuitous cynical motivation onto the proponent of this project. Firstly, Mr. Seeley provides no data to back his claim that potential tower sites will increase in value by a factor of 3 to 5 (?!) – a nonsensical assertion given the unsubstantiated declaration that such property value increases will put the 'demise of the working class neighborhood on the fast track'. Secondly, the implication that the proponent is 'ironically' and 'generously' providing accommodation on an adjacent parcel of land to accommodate up to 50 new affordable units, as a disingenuous attempt to profit from the aforementioned 'demise of Chinatown's working class residential neighborhood'... is disingenuous in itself and unreasonably inflammatory.

Having been involved in Mr. Raymond Choi's petition to the Chinatown community to allow him the go-ahead for his planned residential conversion at 46 Beach Street with its 2-story new-build addition atop an existing 8-story building and, having been an interested industry observer of the community's negotiations with both The Metropolitan and Archstone Boston residential developments, I can assure you that the Chinatown community takes the preservation and off-setting increase in the affordable housing component of their housing stock very seriously. Indeed, 2 of the 3 aforementioned projects delivered affordable housing

components within their projects over- and above the BRA stipulated minimum. That the proponent of the proposed project at 120 Kingston Street has offered the parcel of land between Oxford and Ping On Streets to be developed into 48–52 units, at varying levels of affordability, is generous in the extreme and a boon to the Chinatown community. Indeed, this commitment of new affordable housing stock is double that which would be required of a traditional on-site affordable housing component for an equivalent 180-unit development. Indeed, 'back-of-the-envelope' cost calculations indicate that such largesse is only feasible with ROI projections concomitant with a 29-story building. Anything smaller and the reduced profit margin is inevitably restructured into a reduced affordable housing component. So, who are we, in our $500,000+ loft condos in the Leather District, to dictate to our neighbors in Chinatown that they can't expand their housing stock or benefit from the trickle down valuation effect from a new development because such new developments have some imagined shadow effect more than a block away to our western aspect that may or may not impact on us adversely?!

In conclusion, I maintain that all perceived negative opposition to the 120 Kingston Street proposed project are easily countered with reasoned argument that favors the partial preservation of the Kingston and Essex Streets façade of the building and its incorporation into the construction of a truly iconic Boston landmark, as proposed. With its unique small footprint and elegant tapered design, this project is set to take advantage of a growing world perception that building height is changing to acknowledge the benefit of tall, sleek and slender buildings that facilitate an increase in density and in proximity to transportation hubs without overwhelming the immediate surroundings. Moreover the Greenway Conservancy advocates the inclusion of innovative design that enhances the interaction between adjacent buildings and the public Rose Kennedy Greenway Corridor. That the proposed project at 120 Kingston Street is willing to open its space to be shared with the public via a planted terrace adjoining the Chinatown Park is testimony to its commitment to the Greenway Conservancy's philosophy.

Finally, I wish to make the case that the Leather District must be included in some of the community benefits that typically flow from such a large development project. Without a formal process to assess 'community benefit' eligibility, might I suggest some areas that the Leather District would benefit from BRA designated funds and/or Developer sponsored initiatives. I can think of at least four: 1. Rehabilitation of the neighborhoods sidewalks. 2. In lieu of sidewalk rehabilitation, engagement of a city engineer to survey and assess the cost of sidewalk rehabilitation. 3. Upgrade neighborhood street lighting. 4. Significant and ongoing contribution to the LDNA's privately funded street cleaning initiative via Project Place.

I thank you for your time and patience in reviewing this letter of support and I hope my comments and counter observations will help expedite this process of review towards a successful outcome.

Sincerely,

Onnelly T. Parslow
Realtor®, ABR
Maxwell Associates
107 South St., Suite 2C
Boston MA 02111
T 617.482.1239 | C 617.512.1591
onnelly@maxwell-associates.com
http://loftsboston.com
http://luxurycondosboston.com
http://maxwell-associates.com

Exhibit A.

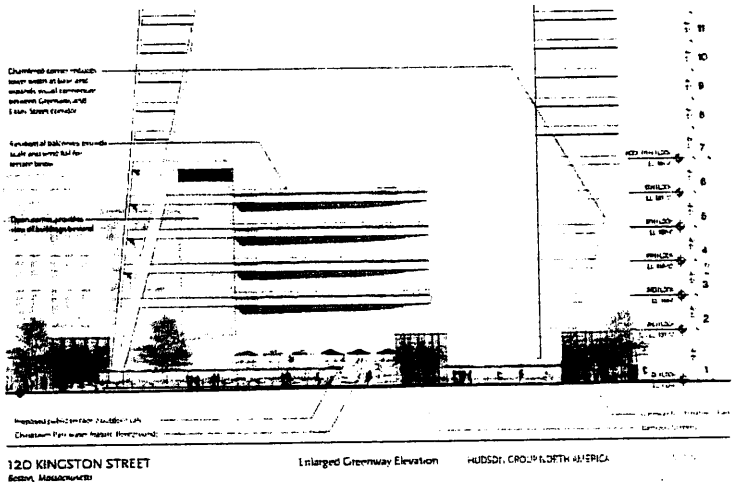


Exhibit B.

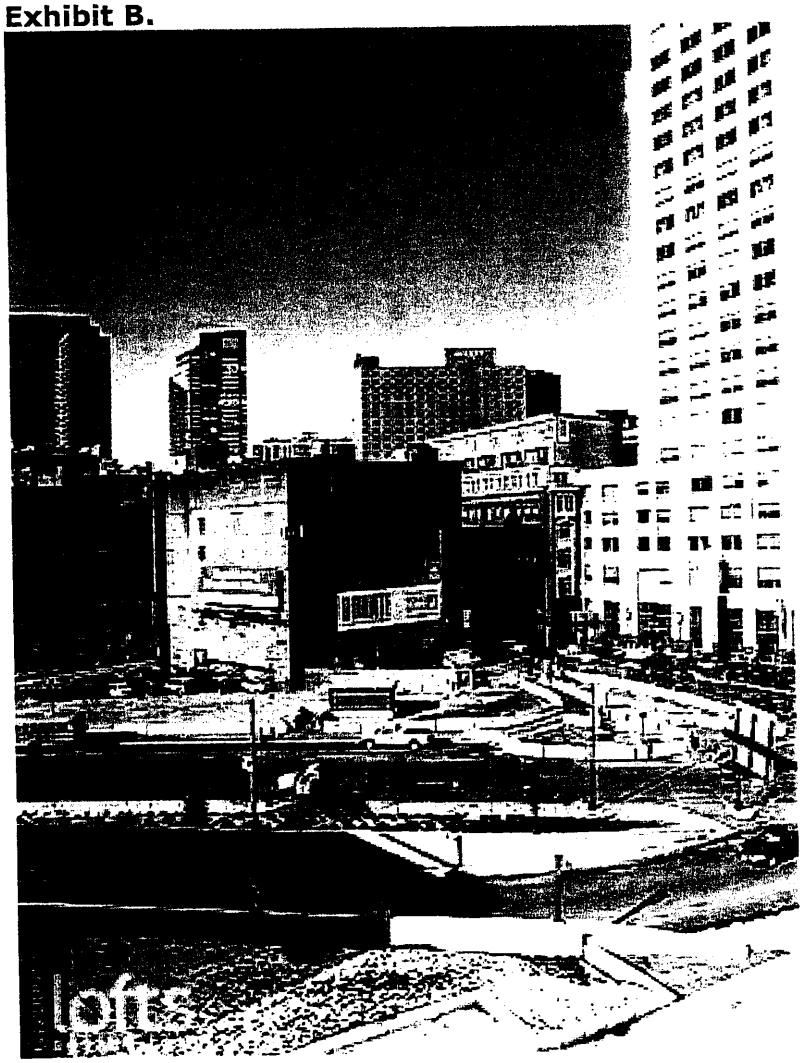


Exhibit C.

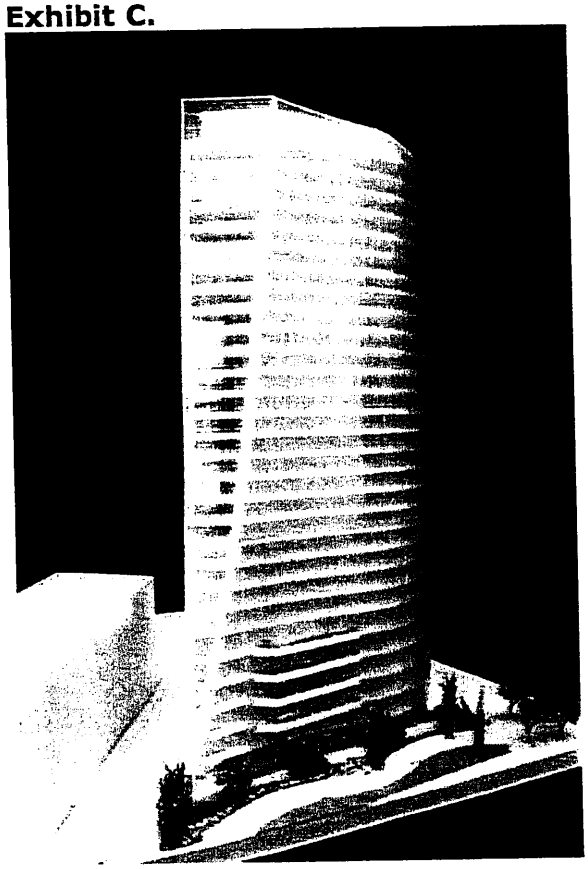


Exhibit D.

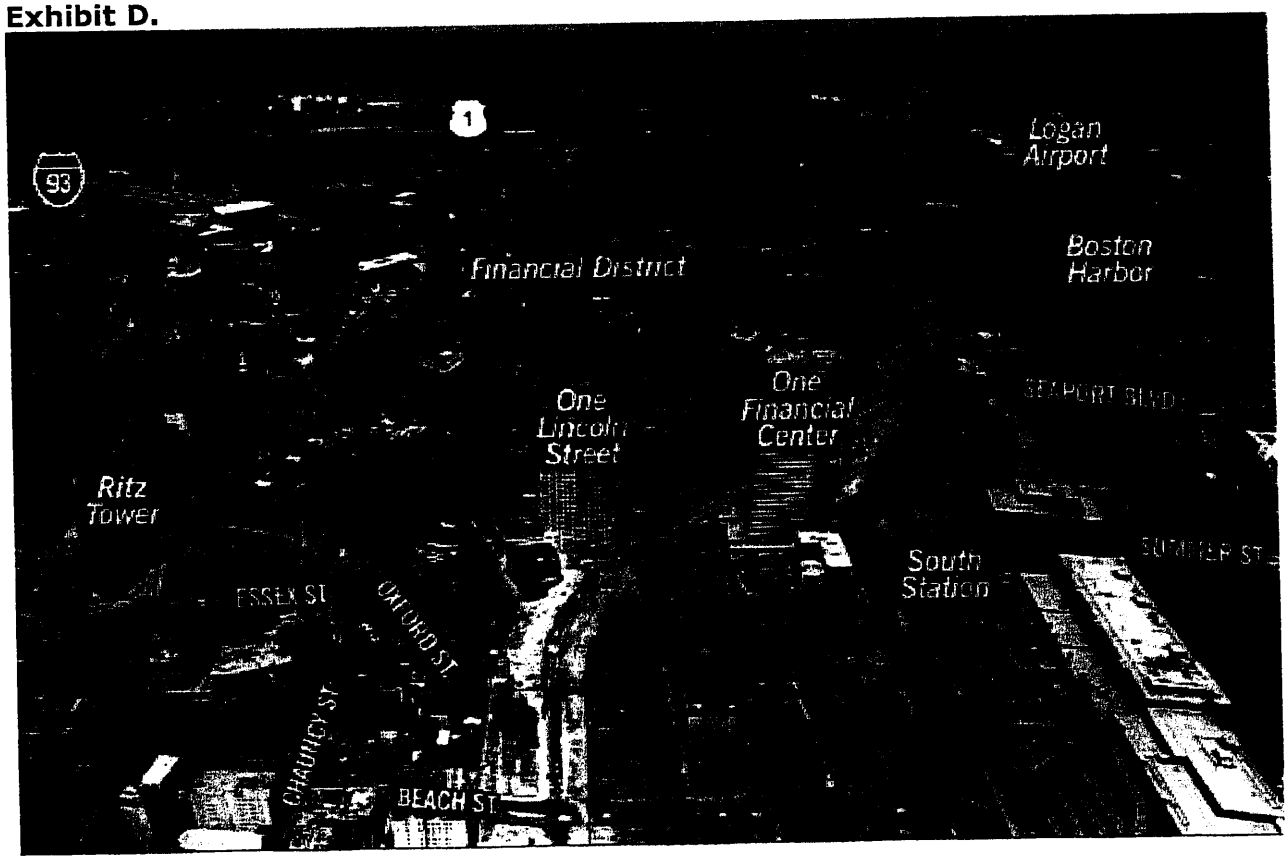


Exhibit E.

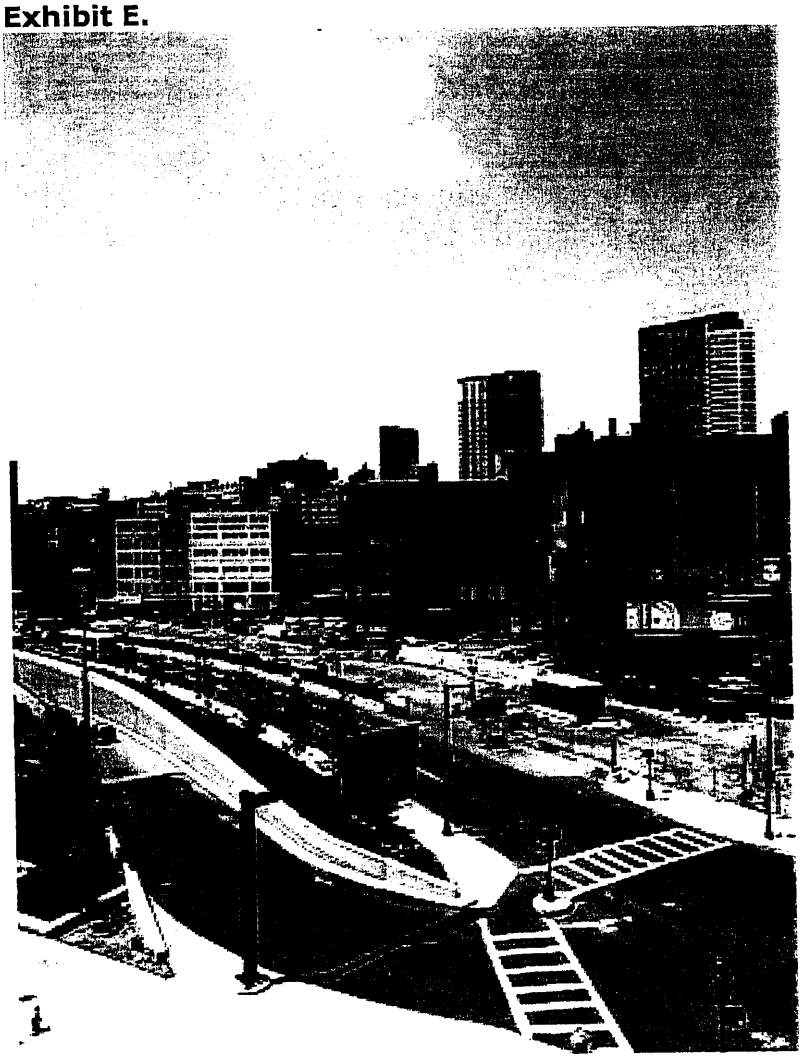


Exhibit F.

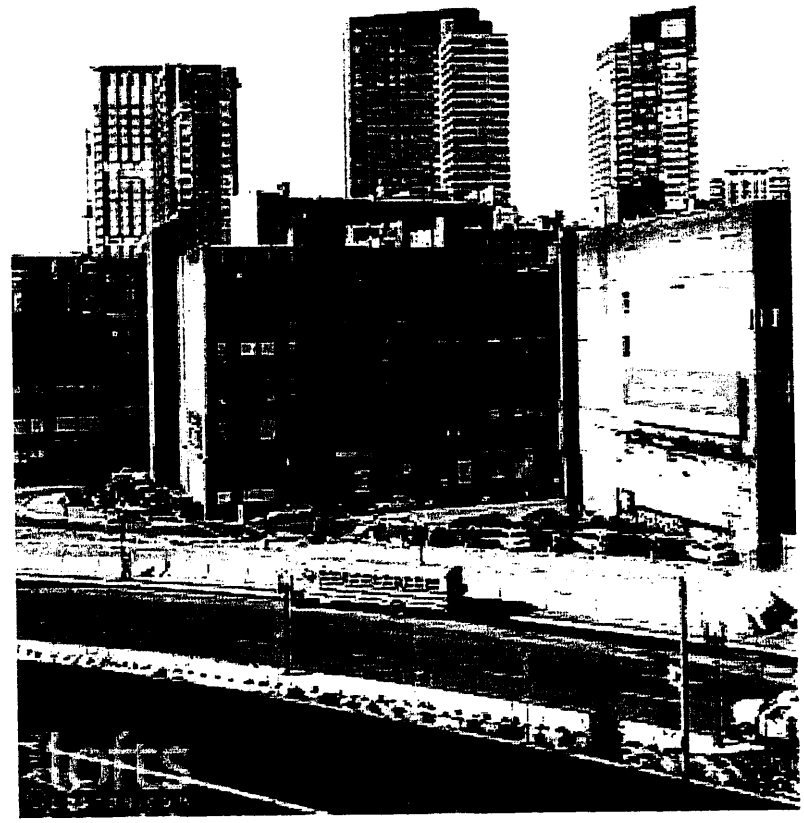
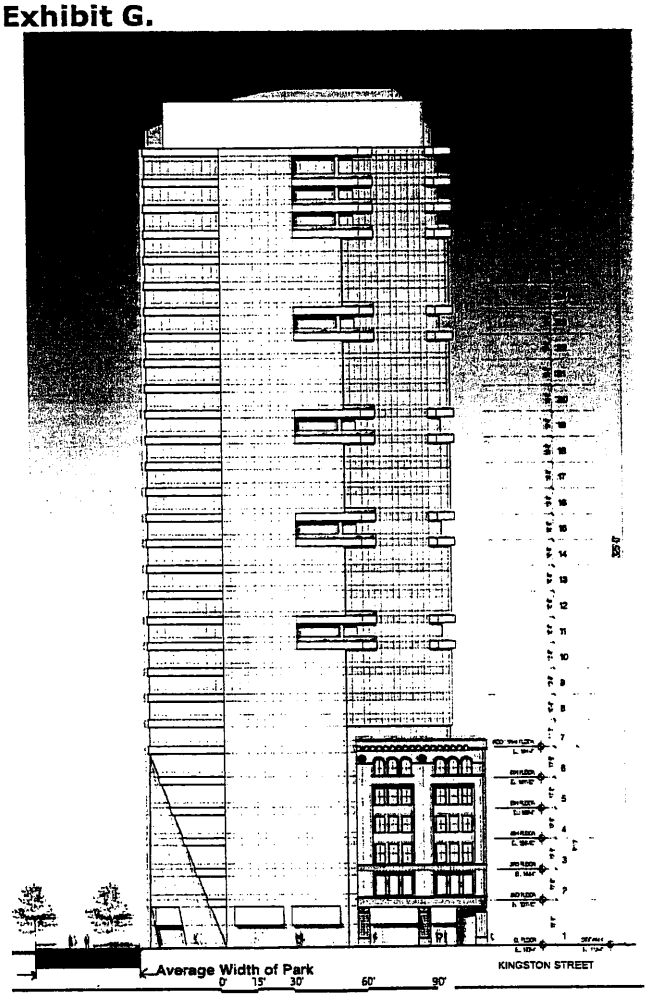


Exhibit G.



120 KINGSTON STREET
Boston, Massachusetts

Essex Street Elevation

HUDSON GROUP I

David Robyn Seeley

Rose Kennedy Greenway - Chinatown Park Community Co-chair
102 South Street 4, Boston, Massachusetts, 02111 – 617 423 3195
seeley@daveseeley.com

April 24, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007
Attention: Mr. Rodney Sinclair, Project Manager

Re: 120 Kingston Street / Auchmuty (Dainty Dot) Building - Article 80 - Large Project Review

Dear Sirs,

As a 20 year resident of the Leather District, a registered architect, a representative of the Leather District Neighborhood Association (LDNA) to the Mayor's Central Artery Completion Task Force since its inception, and Community Co-Chair of the Greenway's Chinatown Park for the past four years, I must oppose the 120 Kingston Street proposed project because of negative impacts to the neighborhood in three distinct ways, all of which are the direct result of allowing the project to exceed area zoning restrictions on massing. In addition to the negative impact the project would have on the Leather District in general, I believe the proposed massing would be a tragedy for the Chinatown Park. As a member of the Mayor's new Impact Advisory Group (IAG), I believe that no amount of mitigation can offset these negative impacts, which are summarized below:

1. The destruction of the Auchmuty (Dainty Dot) Building, a valuable historic resource in maintaining the architectural character and quality of our neighborhood (the reason that the Leather District has attracted increasing numbers of residents in the past two decades).

2. The magnitude of the massing dwarfs the new Rose Kennedy Greenway Chinatown Park, and engenders the perception that the park is merely (private) landscaping for the new tower project.

3. The location of the project would introduce the first tower project to cross Essex Street into this low-rise historic neighborhood, and open the door to the likely destruction of the working-class heart of Chinatown.

I know Ori Ron as a respected developer of prior small-scale projects within the Leather District, and have great respect for him and his abilities. In fact, when I learned initially that he was the buyer of this property, I was greatly relieved given his experience in restoring and redeveloping a Leather District building on South Street where no additional height was added to the structure. This kind of redevelopment would have been a welcome benefit to the Chinatown Park and surrounding neighborhood. I was enormously disappointed to learn that Ori and the BRA planned a 350-foot tower for the site. In addition, I have great confidence in the project designer, Elkus Manfredi Architects. While the combination of developer and architect has produced a quality schematic, I believe a project of this sheer size will have a very negative impact regardless of how cleverly it is rendered.

1. The destruction of the Auchmuty (Dainty Dot) Building.

The Auchmuty building is a beautiful – perhaps the most beautiful – example of the turn-of-the-century warehouses that characterize our neighborhood. I have admired this building for the twenty years I've lived in the neighborhood. Both the Boston Landmarks Commission and the Boston Preservation Alliance have stated that the building should be preserved in total. Please see the attached letter from the Preservation Alliance by Sarah Kelly and Susan Park, and the attached color photograph of the building from the corner of Essex and Kingston Streets.

The proposed design would demolish all of interior and almost half of the two remaining facades, leaving a small, ill-proportioned fragment as a "frontispiece" to the new contemporary glass tower. The project proponent has stated that the cost of preserving the facades in their entirety would be 11 million dollars, a "non-starter" for the current 350-foot tower project's financial viability. The remaining facades would mask a parking garage behind all existing window penetrations. While the design team has assured the community that they can provide fenestration that conveys the life necessary to preserve the architectural quality of the buildings, there have been no examples shown of design solutions that have achieved this in other projects. Ventilation of the garage, a major logistical hurdle most often requiring huge louvered areas and glassless window openings, has not been addressed in the current schematic design.

The project team has repeatedly praised the building design as "allowing views from the park and boulevard through the new building base to the historic facades of Kingston Street." That logic is ironic given that architectural quality and character of those facades cannot begin to compare to the portions of the Auchmuty building that they wish to demolish. Indeed, if we allow the destruction of this building's façade, it's hard to imagine that the other buildings on Kingston Street would survive in the face of the precedent set here. The team justifies the destruction of the building by characterizing it as already a fragment of a much larger structure. Originally they presented the two remaining facades as fragments, but historic photographs have proven the Essex Street façade to be complete. The destruction caused by carving out of the Central Artery tunnel and Surface Street through the neighborhood half a century ago, has become a division "line" demarcating the boundaries of Chinatown and the Leather District, but that line is a social line of convenience rather than a change in stylistic architectural character. The rift created destroyed a contiguous connection of the Auchmuty building to the Leather District, an historic neighborhood. The unfortunate result is that the building, and the structures on Kingston Street, are now separated "from the herd" and are relatively unprotected. It would be a shameful folly for us to allow this prior error in city planning to facilitate the destruction of this important building.

2. The magnitude of the massing dwarfs the new Rose Kennedy Greenway Chinatown Park

The portion of the Chinatown Park that adjoins the proposed project site averages 50 feet in cross section between curb and the face of the tower. The existing Auchmuty building is just under 100 feet in height in an area zoned for 80 foot maximum height. That sets up a spatial relationship of an adjoining façade that is twice the width of the park. Designed with no regard for current zoning, the new building places a sheer wall at the edge of the park that extends 350 feet to its highest point. This sets up a relationship where the building is seven times the width of the park. Please see the attached elevation diagram. The sky-plane at the edge of the park will be obliterated. This will have a radical effect on the character and quality of the park user's experience, as well as creating the perception that the park "belongs" to the tower. The relationship of the plaza across Essex Street at the One Lincoln Street tower is a very similar

relationship. Certainly this relationship does not tell the whole story of the currently proposed interface between park and building, which is a complex three dimensional spatial design problem, but the current design graphics do not begin to address this critical relationship. The ground floor plan terminates before the edge of the park. The models are perhaps the best tool we currently have for visualization, but we are shown a god's eye view, giving a perception that inherently reduces the overwhelming impact that the tower face will have on the park space.

In addition, wind impacts on the park created by this project in combination with existing towers could have an extremely negative impact on both park users and plant life.

Massing aside, the current schematic design does make good efforts to coordinate and "mesh" with the design of the new Chinatown Park by crossing into the property of the park with a mezzanine level terrace overlooking the park. While I applaud the desire to design the project in a way that mutually enhances both building and park, I have serious reservations about the legal and management logistics of bridging the terrace across the property line, and as currently designed, the terrace appears to be an entirely private amenity for the building, overlooking the park. If the intent of the proponent is really to provide a truly public amenity to the park, then the design evolution will need to address the logistics of handicap accessibility, security, café support space, and creating a through-circulation open 24 hours. That may not be possible without dedicating more of the proponent's ground plan to this public interface. In any event, it is critical that the physical relationship of the building to the park render it immediately clear that the park is a public space, and not merely lush landscaping for the building adjoining it. As currently designed, the raised "overlook" of the terrace implies ownership of the park. If the idea of bridging between building and park is to be pursued further, it will need to be designed in a way that does not obscure the public nature of the park. That may not be possible with a substantial separation in height between terrace, and park path.

3. ***The location of the project would introduce the first tower project to cross Essex Street: a dangerous precedent***

While the proponent points to buildings in the new planned development area Midtown Cultural District as the precedent for towers in this location, this neighborhood is zoned for an 80-foot maximum height. The leaping of Essex Street with the downtown tower district will open the door to radical change in both Chinatown and the Leather District. The garage building on Lincoln Street, also adjoining the Chinatown Park, will have very substantial shadow impacts on the park (and adjoining Leather District neighbors) if it is allowed to exceed zoning. The residents of the Leather District moved here primarily because they love the character, quality, and scale of the neighborhood. Turning the area to the west into a tower district is a direct threat to that.

Further, this project has ramifications for the rest of the Greenway. Do we want to build towers boxing in our new "world class" public space? It's hard to see that that policy would enhance the oft-proclaimed Greenway goals of *"Open, Green and Excellent."*

And lastly, the Chinatown community is rightly concerned that the effects of gentrification within Chinatown are causing a shrinking housing stock, further reducing affordable housing. The precedent of allowing towers to be built in this neighborhood will clearly increase property values of any new potential tower sites by three to five times their current values. This will put the demise of this working class neighborhood on the fast track. Again, it is ironic that the proponent has generously provided land to build as many as 50 new affordable units a few blocks away, as

mitigation for the license to become the first tower that will open the door to the fast-track demise of Chinatown's working class residential neighborhood.

In closing, I'd like to reiterate that Ori Ron and Elkus Manfredi would be a welcome team for the redevelopment of this site, if it were not for the disregard for the zoning put in place to preserve the character and scale of the neighborhood.

Sincerely,

Dave Seeley, Chinatown Park Community Co-chair

cc: Ori Ron, The Hudson Group
Senator Ted Kennedy, United States Senate
Debbie Ho, Community Liason for Salvatore F. DiMasi
Peter Meade, Greenway Conservancy
Nancy Brennan, Greenway Conservancy
Linda Jonash, Greenway Conservancy
Dick Garver, Boston Redevelopment Authority
Paul McCann, Boston Redevelopment Authority
Kairos Shen, Boston Redevelopment Authority
Rob Tuchmann, Co-chair Mayor's Central Artery Completion Task Force
Ellen Lipsey, Boston Landmarks Commission
Sarah D. Kelly, Boston Preservation Alliance
Larry Rosenblum, LDNA Rep Mayor's Central Artery Completion Task Force
Christopher Betke, Leather District Neighborhood Association

BOSTON PRESERVATION ALLIANCE

March 19, 2007

Mr. Ori Ron
Hudson North America
441 Atlantic Ave.
Swampscott, MA 01907

RE: Redevelopment of the historic Auchmuty/Dainty Dot Building

Dear Mr. Ron:

Thank you for bringing your development team to the Boston Preservation Alliance's Board of Directors meeting on Wednesday, March 14, to present your proposal for the redevelopment of the historic Auchmuty Building. The Alliance has a long-standing interest in this building as it is an important contributor to the rich heritage of nineteenth century industrial loft buildings in the Leather and Textile Districts of Boston. The Alliance supports the petition to designate the building as a Boston Landmark, which was accepted for further study by the Boston Landmarks Commission in 1988.

Following your presentation, our Board adopted the following position with regard to the Auchmuty Building and adjacent small parcels:

> The Boston Preservation Alliance supports the rehabilitation of the entire Auchmuty/Dainty Dot Building, and the coordinated development of the small parcels adjacent to the extant structure in a way that enlivens the pedestrian experience on Essex and Kingston Streets and along the Rose Kennedy Greenway. The Alliance could support the addition of a modest number of stories on top of this historic building, so long as they are setback from the existing facades and are of an appropriate, complimentary design.

The Alliance appreciates the challenges you face in developing this important and constrained site. We look forward to working with you and your team in shaping a project that rehabilitates this important Boston Landmark and fully exploits its aesthetic and historic qualities to bring vitality to this corner of Boston.

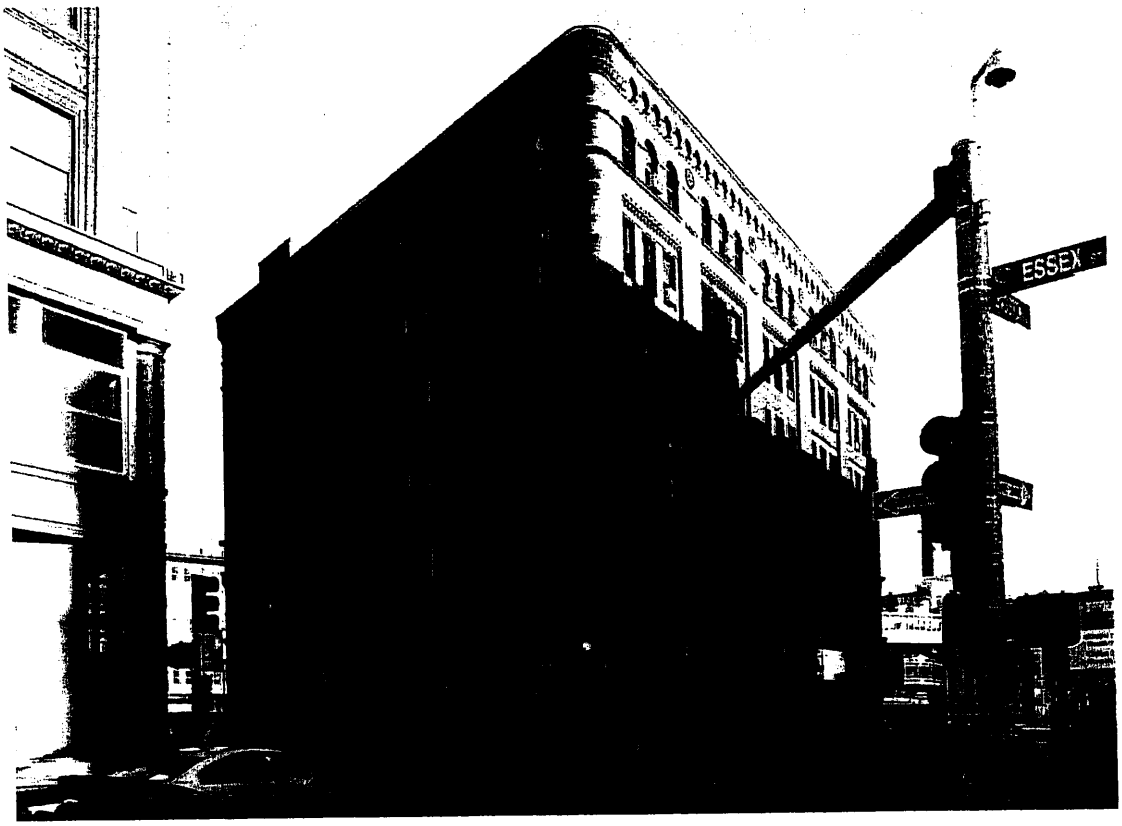
Best wishes,

Sarah D. Kelly
Executive Director

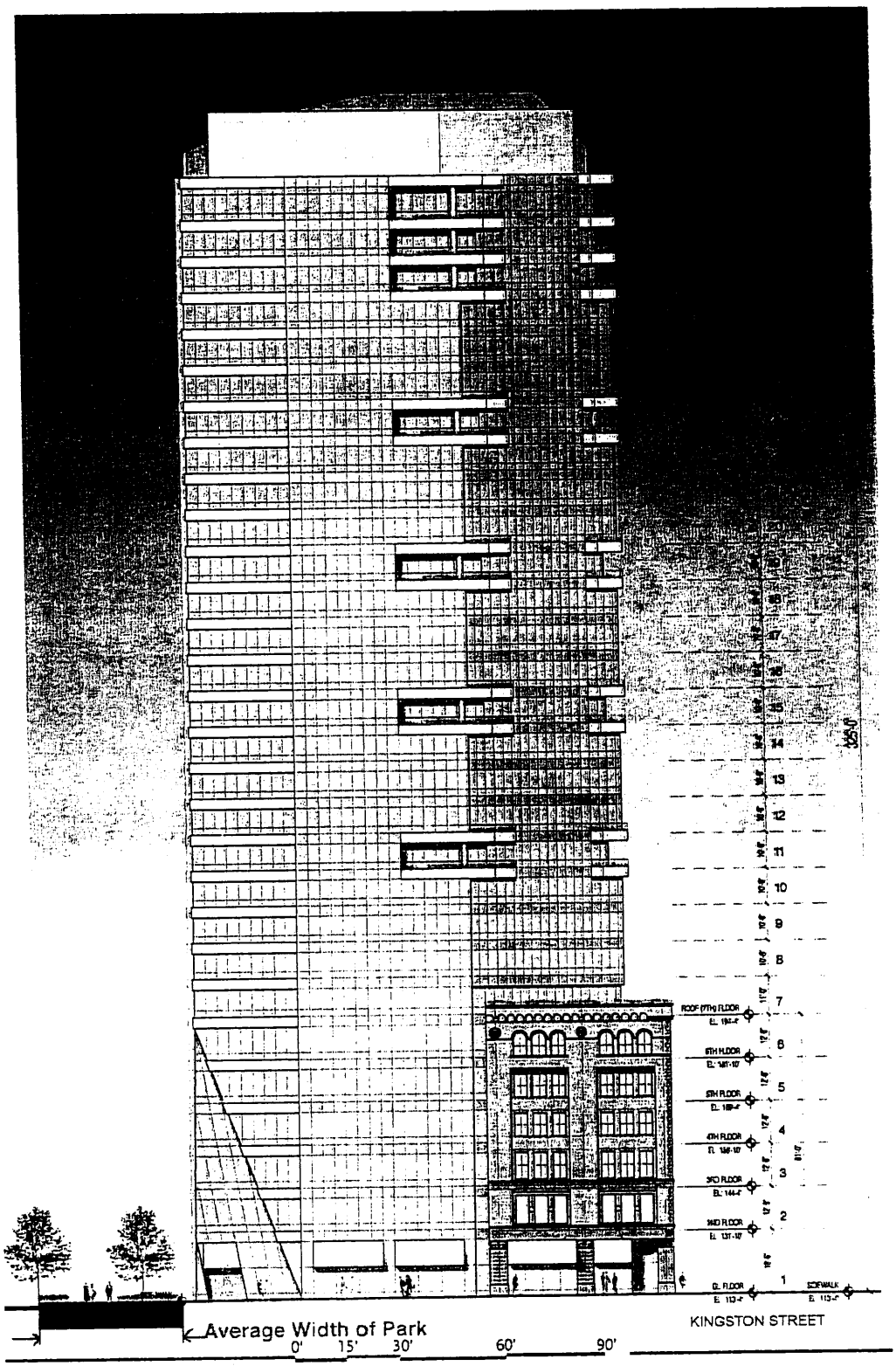
Susan Park
President

cc: Jim Hunt, Chief of Environment and Energy,
Office of Mayor Thomas M. Menino
Bryan Glascock, Director, Boston Environment Department
Ellen Lipsey, Executive Director, Boston Landmarks Commission
Heather Campisano, Deputy Director for Development Review,
Boston Redevelopment Authority

Old City Hall, 45 School Street, Boston, MA 02108
www.bostonpreservation.org
Telephone 617-367-2458



The Auchmuty Building at 120 Kingston Street



120 KINGSTON STREET
Boston, Massachusetts

Essex Street Elevation

HUDSON GROUP I

Reggie Wong
162 Lincoln Street
Boston, Ma. 02111
Tel/Fax: 617-426-6857

April 26, 2007

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, Ma. 02201-1007

RE: **120 KINGSTON STREET PROJECT**

Dear Mr. Sinclair:

As a member of the Impact Advisory Group ("IAG"), I am asserting my input to the above referenced project. In addition I am and have been a business owner in the Leather District for the past thirty-five (35) years and have witnessed and experienced the physical transformation of not only this District but also Chinatown.

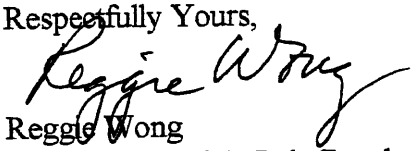
I am wholeheartedly supportive of this project in its building design, its location and the intrinsic benefits it would bring to both the Leather District and the Chinatown area. Especially with the completion of the Rose F. Kennedy Greenway this project will greatly enhance the south portion of the Greenway and become a pivotal point or a sort of "Plaza" for both Leather District and Chinatown.

I am not concern with the height because I believe for this open site it is important to have a unique designed building to give it the impact it deserves. There should be no shadow effect in the immediate areas of the Leather District or Chinatown and will serve as a great intersection to the financial and downtown business districts.

In addition, as part of the City of Boston development mandate, this project will provide on Oxford Street, 50-52 affordable and much needed housing inventory for the Chinatown Community thru the joint venture with the Chinese Economic and Development Corporation, a non-profit community agency.

In my opinion this is a "Win-Win" situation for the City of Boston, Leather District and Chinatown.

Respectfully Yours,



Reggie Wong
Owner – Weggie's Pub (Leather District – 28 years)
Member – Leather District Association
Director Chinatown Main Street
Advisor/Director – Chinese Consolidated Benevolent Association of N.E. (CCBA)
Advisor – Chinatown Business Association
Chinatown Resident

FROM: WILSON WONG

DATE: 4/24/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

VINH SUN
58 BEACH ST
BOSTON MA 02111

April 25, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007

Dear Mr. Sinclair,

The purpose of this letter is to inform you of my interests in the 120 Kingston Street Redevelopment. I support 99% of it because:

1. It will benefit Boston in its quest to be a first class city.

2. It will benefit the Chinatown and Leather District interms of beautification, financial wellbeing, and public safety.

3. It will compliment the efforts in creating a serene open space for the Rose Kennedy Greenway.

I would be 110% in support of this redevelopment if the design were to:

1. Involve raising the height of this building.

2. Involve removing the Dilapidated Dainty Dot building altogether.

Boston with its rich history, universities, and medical facilities has the potential to be a first class city. I have had the privilege to travel to major cities like New York, Hong Kong, Beijing, London, and Chicago. And every time I come home I'm reminded that we don't have the energy and image of financial strength like these other cities. A city's skyline says a lot for its financial stability, strength and power. Our Hancock and Prudential Towers (under 60 stories) are only average buildings in other cities. But we call them towers and as a result, Boston is like the corn fields compared to other major cities.

A beautifully unique, sleek, contemporary design proposed by the Hudson LLC Group is not only what Boston needs to add to our skyline, but it's embarrassingly short height of 29 levels should also be raised. This is the perfect spot for a TRUE tower! It's not in the heart of Chinatown. We have enough boring "wedding cake styled" buildings in Boston. In fact, this design will attract visitors to Boston with a spillover into Chinatown and the Leather District.

Since I am in Chinatown every day, I will only speak for the Chinatown district that this proposed "short" structure will be in. Businesses in Chinatown will benefit from the increased number of residents from both buildings. Public safety will be enhanced with this additional foot traffic. And the appearance of this iconic design will do wonders for the area.

Kingston Street is a dead area in Chinatown. It's dark and it's a neglected zone at the border. The Dainty Dot building from Chinatown's angle of view is ridiculously dilapidated. I believe that history is very important. However, the dilapidated dot building provides no pride to the community. It has no special design. It's not unique. It's red and it's a rectangular box....like one big brick. Why are we trying to keep a dilapidated brick? Are we a bunch of pack rats that keep a closet full of checkered plaid pants from the 70's? Do we want tourists and visitors to see how Boston preserves run down buildings? It's time to get rid of it because Boston has a LOT of these styled buildings already.

The proposed "short" building will completely turn this area of Chinatown around for the better. In fact, I know it will enhance the design of the Rose Kennedy Greenway and add to one's experience of Boston. As the Greenway may be an excellent destination for tranquility, serenity,

and open space, you are still in the city. It is normal to see buildings in a strong city.

The Hudson Group "short" building will also attract a higher ratio of "Greenway" travelers into Chinatown. I've heard at meetings that some people think that the Chinatown Park will appear to be the backyard of this "short" structure. Without fencing or walls to stop travelers into Chinatown and the Leather District, this thought is meaningless. I believe that the current Greenway design has a curve that gives the illusion that it ends at South Station. So if there is no unique building to attract the pedestrians in, Chinatown would be at a loss with the existing Greenway design. Many travelers would end their Greenway experience by hopping into South Station instead of finishing their journey with a great dinner and fun shopping in Chinatown.

So what does this say about the future of having tall buildings in the heart of Chinatown?

NOTHING!

And to say this will create opportunities for mega developers to come in to the heart of Chinatown is foolish. The Hudson Project is not in the heart of Chinatown.

The previous real estate spike in the Boston area is strongly attributed to baby boomers who want to move back into the city. Why? ONLY because they want to live with the convenience of being close to shops, theatres, and restaurants. They want the amenities of a first class city.

Boston is on its way to being a first class city.

The Hudson Project will be among the steps to that end.

Sincerely,

Tony M. Yee
(857) 234-0590
Tony.m.yee@gmail.com

Appendix

C

Mr. Rodney Sinclair
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Sinclair:

I am writing to register my opposition to the proposed 120 Kingston Street project on behalf of the Asian American Movement Azine. The low-income Chinatown residential and small business community is already suffering from the effects of several high-end luxury towers built in the immediate vicinity. As a result, both residential and commercial rents are skyrocketing.

On an individual level, I am opposed to this project because of practices which protect any wealthy developer to build what they want without regard to the consequences on low income communities and people of color. I believe that if developers and their consumer's rights are protected given your zoning variances, low income communities rights to have a community to live in should be protected equally. Their rents and taxes should stay at an affordable rate and they should be able to live where they want just as the wealthy are able to live where they want. I would like to see the BRA, BZA, and City of Boston protect the interests of low income residents as it does the power of money - the rich. It is not just Chinatown I speak of. History shows this to be true - West End, South End, North End - and gentrification happening currently in every low income community which exists in Boston.

This is why I am opposed to any zoning variance for additional luxury developments in the area. According to the Chinatown Community Plan of 1990, which revised neighborhood zoning guidelines, the parcel is part of the Commercial Chinatown Subdistrict, which is zoned for a height of 100 feet and FAR of 7.0 for projects undergoing Large Project Review. Yet the proposed project would tower over the neighborhood and the new Chinatown Park at 325 feet, with a FAR of 18.7, about triple the allowable zoned height and density for the area.

In addition to the typical environmental impact studies required, a wind and shadow study should be conducted in relationship to the Chinatown park and the adjacent sidewalk areas, a study of groundwater impact, and a study of the socio-economic impact of continued luxury development on the Chinatown neighborhood.

Thank you for your attention to our concerns.

Terri Oshiro
Asian American Movement Azine
C/O Asian American Resource Workshop
33 Harrison Ave., 5th Fl.
Boston, MA 02111

BOSTON PRESERVATION ALLIANCE

April 27, 2007

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, Floor 9
Boston, MA 02201

RE: Redevelopment of 120 Kingston Street (Auchmuty/Dainty Dot Building)

Dear Mr. Sinclair:

The Boston Preservation Alliance has reviewed the Project Notification Form (PNF) for 120 Kingston Street, current site of the historic Auchmuty/Dainty Dot building. The Alliance has also had the opportunity to hear a presentation of the proposed project by the developer at a recent meeting of our Board of Directors.

The Alliance has a long-standing interest in the Auchmuty/Dainty Dot building as it is an important contributor to the rich heritage of nineteenth century industrial loft buildings in the Leather and Textile Districts of Boston. The Romanesque Revival-style building, designed by prominent Boston architectural form Winslow & Wetherell, was constructed in 1889-1890. It is one of the Boston's earliest extant wholesale houses and one of a notable collection in the city by the architects, including the Phillips Building (1890), the former Shreve Crump & Low building (1896-1897), Steinert Hall (1896), and the Proctor Building (1896-1897). The Alliance supports the petition to designate the building as a Boston Landmark, which was accepted for further study by the Boston Landmarks Commission in 1988.

Following the presentation by the developer to our Board, the Alliance adopted the following position:

> The Boston Preservation Alliance supports the rehabilitation of the entire Auchmuty/Dainty Dot Building, and the coordinated development of the small parcels adjacent to the extant structure in a way that enlivens the pedestrian experience on Essex and Kingston Streets and along the Rose Kennedy Greenway. The Alliance could support the addition of a modest number of stories on top of this historic building, so long as they are setback from the existing facades and are of an appropriate, complimentary design.

As the currently proposed project does not meet the above stated position, the Alliance does not support it. The current proposal would demolish a large portion of the historically significant existing building, dramatically and irreversibly altering it, and diminishing its landmark caliber.

Old City Hall, 45 School Street, Boston, MA 02108 Telephone 617.367.2458

The Alliance also shares the concerns about the impact of the loss of the historic building on surrounding neighborhoods, which have been articulated by the Leather District Neighborhood Association, the Seaport Alliance for Neighborhood Design, and others. We too believe the destruction of the Dainty Dot Building will adversely impact the architectural character of these neighborhoods.

The Alliance urges the project proponent to devise alternatives for the development of the site that may or may not include new, modestly-scaled development, and will preserve the Auchmuty/Dainty Dot building.

Sincerely,

Sarah D. Kelly
Executive Director

Susan Park
President

cc: Brona Simon, Massachusetts Historical Commission
Ellen Lipsey, Boston Landmarks Commission
David Seeley, Leather District Neighborhood Association
Christina Lanzl, Seaport Alliance for Neighborhood Design
Jeremy Liu, Asian Community Development Corporation
Stephanie Fan

Chinese Progressive Association
28 Ash Street, Boston, MA 02111
Tel. (617) 357-4499 Fax (617) 357-9611 www.cpaboston.org

April 27, 2007

Rodney Sinclair
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Mr. Sinclair:

I am writing to comment on the proposed 120 Kingston Street project on behalf of the Chinese Progressive Association, a 30 year-old grassroots community organization with offices in Boston Chinatown and a membership of over 1200 households. While we commend the principal Ori Ron for his efforts at community outreach, we wish to register our strong opposition to the project as proposed.

The low-income Chinatown residential and small business community is already suffering from the effects of several high-end luxury towers approved or built in the immediate vicinity. Since 2000, some 1200 high-end units have been added to this immigrant working class neighborhood, causing both residential and commercial rents to skyrocket. **Chinatown does not need more luxury towers, and we oppose any zoning variance for such a project.** In fact, the proposal runs counter to the priorities of the Chinatown Community Plan of 1990, the core of which was to preserve the working class, family neighborhood that has existed in the area for nearly 150 years.

The stated commitment to construct 27 affordable units in the Oxford/Ping On project provides no significant additional community benefit other than fulfillment of the City of Boston's basic Inclusionary Development Policy requirements, yet requires Chinatown and the Leather District to suffer significant impacts of the Dainty Dot project. While we would likely support an affordable housing project at Oxford/Ping On, we do not think the entire Oxford/Ping On project should be predicated on the wholesale acceptance of the 120 Kingston Street project. There is more than one way to finance an affordable housing project.

According to the Chinatown Community Plan of 1990, which established our neighborhood zoning guidelines, the parcel in question is part of the Commercial Chinatown Subdistrict, which is zoned for a height of 80 feet and a Floor Area Ratio (FAR) of 6.0, or for a height of 100 feet and FAR of 7.0 for projects undergoing Large Project Review. Yet the proposed project would tower over the neighborhood and the new Chinatown Park at 325 feet, with a FAR of 18.7, about triple the allowable zoned height and density for the area.

After years of suffering as the Boston neighborhood with the least amount of open green space in the city, Chinatown is on the verge of receiving the new Chinatown Park as our piece of the Rose Kennedy Greenway project. The proposed project now threatens to serve as a barrier between Chinatown and the new park. Even if residents go around and enter the park from the other side, the proximity of the project would give this long-awaited open space for the community a private feeling, effectively turning the new Chinatown Park into landscaping for the new residents rather than the community space we envisioned.

In addition to the typical environmental impact studies required of a large project, we request that the proponent conduct wind and shadow studies in relationship to the Chinatown park and the adjacent sidewalk areas, traffic studies which take into account the actually traffic ebbs and flows in Chinatown, which differ from those of other neighborhoods, a study of groundwater impact, and a study of the socio-economic impact of continued luxury development on the Chinatown neighborhood.

Most importantly, we find it appalling that few developers even consider building according to existing zoning requirements, and demand that the developer be required to investigate and present an as-of-right development option in addition to the existing 30-story proposal.

Thank you for your attention to our concerns.

Sincerely,

Lydia Lowe
Executive Director

Cc: Ed Chiang
Chia-Ming Sze
Bill Linehan
Susan Passoni
Hon. Felix Arroyo
Hon. Michael Flaherty
Hon. Stephen Murphy
Hon. Sam Yoon

downtown north association

April 25, 2007

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
City Hall 9th Floor
Boston, MA 02210

RE: Preliminary Plans for the Redevelopment of 120 Kingston Street

Dear Mr. Sinclair,

While 120 Kingston Street falls well beyond the purview of the Downtown North/West End community that I represent, I am commenting on this project as a Member of the Mayor's Artery Completion Task Force, to which a project presentation was made at our meeting of March 29th.

As I indicated at that time, there is a major urban design issue associated with this project, which is of fundamental importance and was not intended to be decided in March 29th meeting. That has to do with whether the 120 Kinston Street property should be considered and developed as part of its historical Leather District/Chinatown low-to-mid-rise community context, or as part of a new and emerging urban context related the distinctly higher-rise character of adjacent districts. This is not a novel issue here or elsewhere; and the design of this project as now proposed assumes the latter view; and I will comment on it on the basis of that presumption. But that is clearly a debatable presumption, and one that needs to be debated and decided as a threshold question. In that regard, I particularly acknowledge the relevance and significance of the views of those in the surrounding communities; and from the tone and content of his presentation, the project developer does as well.

Having said that, I join in what is the widespread, and perhaps unanimous, view that the proposed design is both a very creative and very attractive one. What is depicted in the model and the plans and elevations produced thus far is striking in its conception and compelling in its composition. It is on that positive basis that I offer the following observations, which are consistent with those voiced at the Task Force meeting, with respect to the impacts and implications of this project for the adjacent Chinatown Park, our principal concern:

- **With Respect to the Impact of the Height of the Building:** It may be arguable that above a certain point the ground-level experience of additional height has little incremental impact because one close-up lacks the perspective to experience it close-up. That may be the case here, but it is simply impossible to tell from the presentation materials now available. In this regard, and in other respects further described below, we need presentation materials that can provide a more realistic virtual experience of the project as proposed.

PRESIDENT
KARYN MCFARLAND
tel: 617-371-9808
email kmcfarland@mcfarlandre.com

DOWNTOWN NORTH ASSOCIATION
c/o McFarland & Finch/Grubb & Ellis
225 Friend Street, Boston, MA 02114

EXECUTIVE DIRECTOR
ROBERT B. O'BRIEN
tel: 617-461-6730
email rbobrien@msn.com

Beyond essential and expected shadow studies, perhaps computer-aided design or other modeling and presentation technology could more fully and meaningfully depict the ground-level experience in this and other respects, so that impacted communities and other interested parties can better discern and properly evaluate the effects of the proposed height -- and variations thereof. Absent that, this height, which greatly exceeds zoning allowances for the area, will understandably be viewed as overwhelming. While that may or may not be the case, the burden of proof to the contrary necessarily falls to the architect and developer; and that burden has not yet been met.

- **With Respect to the Massing of the Building:** The form of the building is unquestionably graceful and appealing; and at the ground-level, its articulation and cantilevering is innovative and attractive, making efficient and effective use of a quite constrained and irregular site. But at the upper levels, the smooth and flowing surfaces that contribute to its distinctive appearance would seem to do little to interrupt or otherwise minimize the wind current effects that a structure of this height is likely to create for the adjacent parkland. For that reason, wind studies are also essential and could be decisive. If the wind effects are significant, they will have to be mitigated and minimized by changes in the form of the building itself.

- **With Respect to Surface of the Building:** The model depicts what appears to be a somewhat reflective cladding that is quite stunning and dramatic, particularly at a distance; but such a surface suggests the possibility of glare and other adverse ambient light effects on and in the adjacent park. Again, the design and form of the surface needs to be modeled and depicted with due regard to these ambient effects – for better or for worse; and they need to be presented in a realistic and experiential way. That has clearly yet to be done; and it should be done sooner, rather than later, if this design proceeds.

- **With Respect to the Public/Private Space Interface:** Among the most problematic issues and opportunities inherent in the current design is the nature and scope of the interaction between the ground plane of the building and the Chinatown Park below. A significant, but still insufficient, gesture has been made in direction of visually linking the public and private spaces by the design and use of a ground-level building plaza space on the side of the building that faces the park. This plaza space provides a kind of outdoor overlook of the park, and presumably one that would be animated by compatible public activities that would enhance the parkland experience.

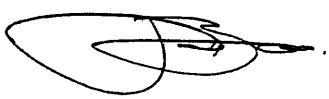
  That is clearly a worthy goal; but if it to be fully realized, there needs to be considerably attention paid to the physical and functional, as well as the visual, relationships between this plaza and the parkland itself. Indeed, every effort should be made to diminish the physical barriers between them, so that this upper-level space is seen and used as an extension of the park, rather than the reverse. As at Rowes Wharf, where the distinction between public and private spaces in intentionally and successfully obscured, this kind of active interface is substantially beneficial to public interests at little or no cost to private interests – and arguably to their benefit as well.

Given the quality of architectural expertise involved in this project, I will resist making amateur suggestions as to how this might best be accomplished. But if a better physical and functional interface is achieved, it could lead naturally to the kind of supportive commercial activities and to the kind of collaborative management, maintenance and marketing arrangements that also make Rowes Wharf such an active, varied and sustainable public and private space.

- **With Respect to the Incorporation of the Auchmuty/Dainty Dot Building:** This is an aspect of the project on which I did not comment at the Task Force meeting, because I know so little about the older building. But clearly this is an important and attractive structure that deserves preservation and presentation as part of the new project; and the developer and the architect are to be commended for the degree to which they recognized and accomplished that goal. But more serious consideration should be given to the possibility of taking that process further, both to include more of the existing building and to integrate it more fully into the form and function of the new project. While the *facadectomy* that is now planned creates a dramatic and distinctive architectural feature, something more substantive is warranted, if possible. Without the minimizing the design and engineering challenges of doing so, the option of a more extensive and substantive integration of this significant property needs to be further explored, and/or the inability to do so needs to be further explained.

In conclusion, we join others in commending the developer and the architect for this project on their obvious professionalism and responsiveness thus far in the process; and we hope that our comments herein, which are meant to be selective and suggestive rather than comprehensive, will contribute somewhat to further progress along the continuing and sometimes circuitous path to consensus and success.

Sincerely.



Robert B. O'Brien
Executive Director
Member of the Mayor's Artery Completion Task Force

Mass Pike Towers Tenants Association
324 Tremont Street
Boston, MA 02116

April 25, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am writing to voice my strong opposition to the proposed residential tower at 120 Kingston Street. I am president of the Mass Pike Towers Tenants Association that represents 200 Chinatown families.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Serene Wong
President

Mayor's Central Artery Completion Task Force

April 20, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007
Attention: Mr. Rodney Sinclair, Project Manager

Re: 120 Kingston Street
Article 80-Large Project Review

Ladies and Gentlemen:

This letter constitutes the comments of the Mayor's Central Artery Completion Task Force regarding the proposed residential and retail tower at 120 Kingston Street. As you know, the Task Force is concerned with the planning, design, construction and operation of the new Rose Kennedy Greenway including the parks, open spaces, sidewalks, buildings and cultural institutions to be located above the highway and its ramps.

This project was the subject of a presentation and discussion at the Task Force on March 29, 2007. Special attention was paid to the impact of the project on the abutting Chinatown Park which is nearing completion. The members of the Task Force spent countless hours in prior years carefully planning for and designing this park.

The project received very mixed reviews from the Task Force. The dominant theme was the negative impact of the sheer height of the building in such proximity to the new Chinatown Park. It was observed that at 345 feet in height, the 50 foot wide park would very much feel like the landscaping in the front yard of a building which otherwise has no setbacks. There was no question that the tower would be a huge and looming presence to everyone using the park. It would block out a considerable amount of sky, create severe winds and glare as a result of its smooth skin and reflect and reverberate noise coming from activities in the park.

Others commented that this building would be the first breach of the mid-rise integrity of the area surrounding the park on the south side of Essex Street. It would most certainly create a precedent for the adjacent block owned by Druker and could be seen as the beginning of the "canyonization" along the Greenway. In some respects, even before its completion, the Greenway is attracting significant new development with significantly increased height and density. Therefore, many believe that the response of the BRA to this design could lead to a significant change in the character of this neighborhood placing an even greater squeeze on the remaining residential and commercial tenants in Chinatown.

At the same time, it was noted that the Boston Landmarks Commission observed that the existing Dainty Dot building could be preserved in its entirety with the addition of a one or two story height increase set back from the cornice line. One member of the Task Force noted that such a plan has been considered in the past and has been found to be economically viable. Therefore, it was not felt that the proposed high-rise was the only way to preserve the facades of the current structure. One possible use for the existing structure would be the location of a new neighborhood branch of the Boston Public Library which some have proposed for the south side of Kneeland Street. This would certainly be a more central location.

On the other hand, there were some voices in support of the additional height based upon the unique and attractive design and the preservation of some of the facades of the existing buildings which were seen as a public benefit. It is a graceful, sculptural form with a novel shape responding to both the line of Essex Street as well as the curve of the Surface Artery at this location. It was also complimented for its restoration on the ground floor of approximately 4600 square feet of retail space.

However, aside from the sheer mass of the building especially in close proximity to the park, a host of other negative impacts were noted:

1. The current zoning limits the building to 100 feet and a FAR of 7. This building proposes 345 feet and a FAR of 22.2. Very few precedents come to mind where the City has permitted a 300% increase in height and density with very little offsetting public benefit.

2. With 160 parking spaces, there is a great deal of parking for such an urban building in close proximity to every means of public transportation available in this region. Clearly the number of parking spaces is geared toward maximizing the sales value of the residential units where the excessive height and park have already bestowed great additional benefits on the developer.

3. The combination of extreme height and smooth skin on the façade will create enormous wind drafts in the park. After the tremendous public investment in the Chinatown Park (the only park in Chinatown) to permit anything to reduce the usefulness and comfort of that park for private gain would seem to be foolhardy.

4. Also reducing the amenity of the park will be the glare which will result from the smooth skin. Although the architect suggests a non-reflective material will be used, it will still produce a glare.

5. Although it is hard to gauge without a technical study, we also suspect that the building will act as a sounding board for the noise which will be generated in the park. This is not something which should be encouraged.

6. A number of comments were made about the traffic pattern proposed by the developer. With all traffic entering from Essex and exiting onto Kingston Street, all traffic will then make the loop into the park and around to Edinboro Street. This is precisely the movement which was sought to be minimized during the extensive discussions about the park design. Since the park is so small (eight tenths of an acre) the park design seeks to enlarge the usable area for large events by permitting the crowd to spill over into the Kingston/Edinboro loop. This traffic pattern is inconsistent with that objective. At the same time, the problem can be easily avoided either by proposing a reversal of Kingston Street, or by eliminating the parking on Kingston Street so it becomes two-way at that point, or by suggesting a reversal of the traffic patterns so that the cars will enter the building from Kingston Street and exit onto Essex.

7. There was extensive discussion about the lack of integration of the building with the park. The designers have proposed a rear terrace approximately 15 feet above the park behind the wall along the serpentine walk. Although the area is not open to the public, it is hidden behind a wall, isolated, potentially dangerous and is not integrated into the park. It suggests a looking platform for the residents to observe the public below. This is not the atmosphere which was intended for this public space. We suggest that the developer retain the park designer, Carol R. Johnson Associates, to redesign this portion of the park and utilize this terrace area for expansion of the public domain. Nothing would be lost for the future building residents, as there appears to be no entrance to the terrace from the building itself. Other suggestions were to incorporate additional hanging planters to give the park additional height and depth. We note that the public statute requiring the Parks Department to review all development within 100 feet of a public park is designed specifically to avoid the situation proposed in this development. We would expect the Parks Department to exercise its review authority to mandate that the project be integrated with the park so that the park benefits from the project rather than merely providing a public amenity for the benefit of the building residents.

8. As no shadow studies were included, we cannot comment with great specificity on the anticipated shadow impacts. However, again, the building should enhance rather than detract from this new park which serves as the only open space for the Chinatown community.

9. A great deal was made by the developer and architect of the preservation of several sections of the existing façade of the existing building. While we agree that preservation is desirable (assuming that such a tower is actually built), there seems to be no reason why the entire façade could not be maintained in order to retain the entire current scale of the streetscape on both Essex and Kingston Streets.

In conclusion, the two most important concerns are height and the relationship of the building to the new park. Will this location continue to be a part of this mid-rise district or will the high-rise financial district be permitted to expand across Essex Street? The current zoning clearly states that this is part of the mid-rise district. Is it appropriate for the City to grant 300% relief for height and density rather than to address this significant change in the neighborhood through a change to the overall neighborhood zoning regulations with all of the attendant public discussion that would entail? The second major concept for the BRA to consider is the relationship of the proposed design to the park. This building stands as a distinct and aloof backdrop to the park. It makes no gesture to relate to or integrate with the park but emphasizes the distinct boundary between public and private spaces. Would it not be more appropriate as was stated at our meeting, to emulate the blurring of that distinction as we see at Rowes Wharf where there is no line of distinction and each area is enhanced by its integration with the other?

Thank you for this opportunity to comment on this proposal. We would be happy to discuss any aspects of our comments with you should you so desire.

Sincerely yours,

Robert Tuchmann

Robert Tuchmann, Co-chair

WalkBoston

April 30, 2007

Secretary Ian A. Bowles
Executive Office of Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Rodney Sinclair
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

RE: Comments on 120 Kingston Street Environmental Notification Form and Project Notification Form

EOEA # 13367

Dear Mssrs. Bowles and Sinclair:

We have reviewed the 120 Kingston Street ENF and PNF, which proposes 180 housing units at 120 Kingston Street and 48-52 housing units on a vacant lot between Oxford and Ping On Streets in Chinatown. The Oxford Street construction is linked to the Kingston Street building as a way of providing affordable housing units for the Chinatown community.

120 Kingston Street is a proposed 29-story building of 279,230 gross square feet adjacent to, and incorporating portions of the façade of the existing Dainty Dot (Auchmuty) Building. The project abuts the Rose Kennedy Greenway and the new Chinatown Park that are built above the tunnel of the Central Artery. The principal façade of the new building will be set on a diagonal parallel with the Greenway. Retail uses are proposed for the ground floor along Essex Street, and include a possible restaurant with a terrace overlooking the Chinatown Park.

The principal pedestrian entrance to the new residences will be located on Kingston Street. Access to retail uses will be from Essex Street and at the Essex/Kingston corner. Sidewalks are retained in their current widths on the two sides of the structure facing Essex and Kingston Streets.

No direct pedestrian access to the Greenway from the site is shown in the preliminary designs described in the document. The relationship between the site and the Greenway is made quite difficult because the new structure sits behind a 6' high Greenway park wall now under construction along the site boundary. The Greenway sidewalk is being constructed by the CA/T with walkers in mind. It is extensively landscaped to promote pedestrian use.

The building is very close to downtown shopping, and excellent transit access is provided by the Red Line at the South Station transportation complex (2 blocks away), and Green and Orange Line stations (3-4 blocks away).

Relationship between the new building and the Greenway - re-thinking the project
The physical and access relationship between the proposed building and the Greenway has not been resolved in a manner that WalkBoston finds comfortable or inviting for pedestrians. While there are a number of tall buildings along the Greenway, many of them have entrances that face the

Greenway and generate pedestrian use of the Greenway. New buildings designed since the Greenway was planned take advantage of their frontage on the Greenway and provide direct pedestrian entrances. Similarly, renovations of existing buildings have added entrances to the Greenway where there were none before.

As far as we are aware, this is the first new building proposed for a Greenway edge that has no direct access to the Greenway. While this lack of relationship is in part due to the design of the park at the site edge - it is truly driven by vehicle access to the building. We suggest that further design efforts develop alternatives that devote much less of the ground plane to vehicles and much more to people and uses that create a lively streetscape. (We estimate that about 50 % of the ground level - and all of the Greenway edge of the site - is devoted to vehicles.)

The vehicular access ramp to the basement, the truck service locations and the elevator access are concentrated on the side of this site that faces the Greenway, effectively cutting off direct access to the Greenway. Likewise, above the lobby of the building, the first five floors that face the Greenway and surrounding streets are entirely occupied by parking that requires an access ramp and elevators within the building.

Given the small, triangular shaped parcel that this project occupies, we believe that the proponent should explore a project design that minimizes vehicular penetration of the site, and that the city work with the developer to allow such a project concept to go forward. Given the terrific transit and pedestrian access that this site enjoys, perhaps this project could be built with no parking on site. If parking is absolutely required, then an off-site location, perhaps within an existing garage, could be explored. In addition, with the limited service-loading requirements of a residential building, and the very low volumes of traffic on Kingston Street, perhaps the city could consider allowing on-street loading, much as this neighborhood has lived with for all of its history.

The removal of parking and service vehicles from inside the building would provide much more flexibility in the design of pedestrian circulation, including pedestrian access directly to the Greenway from both the residential lobby and retail areas. The removal of parking from the upper floors would allow the historic Dainty Dot building to be redeveloped as residential units (a more compatible use of the building) and allow a substantially smaller overall structure which would be less out of scale with the Greenway, the Chinatown Park, Chinatown and the Leather District.

<u>The comments below address the design as presently proposed.</u>

Pedestrian access between the Greenway and the proposed project

Direct physical access to the site from the Greenway is not possible under the current plan and pedestrians and vehicles must approach the building from either Essex or Kingston Street. Preliminary designs show a mezzanine terrace that sits about 6' above the Greenway and Chinatown Park – at the height of the park wall that is being constructed. External stairway access to the terrace is hidden behind the 6-foot wall of the Chinatown Park. If the purpose is to make the terrace accessible to the public, this plan is not successful, because the terrace is a hidden place and may attract undesirable activities. We are very concerned that this exterior access will be puzzling to walkers, and that the terrace will be a lonely, hidden and underutilized place. Likewise, the internal connections to the terrace are limited because of a floor plan that is very constrained by vehicular access to the building.

Creating a direct physical connection to the space from the Greenway would be critical for its success. Perhaps some accommodation can be made between the Chinatown Park and the new building so that pedestrians can enter more directly. This might take the form of a direct stairway from the Greenway to the terrace level of the building. If no direct access can be created between the Greenway and the building's terrace, it may be more appropriate to use the terrace area for landscaping that complements the park, but is not open to public access.

Orientation for walkers on local streets

The proposed structure will be a dramatic and very visible landmark for pedestrians (and drivers) on the Greenway, as it sits at a curve in the road that is at a focal point for both directions of the Greenway and surface road.

The existing Dainty Dot Building is highly visible to pedestrians on Washington Street and Avenue de Lafayette, who can see the building from 3-4 blocks away because it terminates the view at Kingston Street. The building is an important landmark of the Textile Historic District– one of the few left. As proposed, the building's facades will be narrowed from their present dimensions – the Essex façade by removal of 2 of the 4 bays, and the Kingston façade by removal of 2 of the 5 bays. The removal of the building's bays will seriously diminish the building's importance as a historic and pedestrian landmark for the district. In order to maximize its validity as a step toward historic preservation the project should retain the entire facades of the building – particularly along Essex Street.

Wind, Shadow and Solar Glare Impacts

Pedestrian level wind, shadow and solar glare effects have not yet been explored. These are critical elements of the project's impact on pedestrians and park users. We assume that the next project filing will include this information, and that the building height and exterior materials will be modified to mitigate negative impacts on pedestrians using the city's newest most anticipated public open space of the last fifty years.

Vehicular access

Vehicle access to the site will impact pedestrians on Essex and Kingston Streets. The garage entrance is on Essex Street, and the exit is on Kingston Street. Service vehicle access and egress are combined with the Kingston Street garage exit. The project includes 160 parking spaces, 18 located below grade and 142 spaces above grade, reached by an elevator.

The Essex Street auto entrance is at a location where traffic is moving toward the Artery and South Station. A relatively small number of vehicles are estimated to enter this driveway in the AM peak hour, with a higher volume in the PM peak. Storage space for vehicles queued to enter the garage is provided on the ramp leading down to the basement area.

Although no existing or projected traffic volumes are provided in the document, based on our observation of the site it is clear that in contrast with Essex Street, Kingston Street carries a low volume of traffic. Kingston is one-half of a U-shaped street (paired with Edinboro Street) that connects on both ends with Essex Street. The proposed vehicle circulation for the building will add to the volumes on Kingston Street, a street that is regarded by many community members as almost a pedestrian zone and extension of the Chinatown Park. We suggest that the proponent evaluate switching the entrance and exit for the garage to reduce the addition of vehicles on Kingston Street. During the evaluation, one safety issue to be reviewed is the visibility of pedestrians at a possible Essex Street exit, due to the adjacent Chinatown park wall.

Parking and vehicle trips
Shuttle service for residents is planned. However, major transit services are nearby and the Chinatown and downtown shopping districts are minutes away. It is difficult to understand what the shuttle services are intended to do. Walking in this district is a distinctly preferable mode of transportation.

Likewise, in such a transit and pedestrian accessible location, with a truly urban project design, we believe (as noted above) that the proponent should explore eliminating or significantly reducing the number of parking spaces that are included.

Sidewalk width and materials
Adjacent to the Dainty Dot Building, the sidewalks on both Essex and Kingston Streets are constructed of heavy black stone slabs which occupy about one half of the width of the sidewalk (the curb edge of the sidewalks). Stone slab sidewalks were virtually the only kind built in downtown Boston at the time this building was constructed. They are very distinctive, and help set the tone of the historic district of which this building is a part. They should be retained, perhaps coupled with a more modern (smooth) sidewalk finish between the existing stone slabs and the building façade.

Thank you for the opportunity to comment on this ENF/PNF. Please feel free to contact us for clarification or additional comments.

Sincerely

Wendy Landman

Wendy Landman
Executive Director

Sinclair, Rodney

From: Ruth Aaron [rmaaron2003@yahoo.com]
Sent: Monday, April 23, 2007 6:15 PM
To: Sinclair, Rodney
Subject: Dainty Dot building

Dear Mr. Sinclair:

I have been a resident of the Leather District for 9 years. I have participated in many community meetings, especially through the Leather District Neighborhood Association, and worked with developers and public officials to improved both the Leather District and neighboring Chinatown.

I was unable to attend any of the public meetings about the proposed Dainty Dot building. I would like to add my voice to those who have objected to it. A few reasons why I do not think it should go ahead as proposed are:

1. The building's proposed height is in excess of the existing zoning code by over 200 feet.

2. The building, as proposed, will be too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the integrity of the park. It will cut-off the park from the rest of the Greenway. It will appear as if the park ends and a luxury residential building is plunked down in the park which has its own landscaped area which the public can not use.

3. The Dainty Dot building is a building of architectural significance and should be preserved. We have been "fighting this good fight" in the Leather District and Chinatown so that our history is preserved and the architectural integrity of the neighborhoods.

We welcome development in our neighborhoods. But we don't want to cut up the Greenway with buildings that are not consistent with the overall plans for this outdoor space. The expressway is gone; we are hopeful that this new Greenway will be a vibrant space for all of us, and not infringed upon by high rise buildings.

Thank you for your consideration. Please help us to convince the developers to return to the drawing boards and restore this building and make it a building that is in harmony with its surroundings.

Ruth M. Aaron
121 Beach Street
603
Boston, MA 02111

ANDERSON & KREIGER LLP

ELIZABETH M. PYLE
epyle@andersonkreiger.com
Direct phone: 617-621-6531
Direct fax: 617-621-6631

April 27, 2007

By E-mail, Facsimile (617) 742-7783 and Regular Mail
Rodney Sinclair, Project Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Proposed redevelopment of 120 Kingston Street, Auchmuty/Dainty Dot Building
Article 80 – Large Project Review

Dear Mr. Sinclair:

On behalf of Margaret Nelson and Carmen Patti, I am writing to comment on the proposed redevelopment at 120 Kingston Street, Boston (the "Site") by Hudson Group North America LLC ("Hudson Group"). Ms. Nelson and Mr. Patti live at Lafayette Lofts, 88 Kingston Street, directly across Essex Street from the proposed redevelopment. Their condominium unit overlooks the historic Dainty Dot building at the Site.

For the reasons explained in this letter, the Boston Redevelopment Authority should issue a Scoping Determination that requires Hudson Group to modify its proposal to comply with the Boston Zoning Code's (the "Code's") requirements for building height and floor area ratio, because Hudson Group cannot meet the standards to obtain variances from these provisions. The BRA's Scoping Determination also should require modification of Hudson Group's proposal because the current plan would have serious adverse effects on the surrounding neighborhood.

I. The Site and the Proposed Project

The Auchmuty/Dainty Dot building (the "Dainty Dot") at 120 Kingston Street is a historic nineteenth-century industrial loft building with beautiful detail work on two sides. It is 6 stories tall and is currently used as a warehouse. Both the Boston Landmarks Commission and the Boston Preservation Alliance have stated that the entire building should be preserved. The Dainty Dot abuts the new Chinatown Park, which is presently under construction.

The Site is in the Chinatown District and Commercial Chinatown Subdistrict of the Code. In this district, the maximum building height is 100 feet and the maximum floor area ratio ("FAR") is 7 for projects that comply with Large Project review.

In its Project Notification Form ("PNF"), Hudson Group has proposed construction of a 29-story, 325-foot tall skyscraper (the "Project") on the approximately 14,447-square foot Site.

The proposed tower would contain approximately 180 residential units and would have a FAR of 18.7. The ground floor of the tower would have retail space, and floors 2-6 would be used entirely for parking. These lower floors – the most visible from the street and surrounding structures – would contain dummy shadowbox-style lighting that would be completely devoid of activity. The project would destroy 4 of the 9 historic bays of the Dainty Dot building, leaving only a corner facade. Behind this corner shell, floors 2-6 would be completely gutted and also used for parking. The proposed tower would loom over the surrounding neighborhood and the new Chinatown Park, which is the only park in Chinatown.

Because the proposed tower would rise more than three times the maximum building height under the Code and have an FAR of almost three times the maximum density, it would need variances for height and FAR under Section 43-6.1. of the Code.

II. Hudson Group cannot meet the standards for height and FAR variances

The BRA's Scoping Determination should require Hudson Group to modify its proposal to comply with the Code's building height and FAR requirements, because Hudson Group cannot obtain variances from these requirements. "No person has a legal right to a variance and they are to be granted sparingly." Damaskos v. Board of Appeal of Boston, 359 Mass. 55, 61 (1971). To obtain a variance, the applicant must show that:

- "there are special circumstances or conditions ... applying to the land or structure for which the variance is sought ...[,] which circumstances or conditions are peculiar to such land or structure but not the neighborhood, and that said circumstances or conditions are such that the application of the provisions of this code would deprive the appellant of the reasonable use of such land or structure";

- "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

- "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".

Boston Zoning Code, Section 7-3(a)-(c). Hudson Group cannot meet any of these standards.

First, there is no evidence that there are special circumstances peculiar to this property, but not the surrounding neighborhood, such that compliance with the Code would deprive Hudson of the reasonable use of the Site. Chinatown, the surrounding streets, and the Leather District all contain historic buildings that have been successfully reused and adapted without such extreme deviations from the Code. For example, Lafayette Lofts, directly across Essex Street from the Site, is a former 5-story historic textile building that was successfully converted

to residences with the addition of only three new floors. There is no reason the Dainty Dot could not be converted to a similar use, or in a similar manner, in compliance with the Code.

Second, Hudson Group cannot show that "for reasons of practical difficulty and demonstrable and substantial hardship" variances are "necessary for the reasonable use of the land". Among other reasons:

- At the Lafayette Lofts condominium association meeting on April 24, 2007, Hudson Group admitted that it could sell the Site at a profit to either an educational institution for dormitories or another landlord for commercial use, and that it had already received inquiries from potential purchasers who would leave the Dainty Dot intact. These potential purchasers would, at most, add a small number of floors to the top of the Dainty Dot, not build a tower on the Site. Accordingly, there is no "practical difficulty" or "substantial hardship" here that prevents "reasonable use" of the property.

- Hudson Group cannot show the substantial hardship necessary for a variance, because uses of the property that comply with current zoning, including the current use of the Dainty Dot as a warehouse, are reasonable for this Site. See, *e.g.*, Garfield v. Board of Appeals of Rockport, 356 Mass. 37, 40 (1969) (no hardship where property could be used for less profitable uses in compliance with zoning); Kirkwood v. Board of Appeals of Rockport, 17 Mass. App. Ct. 423, 431 (1984) (same).

- Hudson Group's claim that it is not financially feasible to add only a few floors while preserving the entire Dainty Dot building are not credible, where it has admitted that other buyers are willing to pursue this option. Moreover, financial hardship is no basis for a variance under the Code. McNeely v. Board of Appeal of Boston, 358 Mass. 94, 101 (1970).

- Hudson Group also cannot meet the Code's requirements for a variance because there is no way a height increase of more than 3 times the allowable limit is the "minimum variance" necessary to achieve a reasonable use of this property.

Finally, Hudson Group cannot show that building height and FAR variances would be in harmony with the general purpose and intent of the Code, and would not be injurious to the neighborhood or detrimental to the public welfare. The goals and objectives of the Code's Chinatown District and the Chinatown Community Plan include the "long-term viability of Chinatown as a historic residential neighborhood" and protection of "historic and cultural resources of the district." Boston Zoning Code, Section 43-1. Construction of an enormous modern tower that dwarfs surrounding structures, obliterates all but a corner shell of a historic building, uses only shadowbox lighting on floors 2-6 (at the level of surrounding buildings), and that deviates from the Code's height and FAR requirements so drastically is not in harmony with the Code's objectives. Due to the enormous scale of the Project, the 325-foot tall tower would also be detrimental to the surrounding neighborhood and the new Chinatown Park by:

- blocking the sunlight and causing significant shading;

- creating wind drafts from the height and smooth glass surface of the tower;
- causing glare from the tower's glass surface;
- reverberating noise from the park, again due to the tower's smooth glass surface;
- increasing traffic in an already heavily congested area, by bringing substantially more vehicles into the neighborhood than if the building was constructed in compliance with the Code's 100-foot height limit;
- increasing construction noise, duration, dirt, debris and inconvenience to surrounding streets and properties, because of the greater impact and longer construction time required to build a 325-foot tower than a 100-foot building;
- increasing the likelihood that surrounding structures, most of which are over 100 years old and are in varying degrees of structural soundness, would be damaged due to the geotechnical impact of such an enormous tower;
- setting a precedent for future high-rise construction that would be out of step with the historic character of the surrounding neighborhood and would lead to increased congestion in the area;
- overshadowing the new Chinatown Park by creating the impression that the park is part of the landscaping for the tower, and not a public resource;
- destroying all but a corner shell of the beautiful and historic Dainty Dot; and
- limiting street-level activity and creating a dead-zone of shadowbox lighting on floors 2-6 by using these floors as a parking garage.

These severely detrimental impacts cannot be mitigated, because they are inherent in the construction of such a tall building on this Site.

In addition to the detrimental impacts to the community at large, the proposed tower would have substantial negative effects on Ms. Nelson and Mr. Patti, who live directly across Essex Street from the Dainty Dot. Their condominium is on the seventh and eighth floors of Lafayette Lofts. It was designed for maximum southern exposure, and has large windows overlooking the Dainty Dot that provide views of the skyline. These windows allow so much sunlight into the condominium that it heats the unit entirely, enabling Ms. Nelson and Mr. Patti to avoid any use of their heating system, even in the winter.

The large amount of light and heat from the sun in this unit were one reason Ms. Nelson and Mr. Patti purchased it, because they both have health problems that are exacerbated by the use of a conventional heating system. Mr. Patti is a cancer survivor who had sections of his larynx and lungs removed, and he suffers from chronic dryness in his trachea and bronchiectasis. Ms. Nelson also has chronic sinusitis and bronchitis. Their conditions are exacerbated by dryness, and their health has benefited from avoiding use of the forced hot air heating system in their unit. If the proposed tower were constructed, it would block the sunlight and cast their unit into shadow, forcing them to use their heat. It would also obstruct their view of the skyline over the Dainty Dot, and reduce their property value due to view and shading impacts.

III. Conclusion

Because Hudson Group cannot meet any of the variance standards for this project, the BRA's Scoping Determination should require it to modify its proposal to comply with the Code's building height and FAR requirements. At a minimum, the BRA's Scoping Determination should require additional study of the detrimental impacts on the neighbors and the surrounding neighborhood, described above.

Thank you for your consideration of these comments.

Sincerely yours,

Elizabeth M. Pyle

Elizabeth M. Pyle

c. By email only:
Mayor Thomas Menino
Speaker of the House Salvatore F. DiMasi
City Council President Michael F. Flaherty
Paul Walkowski, City Councilor District 2
Senator Edward Kennedy
Chris Betke, Chairman Leather District Association
Boston Committee on Economic Development and Planning
Ellen Lipsey, Executive Director, Boston Landmark Commission
Ann Lattinville, Massachusetts Historical Commission
Ian Bowles, Secretary Executive Office of Environmental Affairs:
Susan Passoni
Ori Ron, Hudson Group North America LLC
Margaret Nelson and Carmen Patti

Sinclair, Rodney

From: Kate [kmmav@yahoo.com]

Sent: Friday, April 27, 2007 11:27 AM

To: Mayor; Rep.SalvatoreDiMasi@hous.state.ma.us; Flaherty, Michael (City Council); Sinclair, Rodney; Walkowski, Paul; CBetke@r-c-b.com; Lipsey, Ellen; Ann.Lattinville@state.ma.us; env.internet@state.ma.us

Subject: 120 Kingston St. Project & Dainty Dot Building

To Whom it May Concern;

We live at 88 Kingston St., the building most affected by the 120 Kingston St./Dainty Dot Project. While we do agree that this parcel needs work, **We Do Not Support** the proposed building at 325 feet. A 325' high rise will adversely affect the light/glare, shadow, wind, and noise in our area. It will place our entire building in virtual darkness throughout the day. It will also adversely affect the beauty of the Rose Kennedy Greenway Park by overshadowing it and causing it to appear as mere landscaping for the high rise.

We also feel that the building size will reflect even more noise into an already very noisy area. This is especially true in the late evening to early morning hours when the area bars/restaurants let out. Please reconsider the height of this building.

Sincerely,

Edward Berman Apt: 4A
Kathleen McDonough

Roger L Berman
179 South Street, Suite 300
Boston, MA 02111
Office: 617-338-0707 – Bermanco@Verizon.net

10 April 2007

Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: 120 Kingston Street, Boston

Dear Mr. McCann:

I am writing to give an extremely qualified endorsement of this proposal. I am respectful of the fact that we are at an early stage of the review process.

First, I am struck by the developer's efforts to address the critical affordable housing needs of Chinatown through his proposal to create housing on a second site.

Second, an iconic structure across Essex Street from the One Lincoln tower is exactly right for this site. If, in achieving certain streetscape and historic conservation changes to the proposal there are additional costs incurred to the developer, I would endorse trading additional height for "getting it right" at street level.

Finally, I applaud the not wholly achieved effort to integrate the design into the new Chinatown Park.

The suggestion and comments that follow arise primarily from my concern for protecting the existing structure and promoting streetscapes as welcoming, usable and walkable.

I am concerned about the wind this building will deliver to the streetscape. I am not an engineer and am unsure if a stepped-back base or a series of glass arcades can address this concern. However, without some buffeting of winds, particularly on the Gateway Park and Kingston Street faces, the sidewalk and park uses will only be realized on the calmest of days.

I am less concerned about the building's final height. Once we get to 15 stories, I could care less if the building is 35 stories. I would argue: "do no harm" to pedestrians who pass by or sit next to the structure.

This project makes a half-hearted effort to interact with the public, the buildings it faces across Kingston Street and how it enhances, rather than merely abuts, the new Chinatown Park. I would argue for more retail and, or restaurant uses within the base that faces the Greenway, south and Kingston Street.

I do not feel the project, as proposed, is sufficiently sensitive to pedestrians and park users. The public/private line at Rowes Wharf can serve as an example of how these two realms can be designed to co-exist. Carol Johnson, the designer of the Chinatown Park, and a consultant on this project, should be empowered to find a ways for the new park wall to either go away entirely at this site, or be reinvented to coordinate with the new building's street design.

The proposed elevated patio should be brought back to street level and not literally reign in a superior location over the public realm it abuts. This design feature is the antithesis of much of the underlying philosophy of the new Park.

The abutting section of Kingston Street (approximately 50 feet wide) presents an opportunity for expanding the park and making this orphaned street come back to life. Kingston Street should be explored as a possible "walking street". It certainly could be narrowed. This effort could enhance the structure's base. It could expand the Park. A channel of bollards directing vehicles accessing the building can be installed.

A walking street would provide a quiet alternative to the busy corner Essex and the Greenway has become. Such a linear walking street would enhance the value and encourage the restoration of the Kingston Street buildings that face the site.

It is time to reluctantly acknowledge that the last block of Essex Street was hijacked and defiled through a series of insensitive BRA, Mass Highway and Central Artery design decisions over the last fifteen years.

The result, today, is an Essex Street streetscape entirely dedicated to traffic throughput. Pedestrian safety and comfort is an unachievable ideal on what is left of this block. This block of Essex Street now functions solely as an impersonal motor vehicle funnel to the insane intersection the City and State engineers have left in their collective wake.

Given this sad reality on the Essex Street face, I would raise the question as to why, beyond the building's corner bays, we are working so hard to retain the fiction of the existing building's face at this location. I would argue the Kingston Street face should be the true focus of historic conservation efforts and the new construction on this side of the project should be, to the height of the existing structure, contectural with the existing structure's stonework and with the scale of this street scene. Materials from the Essex Street face, if removed or truncated, should be salvaged and re-used on Kingston Street.

The Kingston Street face should be set back from the face of the existing structure.

The existing interstate highway sign crowding the Essex Street sidewalk can be integrated into the building's design on the Essex Street face.

Any parking on lower floors of the building should NOT result in floors that look like a garage, either with open window portals or 24/7 lighting.

In conclusion, there is work to do on this design and the opportunities it offers the Greenway and the abutting neighborhood. It is a thoughtful early draft. I look forward to remaining engaged in the public discussion of what 120 Kingston Street can become.

Very truly yours,

Roger L. Berman

Cc: Mr. Rodney Sinclair, Project Manager

Sinclair, Rodney

From: Christopher Betke [cbetke@r-c-b.com]
Sent: Monday, April 23, 2007 9:07 AM
To: Sinclair, Rodney
Subject: 120 Kingston Street

Dear Mr. Sinclair: As you may know, I am the head of the Leather District Neighborhood Association. However, I write this letter to express my personal opinion on the so-called Dainty Dot Project proposed by Ori Ron at 120 Kingston Street. While I like and respect Ori Ron, I oppose the project given that its height is over 200+ feet above that which is permissible under the zoning code.

There are various reasons that this Dainty Dot Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

Rather than reiterate every point made, I generally echo and incorporate herein by reference the letter of Robert Tuchman of the Mayor's Central Artery Completion Task Force dated April 20 letter to the BRA about this project. In particular, I concur with the Task Force's comment:

"The project received very mixed reviews from the Task Force. The dominant theme was the negative impact of the sheer height of the building in such proximity to the new Chinatown Park. It was observed that at 345 feet in height, the 50 foot wide park would very much feel like the landscaping in the front yard of a building which otherwise has no setbacks. There was no question that the tower would be a huge and looming presence to everyone using the park. It would block out a considerable amount of sky, create severe winds and glare as a result of its smooth skin and relfect and reverberate noise coming from activities in the park ..." (emphasis in original).

This project is a bad idea for the Greenway and the City. We should not be considering skyscrapers for the Greenway -- especially even before a single child has played in one of its parks. I might be inclined to support some reasonable relief from the zoning code for a project on this site. But, the relief being sought here is extreme and should not be given.

Please make my comments part of the public record. Thank you.

Regards, Chris

Christopher G. Betke, Esq.
Ryan, Coughlin & Betke, LLP
175 Federal Street
Boston, Massachusetts 02110

Direct Dial: (617) 988-8047
Facsimile: (617) 988-8005
email: cbetke@r-c-b.com

CONFIDENTIAL TRANSMISSION

Sinclair, Rodney

From: Christopher Betke [cbetke@r-c-b.com]
Sent: Friday, April 20, 2007 9:41 AM
To: Sinclair, Rodney
Cc: Michael Kokernak
Subject: RE: Dainty Dot Project- Leather District Shooting

Rodney: Please note my objection to Mr. Kokernak's portrayal of the Leather District as *plagued* with late night prostitution and elements of crime in the overnight hours. The residents of the Leather District are proud of our neighborhood and do not consider it "plagued with crime." Moreover, the crime statistics do not bear that statement out. In that regard, I urge you to contact the Boston Police Department and review its crime statistics. If you do, you will see that the Leather District is not crime infested. We have issues -- of course we do but not as portratyed in this email. One shooting is one too many -- in the LD -- or anywhere in the city.

I only write to respond to that aspect of Mr. Kokernak's email since he copied me on it and, having lived in the LD for the past 9 years, I feel the need to defend the neighborhood I care deeply about from this sort of smear. I will submit my own comment on the Dainty Dot Project.

Christopher G. Betke, Esq.
Ryan, Coughlin & Betke, LLP
175 Federal Street
Boston, Massachusetts 02110
Direct Dial: (617) 988-8047
Facsimile: (617) 988-8005
email: cbetke@r-c-b.com

From: Michael Kokernak [mailto:mkokernak@backchannelmedia.com]
Sent: Friday, April 20, 2007 9:07 AM
To: Christopher Betke
Cc: Rodney.Sinclair.bra@ci.boston.ma.us
Subject: RE: Dainty Dot Project- Leather District Shooting

Rodney-

As one of the large employers and lease holders in the Leather District I welcome the Dainty Dot Building and we hope it brings hundreds of residents to the area. As a 7 year business owner in the Leather District we are still plagued with late night prostitution and elements of crime in the overnight hours. Yesterday walking next to our

building there was a used condom thrown on a resident's car and a few months a go a sexual device was left on our company's doorstop from one of the fringe element that roam the neighborhood at night. This is not only embarrassing but troubling to us as large tenants. A month or so ago a shooting also took place in the neighborhood in front of our friends corner store which serves as the meeting place of the neighborhood– thankfully no one we knew was involved from the neighborhood.

If the Dainty Dot Building can be built into a large residential property that attracts downtown workers to the area this will hopefully begin to clean up and repel some of the bad characters that may be coming from the bus terminal.

I am not familiar with all the regulations but I say let it be built. I will be the first one out there with a shovel when it breaks ground. Residents to this area are god sent and the community – of which I live in Lincoln / Essex Building, should welcome this project with open arms. If this can help keep away another Leather District shooting I say let it be built – and be built quickly.

I am replying to the entire list so everyone realizes that the safety of the neighborhood is at stake if we turn away residential properties.

Michael Kokernak
Backchannelmedia, Inc.
Tel: (617) 728-3626 ext 101
Fax: (617) 517-7777

Michael Kokernak
Backchannelmedia, Inc.
Tel: (617) 728-3626 ext 101
Fax: (617) 517-7777

From: Christopher Betke [mailto:cbetke@r-c-b.com]
Sent: Friday, April 20, 2007 8:43 AM
Subject: Dainty Dot Project

If you would like to make a comment to the Boston Redevelopment Authority regarding the Dainty Dot building project, here is the information:

RE: 120 KINGSTON STREET PROJECT ("Dainty Dot Building")

Remember to submit written comments NO LATER THAN APRIL 27, 2007 to:

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Email: Rodney.Sinclair.bra@ci.boston.ma.us

If you are interested in my opinion on the subject, please email me and ask. I try not to express my opinions in a notice email like this although I reserve the right to!

Christopher G. Betke, Esq.
Ryan, Coughlin & Betke, LLP
175 Federal Street
Boston, Massachusetts 02110
Direct Dial: (617) 988-8047
Facsimile: (617) 988-8005
email: cbetke@r-c-b.com

CONFIDENTIAL TRANSMISSION

Linda R. Bosse
102 South Street
Boston, MA 02111

April 26, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007
Attention: Mr. Rodney Sinclair, Project Manager

Re: Dainty Dot Building/120 Kingston Street

To Whom It May Concern:

I am writing to express my concerns about the proposed demolition/rehabilitation of the existing Dainty Dot building at 120 Kingston Street in the South End.

I have lived in the Leather District since 1988. My husband and I are committed Bostonians: we are raising our son here, and relish all the opportunities of city living. Among the many benefits Boston offers, one thing that particularly drew us to a home in the city was the city's rich heritage of buildings from the turn of the century.

The proposal for the Dainty Dot building would greatly diminish the historic character of the Leather District neighborhood: it would demolish a substantial portion of the existing building and leave only a small facade at the base of a tower. In addition, my understanding from the presentation of the project at the Leather District Neighborhood Association (LDNA) meeting earlier this month is that this portion of the building is planned to be a parking facility, so the windows of the minimal shell that remains would be lifeless. In addition, the proposed new building, with a height of 350', would overwhelm the adjacent Chinatown Park currently under construction; there is also a very real risk that the park will appear to be part of the tower development, and make it much less appealing as a gathering spot for residents of Chinatown and the Leather District.

Those of us who live in the Leather District understand that the city in general, and our neighborhood itself, needs a balance of residential and commercial uses; we were drawn to the Leather District rather than more traditional residential areas such as the Back Bay or Beacon Hill because we were comfortable with that mix of uses. The proposed retail/residential use is one we welcome. However, I believe the proposed project, in its current size and massing, would have a significantly negative impact on the neighborhood. Just as the residents in mixed-use areas need to accept and support commercial development, business owners – and the BRA – need to recognize the importance of having new developments fit appropriately into the existing urban landscape. I believe the proposed development, which would destroy all but a partial shell of the Dainty Dot building and impose a towering structure in an area that has always had a much smaller scale, is not appropriate.

I ask that the BRA work with the developer on modifications to the proposal that would more appropriately reflect the neighborhood of which it is a part.

Sincerely

Linda Bosse

April 24, 2007

Boston Redevelopment Authority
One City Hall Plaza
Boston, Ma 02201

Dear Mr. Rodney Sinclair,

I recently purchased a condominium at 88 Kingston Street, in Boston. This restored historic building is know as Lafayette Lofts. From my window, I can see what will soon be The Rose Kennedy Parkway and Chinatown Greenway Park. Presently, the Historic Dainty Dot building is located across the street at 120 Kingston St. This historic building abuts the park.

On Monday April 23rd the Trustees for Lafayette Lofts passed along some alarming news. The Hudson Group N.A plans to build a 325 ft tower where the Dainty Dot building now stands.

The destruction of this building is both concerning to me and many others. This is the sister building to the preserved Lafayette Lofts and the gateway through Boston's Historic Wool District/Chinatown.

Placing a 325 ft building which abuts Chinatown's only park, would take away from the beauty of this open place.

Please help us preserve the streetscape on both Essex and Kingston Streets. As you know, history is an important part of Boston and the preservation of the Dainty Dot building, which is a pending landmark and is listed in the National Register of Historic places, is part of Boston's history.

Please help us protect the Rose Kennedy Parkway and Chinatown Greenway Park from a 325 ft ultra-modern tower that would both shade and create an enormous amount of wind in the park which could potentially make the space uninviting to the residences of Chinatown. This section of Boston waited along time for open space and should not be denied its beauty.

Any guidance would be greatly appreciated.

Regards,
Allison Buff

15 Birch R
Medfield, Ma 02052
Allyb7090@comcast.net
508-359-7090

Sinclair, Rodney

From: Allison [allyb7090@comcast.net]
Sent: Monday, April 23, 2007 10:25 PM
To: Sinclair, Rodney
Subject: concern over 120 kingston st

April 24, 2007

Boston Redevelopment Authority

One City Hall Plaza

Boston, Ma 02201

Dear Mr. Rodney Sinclair,

I recently purchased a condominium at 88 Kingston Street, in Boston. This restored historic building is know as Lafayette Lofts. From my window, I can see what will soon be The Rose Kennedy Parkway and Chinatown Greenway Park. Presently, the Historic Dainty Dot building is located across the street at 120 Kingston St. This historic building abuts the park.

On Monday April 23rd the Trustees for Lafayette Lofts passed along some alarming news. The Hudson Group N.A plans to build a 325 ft tower where the Dainty Dot building now stands.

The destruction of this building is both concerning to me and many others. This is the sister building to the preserved Lafayette Lofts and the gateway through Boston's Historic Wool District/Chinatown.

Placing a 325 ft building which abuts Chinatown's only park, would take away from the beauty of this open place.

Please help us preserve the streetscape on both Essex and Kingston Streets. As you know, history is an important part of Boston and the preservation of the Dainty Dot building, which is a pending landmark and is listed in the National Register of Historic places, is part of Boston's history.

Please help us protect the Rose Kennedy Parkway and Chinatown Greenway Park from a 325 ft ultra-modern tower that would both shade and create an enormous amount of wind in the park which could potentially make the space uninviting to the residences of Chinatown. This section of Boston waited along time for open space and should not be denied its beauty.

Any guidance would be greatly appreciated.

Regards,

Allison Buff

15 Birch R

Medfield, Ma 02052

mailto:allyb7090@comcast.net

Allyb7090@comcast.net

508-359-7090

Halina Butler
26 Ferndale Lane
Hamburg, NJ 07419
April 24, 2007

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Dear Sir,

I write as a taxpayer and property owner in Boston to oppose the proposed high-rise development for 120 Kingston Street.

I feel this project would not be a positive asset to the neighborhood for several reasons.

It presents a negative impact simply because of the sheer height of the building in such proximity to the new Rose Kenney Greenway. At 345 feet in height, the 50 foot wide park would feel like the landscaping in the front yard of a building which otherwise has no setbacks. The tower would be a huge and looming presence to everyone using the park. It also exceeds the existing zoning code by over 200 feet.

The Dainty Dot building is one of architectural significance and should be preserved. It is a central component of the neighborhood and contributes greatly to the character and integrity of the Leather District. To destroy it to build a modern high-rise out of all proportion to the rest of the neighborhood would do serious damage to a district of architectural, historical, and aesthetic importance to the city of Boston.

The Leather District is becoming a premier neighborhood in Boston with a caring and active community. Please support our efforts to preserve it.

I urge you not to approve the building of the proposed development at 120 Kingston Street.

Thank you for your consideration,

Halina Butler

Halina Butler
(Owner)
112 Beach Street
Unit #5
Boston, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Ai Shao Chen
285 Tremont St. Apt 2L
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Dan Xin Chen (CCRA, steering Committee)
285 Tremont St. Apt 705
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Lui Chan
174 Oak St
Boston MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Sinclair, Rodney

From: alfred cicconi [alcic48@yahoo.com]
Sent: Friday, April 20, 2007 9:30 AM
To: Sinclair, Rodney
Subject: Dainty Dot Building

Mr. Sinclair,

I am a resident of 88 Kingston Street Unit 6D and I am strongly opposed to the proposed development of the Dainty Dot building by the Hudson Group. I was in attendance of the meeting held last week in which the developer outlined his plans for the project. First and foremost the size and height of the building violates by leaps and bounds the present zoning. Secondly in an area with such high traffic congestion (traffic lights at Essex and Kingston and Essex and Surface Road) adding another 160 plus cars will exacerbate an already deplorable situation. Thirdly the proximity of the building to the Greenway/Chinatown Park will take away the tranquility and enjoyment to be derived by its users. Fourthly the shadows and winds to be generated by such a hugh building will greatly reduce the quality of living of the residents in the immediate area.

Sincerely,

Alfred Cicconi

Sinclair, Rodney

From: Halsey Collins [halsey.collins@gmail.com]
Sent: Sunday, April 15, 2007 5:34 PM
To: Sinclair, Rodney
Subject: 120 Kingston Street

The BRA should adopt the comments of the Boston Preservation Alliance for the Dainty Dot building.

Ori Ron's proposal is the start of the canyonization of the Greenway and destruction of east Chinatown.

Besides, the Dainty Dot building is one of the finest that remains standing in an undeveloped state and should be preserved in its entirety.

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Mee H' Dee

285 Tremont st Apt 713
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Sinclair, Rodney

From: Sharon Dolovich [sdolovich@yahoo.com]
Sent: Saturday, April 21, 2007 1:35 PM
To: Sinclair, Rodney
Subject: proposed development at 120 Kingston St.

Dear Sir,

I write as a resident of the Leather District and a taxpayer and voter in Boston to oppose the proposed 325" high rise development proposed for 120 Kingston St.

I oppose this project for several reasons.

First, the proposed height of this project exceeds the existing zoning code by over 200 feet. The code's specified limits are not arbitrary - they reflect a judgment as to what building is appropriate for a given neighborhood. The scale of the proposed project makes it inappropriate for the neighborhood.

Second, the project is too close to the Rose Kennedy Greenway/Chinatown Park, and given its size will ruin a park we have waited a long time to enjoy. Instead, it will seem just as landscaping for a luxury high-rise -- an unfair result given the importance of the Park to all residents of the area. This large-scale project will also cut off the park from the rest of the Greenway, compromising the benefits of the Greenway plan for the area.

Third and finally, the Dainty Dot building is one of architectural significance and should be preserved. It is a central component of the neighborhood and contributes greatly to the character and integrity of the Leather District. To destroy it to build a modern high-rise out of all proportion to the rest of the neighborhood would do serious damage to a district of architectural, historical, and aesthetic importance to the city of Boston.

I urge you not to approve the building of the proposed development at 120 Kingston St.

Thank you for your consideration.

Sharon Dolovich
112 Beach St.
Unit 2
Boston, MA 02111

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

VIA HAND DELIVERY

April 13, 2007

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Project Notification Form (PNF) dated March 20, 2007 for the Development of 120 Kingston Street, Boston, Massachusetts (the "Project")

Dear Mr. Sinclair:

We are writing as the owners of 109-125 Kingston Street, the property located directly across Kingston Street from the Project. As such, we are direct abutters to the Project. Given our proximity to the Project site (the "Site"), it is of utmost concern to us that all potentially adverse impacts of the Project be minimized.

In general, we are supportive of the concept of the Project, and support the idea of a well-designed, first-class building being located across the street from our building. The Proponent has met with us on several occasions, and has made some positive steps towards addressing certain of our preliminary concerns. There are many areas, however, where we will need to see far more detailed plans, specifications and documentation before we can render judgment on whether the building has been designed in a manner that will appropriately mitigate its impacts. In the meantime, based on the information provided to us by the Proponent and in the PNF, we offer the following preliminary comments:

1. We are most concerned about traffic flows to and around the building. We believe that the Proponent has designed the most optimal possible configuration to minimize the disruption to Kingston Street from a traffic standpoint, but would like to see the details of precisely how this configuration will work, in order to ensure that Kingston Street retains its current character and does not become a "thoroughfare", or worse, jammed with service vehicles.

2. Similarly, the proposed loading and trash removal at the south end of the Kingston Street façade of the Project has the potential, if not properly designed and controlled on a permanent basis, to have significant negative impacts on this street (including, without limitation, queuing on Kingston Street, noise, odors, exhaust, etc.) . We request that the Proponent provide detailed analysis of how loading and trash removal will operate, and that the City provide appropriate restrictions to ensure that Kingston Street retains its character.

3. While we are not opposed, in principal, to the proposed height and massing of the new building, it is clearly far in excess of what is allowed by right on this site, and we must reserve final judgment until all related impacts (wind, shadows, solar glare, etc.) on our building have been studied. In addition, we would like to see updates of Figure 3-16a as the building design progresses to ensure that as the building evolves, the light, air and visibility of our building at the south end of the Project is preserved.

4. We must see more detail on the Kingston Street façade of the building at the parking levels in order to render judgment on it. There are numerous potential impacts of above-ground multi-story parking, including headlights, exhaust, fan noise, tire squeal noise, and unsightly grills/fenestration, which must be appropriately mitigated. This is of particular concern to us, as this façade is directly across from the main face of our building.

5. We would like to see more information on the Proponent's groundwater recharge plan, to ensure that it does not result in the flooding of our or other adjacent basements.

6. We would like to see a more detailed analysis of sanitary sewer and domestic water capacity, and any necessary steps taken to ensure that adequate capacity remains following construction of the Project.

7. We would like to see an accurately researched table showing potential service vehicle trips to the building by time of day, indicating type of service vehicle and duration of stay at the building.

8. We would also like to be consulted as construction management plans are prepared as there will be, in addition to the potential permanent impacts discussed above, numerous potential impacts to our building from the construction of the Project, particularly in view of the age of our building. We believe the Proponent must be required to install an extensive monitoring program to ensure that the construction does not impact our foundations, structure or façade, that rodents are one hundred percent controlled, and that construction staging and vehicles do not in any manner

impede pedestrian or vehicular access to our building, and that noise, dust and traffic do not interfere with our building operations.

Sincerely,

THE DRUKER COMPANY, LTD.

Ronald M. Druker
President

Sinclair, Rodney

From: Frank Finkelstein [stein@verizon.net]
Sent: Friday, April 20, 2007 11:53 AM
To: Sinclair, Rodney
Subject: 120 Kingston St Project "Dainty Dot Bld."

Gentlemen

We are neighbors of this project.

While I have the greatest personal respect for the developer, we are opposed to it for the following reasons:
The height of this project is in violation of the existing zoning code.
It will ruin the adjacent Chinatown Park.
It will create a wind tunnel on Essex St. There have been no studies of this.
It creates a dangerous zoning variance precedent both for the neighborhood and for the Greenway as a whole.
The project will come online at the same time as the proposed Silver Line extension, creating chaos in the neighborhood.

Respectfully submitted
Gloria and Frank Finkelstein
116 Lincoln St.

HARVARD LAW SCHOOL

Hauser Hall 412 • Cambridge, Massachusetts 02138

JODY FREEMAN
Professor of Law

T: 617-496-4121
F: 617-496-4947
E: freeman@law.harvard.edu

April 23, 2007

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Email: Rodney.Sinclair.bra@ci.boston.ma.us

Dear Mr. Sinclair:

Re: Dainty Dot Development Proposal

I write in strong opposition to the high-rise development proposed to be located at 120 Kingston Street (known locally as the Dainty Dot Building). I am a resident of the Otello building, located at 112 Beach Street, nearby.

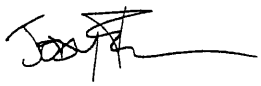
The proposed building is entirely out of keeping with the height and size of other buildings in the neighborhood. It would dwarf the other buildings in the area and undermine the architectural integrity of the neighborhood. I am told that the proposed height of the project does not comply with current zoning rules. One of the greatest appeals of the Leather District is its historic and architectural significance. How unwise to destroy it through developments that are massive in scope and scale.

Moreover, the project would be too close to the Rose Kennedy Greenway/Chinatown Park. It would ruin the park and cut it off from the rest of the Greenway. Our neighborhood has been waiting a long time for this new amenity—it is inappropriate to develop it in a way that would make it appear to be landscaping for a new luxury building.

To be clear, I support appropriate and reasonable development in the area. Indeed, I am certain that you would find broad community support, both in Chinatown and the Leather District, for a six to eight story building, or similar development, that would be in keeping with the area. Yet this project, as currently proposed, is wholly inappropriate. It would have an overwhelmingly negative impact on the neighborhood.

As a resident of the neighborhood, taxpayer, and voter, I am opposed.

Yours Truly,



Jody Freeman
Professor of Law

Resident of 112 Beach Street
Boston, MA 02111

Sinclair, Rodney

From: robgeary@aol.com
Sent: Friday, April 27, 2007 4:24 PM
To: Sinclair, Rodney
Subject: Comments on 120 Kingston Street Project

Dear Mr. Sinclair:

I would like to express my opposition to the development of the of 120 Kingston Street as currently proposed by Hudson Group North America. My reasons are expressed in detail below, but can be summarized as follows:

1. It will entail the near total destruction of a historic structure that is worthy of preservation.

2. It violates existing zoning for this lot, and would set a precedent for further variances on neighboring lots.

3. It adversely impacts the Greenway, which it abuts and will overpower.

4. It will have an adverse impact on Chinatown and the Leather District, as developers seek to build similar towers there.

5. It will have a negative impact on the city's plans for the development of South Bay.

Historic preservation of existing structure:

The Dainty Dot building is listed on the National Register of Historic Places as a contributing building in the Textile Historic District. The Boston Landmarks Commission long ago sought landmark status for this building, which it deserves. It is a beautiful example of late 19th century commercial architecture.

Any plan to develop the property should entail maintaining the existing façades on Kinston Street and Essex Street in their entirety. Any additions to the building should be compatible with the existing building.

Certainly there are problems with the building as it now exists. There are two unfinished facades facing the Greenway that are eyesores. I feel it would be a public benefit to see these facades replaced. I recognize that converting this building to residential use would be expensive. In recognition of that the city should be willing to grant some flexibility in its zoning in exchange for the public benefit to be provided. But that public benefit is the improvement of the unfinished facades and the preservation of an historic property.

An appropriate degree of flexibility might involve an increase in the height limit by 15% or even 20%. The current proposal seeks a 200% increase over the zoned limit; or, in short, a totally free hand. In return, the developer plans to demolish virtually all of the building, leaving only 50% of the existing façade. Even for this piddling remainder, the use is inappropriate since the plan is for the interior, within the historic façade, to be parking garage. This will adversely impact abutters and will permanently deaden this block as part of the streetscape. It will also adversely impact the Textile Historic District.

This project does not merit a variance. On preservation grounds, it should be rejected.

Zoning laws:

I bought property in the neighborhood based on current zoning. I want that zoning enforced, to protect my investment and my quality of life.

Mr. Ron has some history in our neighborhood, but before I lived here. When a 300+ foot tower was proposed for the lot on South Street, between Essex and Tufts, he was a leading opponent, insisting that the zoning laws be enforced. The end result was a proposal that was approved at about 160 feet.

Now, as a developer, Mr. Ron asks that the city throw out its zoning laws in order to allow him to build a 300+ foot tower. But he insists it will not be a precedent. After he gets his way, we should judge each project on its merits.

In this case, my judgement is that his project does not justify a variance from existing zoning. A 320 foot tower on the south side of Essex Street WILL BE A PRECEDENT!
It will be followed by demands from other developers to do the same. This is a precedent that should not be allowed.

Impact on the Greenway and the Chinatown park:

The scale of the proposed building will overpower the park and cut it off from the other parts of the Greenway. A park should be an area of relief from urban stress. It should not be a place where a person has to strain his neck to see the sky. At the point where the proposed project abuts the park, the park will be at its narrowest point. It will feel like the front yard to the new building, not like a public space. This will inhibit public enjoyment of the space.

The plans show a terrace belonging to the new project connecting to the park. The developer represented that this terrace as proposed on his property lead to a dead end. This description I think is misleading. The terrace in fact leads to a doorway in his proposed building. Or conversely, it leads from that doorway to the park. This is not an amenity for the general public; it is an amenity for the future residents of his behemoth. Such residents will not be bound by the developer's reassurances that the public would be be able to use this terrace. They are more likely to lobby for restricting public access.

It is ironic that the first portion of the Greenway to available for public use is also the first to be threatened by development. I see serious adverse impacts to the park from this development, with no offsetting benefits.

Impact on Chinatown:

Developer claims he is providing as an offset a forty-eight unit building in Chinatown that will be 100% affordable. But combined with the project he is asking for, is that not a 228 unit project that is 21% affordable? And is it not also a fact that the affordable units will be segregated from the market rate units, and excluded from the amenities offered to market rate units?

The developer claims to be making a positive impact on Chinatown, but if adjacent lots are similarly developed, in the longer term Chinatown will be driven out of its existing location. What good will affordable housing be to members of the community if the community is no longer there?

At the very least, the Dainty Dot building will cease to be part of Chinatown. The same may be the case for those parts of the Chinatown Park that abut the proposed tower.

Impact on "South Bay" development:

Some time ago, perhaps two years now, I participated in a community charette whose purpose was to provide public input into setting guidelines for development of the various parcels of land south of Kneeland Street, between the various ramps and roadways of I-93 and the Big Dig. There were many participants from the Leather District and Chinatown, as well as from the larger community. There was a great diversity of opinion, but on key points there was consensus: There should be open space, a continuation of the Greenway; there should be a mix of residential, retail, and commercial uses; at boundaries with existing neighborhoods, building heights should conform to existing buildings; at the south and eastern ends of the project, there would be a massing of much taller buildings. The participants looked well beyond the limits of the exercise. Rather than stay within the confines of the parcels under discussion, they looked to using air rights as well. The joint vision was one of a new level of the city built over the ramps and tunnels, over the rail yards and the turnpike: a seamless stretch of habitable city, from Fort Point Channel to Chinatown, from the Leather District to the South End. At the time we thought the Highway Department, the Turnpike Authority and the city were all behind this vision.

If this development is ever to occur, there needs to be some inducement for developers to build here rather than in other parts of Boston. One possible form of inducement is to take away other options. In short, this means a stricter enforcement of zoning laws. If the city keeps on saying yes to the easy projects, no one will ever want to take on the hard projects.

Conclusion:

I would be happy to see the Dainty Dot Building rehabbed in a way that is sensitive to its historic character and is compatible with the adjoining park area. I feel strongly that any variance from existing zoning should be of modest scale (i.e. less than 30 feet) and predicated on preservation of the entirety of the Essex and Kinston Street facades. The proposed project is totally inappropriate for the location, and should not be allowed.

Yours truly,

Robert L. Geary
210 Lincoln Street, #502
Boston, MA 02111

Sinclair, Rodney

From: Green, Kelley M [Kelley.Green@ace-ina.com]
Sent: Monday, April 23, 2007 9:33 AM
To: Sinclair, Rodney
Subject: 120 Kingston Street

Dear Mr. Sinclair: I live in the Leather District on Lincoln Street and work in Boston's Financial District. I am writing to oppose the proposed 345' building at 120 Kingston Street. The proposed building is over 200' higher than allowed under the zoning code. Its size will dominate the Greenway's Chinatown Park -- making this public park seem like the building's property. It will also create extreme winds in the park, block the sky and create an echo for noise in the park. This skyscraper is not good for the Greenway or the City. I oppose this skyscraper there. -- Kelley Green

Kelley Green
Underwriter Assistant
Excess Casualty

ACE USA
101 Federal Street, 18th Floor
Boston, MA 02110
Phone: 617-737-8982
Fax: 617-737-8925
Kelley.Green@Ace-ina.com

Sinclair, Rodney

From: Niall Gunne (North America) [NGunne@ANGLOIRISHBANK.com]
Sent: Monday, April 23, 2007 4:18 PM
To: Sinclair, Rodney
Subject: Proposed Development of 120 Kingston Street, Boston MA

To whom it may concern,

I write to you as a resident of the Leather District to oppose the proposed 325" high rise development at 120 Kingston St.

I strongly oppose this project because the current proposal does not take into account current zoning guidelines and actually exceeds the current limit by over 200 feet. I do not think I need to highlight the problems that this development will bring to the neighbourhood but traffic congestion and a total disregard for some of Boston's finest architecture (i.e. Dainty Dot building) spring to mind.

I urge you not to approve the proposed development at 120 Kingston St.

Thank you for your time.

Regards

Niall Gunne
112 Beach Street, #3, Boston MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Dan He
285 Tremont st apt 211
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Yin Ching Ho
1 D. PINE ST.
BOSTON, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

INSIGHT PARTNERS

April 25, 2007

Rodney Sinclair, Project Director
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

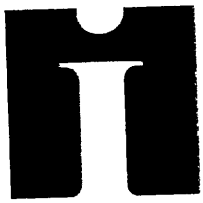
Re: 120 Kingston Street

Dear Mr. Sinclair,

As one of the principals of Lafayette Lofts, LLC, developer and unit owner of 88 Kingston Street, I am writing to express our opposition to the proposed redevelopment of 120 Kingston Street, informally known as the "Dainty Dot Building". The proposed size and scale of this project will have an irrefutably negative impact on both the residents and character of the Lafayette Lofts building.

As the project developer, we have an appreciation for the level of deliberation and thought that went into preserving the historic context of our building. As you may know, the BRA strongly encouraged our development team to scale the project in keeping with the neighborhood, despite zoning that allowed us, by right, to build a structure considerably taller than the eight-story building that now exists. Great expense and effort was undertaken to design the renovation and expansion of our property in a way that was sensitive to the history and scaling of the surrounding buildings. Significant emphasis was placed on this objective throughout the approval process as we worked closely with David Carlson of the BRA architectural staff.

That is why we are now dumbfounded that this proposal involves building a 325 foot high structure, three times as high as zoning allows, right across the street from our building! The Dainty Dot building is one of the anchors on the corner of Kingston and Essex streets that provides a sense of historical context for this area, along with our property and the Druker building. Preserving only limited bays of the existing building elevation, dwarfed by the immense addition of a glass-sheathed tower above will result in a contrived looking historical façade. The 88 Kingston St. renovation maintained the historical scale/context of the building and added only three floors of complimentary new space blended into an eight-story structure. A 29-story high rise three times the allowed zoning sprouting right across the street makes no sense.



The majority of units at Lafayette Lofts are oriented to the south. Unit owners cherish this light! The proposed building will clearly block a majority of the sunlight presently enjoyed by unit owners. This is a material negative impact on the existing residents and should be extensively studied to quantify this impact. The added parking counts and traffic congestion are sure to exacerbate an already difficult traffic chokepoint on Essex St., particularly during construction. The disruption caused by noise, vibration and temporary loss of utilities during construction will also create a significant negative impact on area residents.

The variance necessary for the proposed project to move forward will likely face opposition. The length of time to adjudicate this proposal through the court system benefits no one, all it does is waste resources and delay the refurbishment of the Dainty Dot into a structure that compliments the Rose Kennedy Greenway and preserves the historic scale and context of the existing building.

Please consider a more appropriately scaled proposal for this site that is keeping with the historic mercantile warehouse architecture of the existing building.

Sincerely,

Christopher J. Kelly
Manager
Lafayette Lofts, LLC.

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

FON CHU KING
285 Tremont st. Apt 520
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

KEN CHU KING

285 Tremont st. Apt 520
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Sinclair, Rodney

From: Harrower, Ellen
Sent: Wednesday, April 25, 2007 9:07 AM
To: Sinclair, Rodney
Subject: FW: 120 Kingston Street, \ COMMENTS

Rodney -
This came in to the Director's Office via the webpage.
Ellen

-----Original Message-----
From: jlpk [mailto:jlpk@comcast.net]
Sent: Tuesday, April 24, 2007 8:33 PM
To: Sinclair, Rodney; Dianne.Wilkerson@state.ma.us; Rep.SalvatoreDiMasi@hou.state.ma.us; Mayor; BRA^DirectorsOffice; Christopher Betke
Subject: 120 Kingston Street, \ COMMENTS

Rodney Sinclair, Boston Redevelopment Authority, City of Boston
Directors Office, Boston Redevelopment Authority, City of Boston
Honorable Mayor Thomas M. Menino, City of Boston
Speaker of the House, Representative Salvatore F. DiMasi, Massachusetts Legislature
Senator Dianne Wilkerson, Massachusetts Legislature
Chairman Christopher G. Betke, Esq., Leather District Neighborhood Association

April 24, 2007

Mr. Sinclair,

As residents of the Leather District, we are extremely concerned regarding the proposed development of 120 Kingston Street in Chinatown.

There are three concerns that we must address to you:

I - Negative affect on the Rose Kennedy Greenway's Chinatown Park.
As this park is the second in a "jewel' of parks being completed, this proposed height of this project would dwarf the park in both scale and design.
The Chinatown Park was meant to stand out, similar to the Christopher Columbus Park in the North End. There would be no commanding of the park by a building, but by the public at large for its enjoyment.
To look at a towering building directly on this park would absolutely change the ebb and flow of the park's landscape and what its meaning would be: a wide open space in an urban environment, yet unencroached by skyscrapers.

We have one chance to do this correctly. Let us not error by presenting this park as a second "after

thought" in design, yet let it come forward as cleanly and world class as it was promised to all the residents.

II - Zoning tripling.
This site is zoned for 100' yet the proposed development would be 325'+. How could this be? How could the law be so broken and ignored as to award any development that comes along with the right "incentives to the community" to ask or even suggest that such a height in a residential area be even considered?
Any developer could just as easily keep the 100' height zone restriction and build an equally beautiful residential building. There is no need to flout the flaw and allow this to proceed any further. No matter what groups may be for this project, it does not address the "so what if it is 100' zoned, I'll petition the BRA to triple it" mindset of this or any developer.

III - For our children.
What is done now, will forever reverberate for generations to come.
Let us not be the group of law and policy makers that allow this ruination to be completely built out of scale and have our legacy be: "What were they thinking?"
If this building is allowed to proceed, and if it appears as out-of-scale as we imagine, what will our remedy be? Tear it down or be ridiculed by every designer and urban planner for generations to come that will ask: "who was in charge when that thing was built?"

Please do not allow this be built over the 100' zoning limit.

Thank you.

Peter C. Kouroubacalis, Jr.
John J. La Verde
70 Lincoln Street, Apt. L518
Boston, MA 02111
617.233.5518
jlpk@comcast.net

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Jin Ying Wong RWong
1 WARRENTON #E-02 | BOSTON MA 02116
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Tong Sun Kwong
1 WARRENTON 卅 2021 BOSTON MA 02116
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

華埠波士頓居民會執委
電話 617-426 7857

Lr P Lee
CRA
Steering Committee
230 HARRISON AV Apt D903
Boston MA 02111-1801

Sinclair, Rodney

From: Douglas P. Leu [Leu@fr.com]
Sent: Monday, April 23, 2007 9:17 AM
To: Sinclair, Rodney
Subject: Proposed Renovation to 120 Kingston Street

Dear Mr. Sinclair:

I would like to take this opportunity to express my objection to the proposed renovation of the "Dainty Dot" building located at 120 Kingston Street in Boston.

I live in the Leather District, with a condo at 70 Lincoln Street (directly across the Surface Road from this site). While most residents acknowledge the inevitability of development in this area, and would even welcome a renovated Dainty Dot building, the scope of the proposed project is vastly beyond what most residents, the City and zoning laws consider appropriate. The Leather District, while over a century old, is still in its infancy in terms of neighborhood development. It would be a shame to allow developers to encroach, site-by-site, and destroy the positive evolution of this area.

The Mayor's Central Artery Completion Task Force letter of April 20th thoroughly summarizes my concerns in terms the potential negative impact of wind, domination of the Chinatown Park, zoning law violation (and the setting of precedent), and excessive automobile parking/traffic.

Thank you very much for your consideration.

Sincerely,

Douglas Leu
70 Lincoln Street, #615
Boston, MA 02111

Douglas P. Leu
Director of Revenue & Credit
617-956-6939

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Jon pony Lo
285 TRemont ST #422
BOSTON. MA. 02116-

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Wei [illegible]
28 Tremont St.
Boston MA. 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Sinclair, Rodney

From: Mark Loughman [MLoughman@loomissayles.com]
Sent: Friday, April 27, 2007 2:39 PM
To: Sinclair, Rodney
Cc: cbetke@r-c-b.com
Subject: 120 Kingston Street Project

Dear Rodney:

I want to comment on the 120 Kingston Street Project. I live at 181 Essex Street Unit E601, across the street from the Dainty Dot Building, which is the property in question.

As I suppose is the case with most of my neighbors, I believe that the Dainty Dot building in its current form is in need of repair. As such, I support of some modest zoning relief to permit a development similar to the development of the Lafayette Lofts building across the street from that location. I think it is misleading for any interested party to suggest that our choices consist either of a 345' skyscraper on the new park or nothing. I believe that a reasonable rehabilitation can be done of the Dainty Dot building and that it can work economically. The rehabilitation of the Lafayette Lofts shows this to be the case. We should not change the law and ruin a public park simply to accommodate the ambitions of a private real estate developer - especially since this particular developer is familiar with the neighborhood and knew the zoning when he purchased the property. In my view, the developer doesn't have any standing to claim any sort of hardship with respect to his proposal.

My opposition to the plans for a skyscraper is also based on principles of fairness. The folks who purchased at Lafayette Lofts did so with knowledge that the Dainty Dot building spot was zoned for only 100'. If this project goes through in its skyscraper form, and the city decides the law does not apply to real estate developers, their building will be bathed in shadow virtually all day and they will have no sunlight. Would you want that done to you? If not, then you should not support it being done to someone else.

These are just some of the reasons why I oppose the project. Please let me know if you have any question in this connection.

Regards,

Mark Loughman
181 Essex Street
Unit E601
Boston, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

SHUNAN MA

285 Tremont st. apt 204
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

[illegible signature] (CRA)
5 [illegible] St. W. #911
Boston Ma. 02116

Sinclair, Rodney

From: Linda McLaughlin [mclaughlinlinda@hotmail.com]
Sent: Tuesday, April 24, 2007 1:17 PM
To: Sinclair, Rodney
Cc: Mayor; Flaherty, Michael (City Council); Rep.SalvatoreDiMasi@Hou.State.MA.US; cbetke@r-c-b.com
Subject: Opposition to new construction proposal submitted to BRA: Dainty Dot Bldg

Dear Mr. Sinclair,

I am writing to request that you NOT approve in its current incarnation the proposed construction by Hudson Group at the site of the current Dainty Dot Hosiery (former "Auchmuty") building at 120 Kingston Street in Boston.

As a resident of Lafayette Lofts on Kingston Street, directly across Essex Street from the proposed new construction, I'd like to share my two primary reasons for opposition:

1. The zoning restriction is 125'; the Hudson Group's new proposal of 300'+ blatantly disregards the established zoning criteria, and by a very considerable margin.

2. The Chinatown section of the Rose Fitzgerald Kennedy Greenway will be cast in shadow by this proposed construction, not at all the Mayor's vision for the Greenway that has taken years of planning and persistence among many entities including neighbors in Chinatown and the Leather District. Further, the proposed new building will directly abut the greenway; the "public" pathway will be on the property of this new building, and the building management proposes to lock the egress gate at certain hours. In essence, it will no longer be the welcoming public space for which so many, from the Mayor on down, have worked long and hard to realize.

As a resident of Boston for fifteen years I understand and appreciate that progress is essential and change inevitable, however I submit that observance of zoning restrictions and adherence to the vision for green space in the city are two of the very few guideposts we have to ensure that the character of Boston, which is what attracts residents and tourists, is not lost in the pursuit of necessary progress.

Sincerely,

Linda McLaughlin
88 Kingston St, Boston, MA 02111
Tel 617.894.1975

Sinclair, Rodney

From: Dan McNichol [dan@danmcnichol.com]
Sent: Monday, April 16, 2007 10:40 AM
To: Sinclair, Rodney; Christopher Betke
Subject: Public Comment BRA Public Meeting - Dainty Dot Building

Rodney,
You said at the public meeting held in Chinatown I could send this to you electronically as I was not given time to speak. You cut the meeting off at the designated hour before some of us could comment...

Please confirm that this will be part of the public record for the BRA Public Meeting - Dainty Dot Building for Chinatown / Leather District BRA Public Meeting for the 120 Kingston Street Project (a/k/a Dainty Dot Building) on April 12th at the Doubletree Hotel on Washington Street (a block past NEMC). The meeting was held in the Cherry Blossom room from 6:30 - 8:30

I am writing to you as a fifteen year resident (professionally and personally) of the Leather District. Paying taxes, voting and caring about this city is a challenge

The planned 300' building project adjacent to the Rose Kennedy Greenway Chinatown Park (corner of Essex and Surface) – the site of the so-called "Dainty Dot" Building is destined to destroy the historical significance of this end of our city. The entire building should be preserved. This building built in 1889 is an American treasure and the BRA and the developer are blatantly eager to destroy it. This corner of the city does not belong to Chinatown (as some believe) it does not belong to the Leather District. It belongs to us all! Keep it and don't play the façade game of wiping out the building and claiming that by keeping a fraction of its face is keeping the building. The land grab and destruction of history around this important building is disgusting.

Besides, the proposed building is 200+ feet higher than what is allowable under the zoning code for this site. I am strongly opposed to any building on the park that is at the 300' in height as it will essentially ruin the park we have waited for more than 10 YEARS for!!! The landscaping for the skyscraper that will literally put the park in the dark. These violations, historic and zoning, set precedent for development along the Greenway. Soon the Greenway will become an example of failure.

How long before the BRA proposes wiping out of the Teradyne building? My money says they have already decided too. Whose side is the BRA on? The answer is: the developers. Why do we in the community loathe the BRA's conflicting relations with developers, its motives, and sadly its actions? Because the damage the fabric of our communities to promote the a few men's interest in making money and creating a personal legacy.

Dan McNichol
717 Atlantic Avenue, 2-C
Boston, MA 02111

Sinclair, Rodney

From: Moy, Marie [MMoy@tufts-nemc.org]
Sent: Thursday, April 26, 2007 11:19 PM
To: Sinclair, Rodney
Subject: 120 Kingston Street proposal

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Sinclair,

I am a long-time resident of Chinatown and member of the Boston Chinatown Residents Association (CRA). This organization is composed of only residents. Our mission is to advance the quality of life and to preserve Chinatown as a neighborhood for the working class families and the elderly. Many of us have lived in the neighborhood for over 40 years and have seen many changes. Small businesses cannot stay open because of rising rents and for working-class residents whom mostly make minimal wages cannot afford to pay increased rents. Boston Chinatown is where the Asian immigrants come because of language, food and social services. With increasing luxury developments, rents continue to increase. There are over 700 families on the waiting lists for the affordable housing. Is there a waiting list for the luxury housing? We want to preserve some of the character of Chinatown. I feel the low income working class residents are slowly being squeezed out of their homes again as it was 40 years ago. Is this what is called gentrification to have residents feel threatened that they cannot afford to stay in their community?

I do not want to be overwhelmed by such high-rise towers in Chinatown. I want to be able to see the sky. It would cause such density. More traffic would worsen the air quality. There would be so much more traffic of pedestrians and vehicles within that block. Chinatown has shrunk in the past 30-40 years because of the Mass Turnpike, Central Artery, and institutional expansions. This city is very old and cannot sustain such huge developments. When it comes down to it, the impacts affect the people who live here. I hope you have the sensitivity for the residents who have lived in Chinatown for so many years to continue to live in harmony.

This letter is to oppose the current proposal of 120 Kingston Street. The scale is outrageous. I thank you for your consideration of how we the residents feel because this is where our culture and homes are.

Sincerely,

Marie Moy
29 Oak Street
Boston, MA 02111

April 21, 2007

Mr. Rodney Sinclair, Project Manager
Boston Redevelopment Authority
one City Hall Square
Boston, MA. 02201

Anthony P. Nicholas
112 Beach St. #2fl
Boston, MA. 02111

Dear Mr. Sinclair:

I am writing to urge the BRA to oppose a 300 unit condo at 120 Kingston Street. As a voter and tax paying neighbor, I hope the BRA will persuade the developer to build a smaller, more modest building at that location. I am all for improvements and development in this neighborhood and for profitable projects. Nevertheless, 29 stories is way over zoning height and out of appropriate scale to the adjoining park and the historic Leather District.

I welcome more affluent neighbors and hope the BRA will pursue an appropriate balance between development and neighborhood preservation along the Rose Kennedy Greenway.

Sincerely, Anthony P. Nicholas

Sinclair, Rodney

From: Ogi Ogas [ogiogas@verizon.net]
Sent: Friday, April 20, 2007 4:41 PM
To: Sinclair, Rodney
Cc: Mayor; Rep.SalvatoreDiMasi@hou.state.ma.us
Subject: Strong opposition to 120 Kingston Street Project (The Dainty Dot building replacement)

Boston Redevelopment Authority:

We are writing to you regarding Ori Ron's proposed highrise building at 120 Kingston Street, at the current site of the historic Dainty Dot building. We are residents of Lincoln Plaza, at 70 Lincoln Street, across the street from the proposed project.

We are vehemently and urgently opposed to this project. We believe this project will cause significant and permanent harm to the Leather District, our neighborhood, without any concomitant benefit. We ask you to enforce the zoning laws--the law!--and not grant Mr. Ron the right to build a structure higher than the zoning laws allow.

The single biggest source of harm will be the eradication of the Rose Kennedy Greenway Chinatown Park. As you know, the Greenway has long been held out as one of the great benefits of the long and expensive Big Dig project. The plans for the Chinatown park are beautiful--and this was one of the main factors that motivated us to move into Lincoln Plaza: access to a beautiful, world-class park right across the street. And, of course, Boston has paid for this park, which has not yet even been completed.

The highrise will have the effect of annexing this park for itself, reducing it to landscaping for the luxury highrise--landscaping which we taxpayers have paid for. The building's design has it not only abutting directly against the park, but building balconies overhanging it. The sheer scale of the highrise will render the notion of the park as a public space meaningless. The State Street Building (on Essex) has a brick plaza roughly the same size as the park. No person walking across the brick plaza would think for a moment that the plaza was anything other than a decorative sidewalk for the STate Street Building. Likewise, no reasonable person will interact with the Chinatown park as anything other than a landscaped lobby for the highrise.

Right now, as I look out my window, the park still manages to catch some sunlight in the afternoon. The building will block it out entirely. Many Leather District residents have been patiently waiting out the chaos of the Big Dig to get the park... and now, before it even exists for a day, it is in danger of getting swallowed up by a private

Another source of harm to the Leather District is the erosion of its architectural integrity, and the character of the neighborhood, yet another reason why we decided to live in the LD. All of the building in the LD are lowrise, and most still have the same original architecture as when they were built. Though the LD is small, it has a unique and unified look and feel. This highrise--along with other proposed highrises in the LD which will likely go forward if Mr. Ron is successful with his attempt--will destroy the very character of the neighborhood. Nobody would think of building a highrise in Beacon Hill. Why should we be compelled to endure the destruction of our neighborhood?

We certainly want development in our area, and we are not opposed to business, nor are we zoning zealots or historical architecture fanatics. But Mr. Ron's proposed building is almost **FOUR TIMES** the height allowed by our zoning laws. We would be willing to allow something somewhat higher than the legal 100 feet, but the 350+ foot monstrosity will be a spike driven on the very skirt of our neighborhood.

We live here, we love Boston, we love the Leather District, and we want Boston to be the best it can be. But this highrise is the WRONG DIRECTION. This project would never be built on the Greenway in the North End; we love our neighborhood, and don't see why it should be built here, either. We hope that you will enforce the law and prevent Mr. Ron from moving forward with his project.

Please feel free to call me or my wife anytime.

Thank you for your time,
Ogi and Polina Ogas
(617)737-0390
Lincoln Plaza #213

Sinclair, Rodney

From: Debbie Pepper [DPepper@baoinc.com]
Sent: Monday, April 23, 2007 10:35 AM
To: Sinclair, Rodney
Subject: Proposed Renovation to 120 Kingston Street

Dear Mr. Sinclair:

I would like to take this opportunity to express my objection to the proposed renovation of the "Dainty Dot" building located at 120 Kingston Street in Boston.

I live in the Leather District, with a condo at 70 Lincoln Street (directly across the Surface Road from this site). While most residents acknowledge the inevitability of development in this area, and would even welcome a renovated Dainty Dot building, the scope of the proposed project is vastly beyond what most residents, the City and zoning laws consider appropriate. The Leather District, while over a century old, is still in its infancy in terms of neighborhood development. It would be a shame to allow developers to encroach, site-by-site, and destroy the positive evolution of this area.

The Mayor's Central Artery Completion Task Force letter of April 20th thoroughly summarizes my concerns in terms the potential negative impact of wind, domination of the Chinatown Park, zoning law violation (and the setting of precedent), and excessive automobile parking/traffic.

Thank you very much for your consideration.

Sincerely,

Debbie Pepper
70 Lincoln Street, # 615
Boston, MA 02111

Sinclair, Rodney

From: Steven Pinker [pinker@wjh.harvard.edu]
Sent: Friday, April 27, 2007 4:27 PM
To: Sinclair, Rodney
Subject: 120 Kingston St. development

Dear Mr. Sinclair,

We are residents at 107 South St. in the Leather District, and are commenting on Ori Ron's proposal to develop 120 Kingston street with a 30+ story building.

We respect Mr. Ron and believe that he is a responsible and capable developer. We also applaud the plan to fix up the building while preserving its historic façade, and to improve the adjacent streets and intersections.

However, we believe that the height of the building is not reasonable for the neighborhood, and ask that the city negotiate with Mr. Ron to build a smaller building consistent with existing zoning laws and the scale of the neighborhood.

Sincerely,
Steven Pinker
Rebecca Goldstein
617 542 1480

Sinclair, Rodney

From: Raffone, Joseph [jraffone@cellexchange.com]

Sent: Thursday, April 26, 2007 9:09 AM

To: Sinclair, Rodney

Subject: Dainty Dot Building

Dear Mr. Sinclair,
I am writing to you in opposition of the proposed Dainty Dot project. I live at 116 Lincoln St. in the Leather District and, as a resident of one of the areas affected by the Big Dig, have been looking to enjoy the benefits of the completion of the Big Dig, at long last. However, projects such as the proposed Dainty Dot project would make it difficult for me and other residents to do so.

First, as proposed, the project would violate zoning ordinances, replacing the barricade of the central artery (which was finally torn down) with a monstrous building that with similarly discourage pedestrian flow through Chinatown to South Station which, in turn, will discourage the development of the promising retail and residential spaces of the Leather District.

While I welcome new development to the community, I urge you to do your due diligence and find out what the people of the leather district need and desire. I can tell you that we would like to see more quality retail and dining services offered, and we very much need some green space after being deprived of it for so long with the big dig. This area needs businesses that stay open past downtown business hours. I would like to see the Dainty Dot building restored to it's former glory, through mixed use and some new green space – actually green would be nice, rather than miles of brick and patio block.

Very truly yours,
Joseph Raffone

THOMAS F. RICHARDSON
112 BEACH STREET
BOSTON, MASSACHUSETTS 02111
(617) 292-3395

April 23, 2007

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, Massachusetts 02201

Re: 120 Kingston Street Project
("Dainty Dot Building")

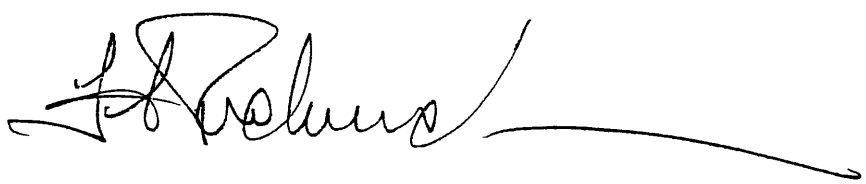
Dear Mr. Sinclair,

I am writing as a resident, tax payer and voter to **object** to the 120 Kingston Street Project. The proposed project is too massive and will overwhelm the surrounding neighborhood both during construction and post completion with foot traffic, vehicle traffic, requirement for infrastructure.

As I understand the proposal, its height is in excess of the zoning code which will create a canyon effect to the nieghborhood. Also its size will dominate the Rose Kennedy Greenway park and make it feel like a private park for a luxury high rise.

I would welcome a residential development of a reasonable size, but this is too big for our neighborhood to be considered.

Respectfully,



Sinclair, Rodney

From: Carl Riley [riley_carl@hotmail.com]
Sent: Friday, April 27, 2007 3:27 PM
To: Sinclair, Rodney
Cc: riley_carl@hotmail.com
Subject: 120 Kingston St. Development

Dear Mr. Sinclair,

I am writing to communicate my strong opposition to the current proposal by Hudson Group North America LLC to develop the Dainty Dot Hosiery Building at 120 Kingston Street by constructing twenty-nine-story structure. As a resident of Lafayette Lofts, I would like to see the site developed. I believe, however, that the current proposal is not at all appropriate.

The proposed scale would have a negative impact on the entire area, including the Rose Kennedy Greenway, Chinatown Park, and the other buildings in the immediate area that are in compliance with zoning in the Leather District. It would also set a dangerous precedent for others who will want to develop other properties in the area. Highrise zoning should not be allowed to cross Essex Street, in my opinion.

I am especially concerned as a resident/owner at 88 Kingston Street. The loss of light, the potential for structural damage, the grime and noise pollution, the increased traffic in the area, increased channeling of wind, glare, and the echoing of street noise are among the issues that would affect me directly. My property value would definitely be negatively affected.

I am sure that this site can be developed in an appropriate manner that will add value to the neighborhood. I happen to believe that this proposal is not the right one.

Thank you for your consideration.

Regards,

Mr. Carl Riley
88 Kingston Street
Boston, MA 02111

Larry Rosenblum

118 South Street (residence)
134 Beach Street (business)
Boston, MA 02111
lrosenblum@urbanimage.com
617 426-4266

April 25, 2007

Boston Redevelopment Authority
Boston City Hall
Boston, MA 02110-1007
Attention: Mr. Rodney Sinclair, Project Manager

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a long-time property owner, resident and businessman in the Leather District. I am also the Leather District representative to the Mayors Central Artery Completion Taskforce, serving with David Seeley.

The 120 Kingston Street proposal, while seductive at some levels, raises troubling prospects for both the Leather District and Chinatown communities. These concerns are eloquently addressed in both Rob Tuchmann and David Seeley's letters to you. I concur with their assessments and don't feel the need to reiterate them here.

Suffice it to say that the Leather District has been fighting for the past thirty years to preserve the mid-rise, mixed-use, architecturally historic character of our neighborhood. In Chinatown, this effort has been ongoing for an even longer period. Collectively, our goals are consistent with both the needs of current residents and the zoning that should be guiding future development in these neighborhoods.

While the 120 Kingston Street proposal offers benefits to some parties, it will ultimately undermine the future of Chinatown and, to a lesser degree, the Leather District. As I said at the Task Force meeting, crossing the Essex Street high-rise district boundary line invites further development of this type. This will have negative impacts not only on Chinatown Park, but will set a precedent for future undesirable development in Chinatown and the Leather District as well.

Boston's experience with the adaptive reuse of historic building should tell us all that it is possible to find new uses for the Dainty Dot building, even with modest roof additions, that are economically viable and more esthetically and environmentally acceptable.

Ori Ron is a neighbor, friend, and responsible developer. He is looking to do the right thing. I think it is our job to ask him to go back to the drawing board.

Sincerely,

Larry Rosenblum.

Larry Rosenblum

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Benny Ruan
1 Nassau St - Apt 401
Boston MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Tim Ruan
1 NASSAU ST. APT. 401
BOSTON, MA 02111

Sinclair, Rodney

From: Michael Segal [segal@instatrac.com]
Sent: Friday, April 27, 2007 3:49 PM
To: Sinclair, Rodney
Subject: Opposition to Auchmuty Building Development

TO : Rodney Sinclair, Project Manager, Boston Redevelopment Authority
FR : Michael Segal
DA : 27 April, 2007
RE : Opposition to planned development of the Auchmuty Building

I write to express my opposition to the proposed development of the Auchmuty Building (also known as the Dainty Dot Building, and 120 Kingston Street).

I am a 62-year old life-long resident of Boston, a business owner in the nearby downtown crossing section of Boston, a two-time member of the Council of the Leather District Neighborhood Association (LDNA), and a mayoral appointee to the South Bay planning task force. My wife, Catherine Dunham (who heads up two non-profit organizations located in the Leather District), and I attended many public meetings over the years, including the initial Greenway planning process, and the Chinatown park and housing forums.

David Seeley of our neighborhood articulated the design objections, from the perspective of the passionate downtown neighborhood preservationist that he is, and from the architectural perspective that he, unique among us, can offer as a professional in the field.

My objections are of a more personal nature.

The Dainty Dot building is not an abstraction for me: my mother's brother, my uncle, worked there filling orders for all of his adult life, since returning to the states after World War II as a decorated and disabled war veteran until his death. This building is part of the history of our city, as Seeley knows it from a historical perspective, and as I know it from one more personal.

I've lived here long enough to have witnessed the demolition and gentrification of working class neighborhoods all over the city in the name of progress, for the benefit of developers, real estate lawyers, campaign contributors and newly minted young professionals. We can not sit idly by as, with each passing year and approved building permit, Chinese speaking people become the latest ethnic group to be displaced by the Boston Redevelopment Authority (BRA).

Chinatown is well along in the process of becoming not a community, but a food court. High-end development has squeezed the community from the Washington Street side of the neighborhood, and now the plan to develop the Dainty Dot Building would start the squeeze from the opposite side.

The ripple effects, if this gift of an unseemly building is granted by the BRA to the developers, will be felt on another neighborhood: the Leather District. If 120 Kingston Street is "Manhattanized," so next goes the Lincoln Street garage. Shadows will destroy the Chinatown Park, and then the Leather District. Chinatown will vanish as we know it, and the newer residents of the Leather District, people who took a chance by investing in that formerly neglected wasteland, will see their commitment to the city disrespected by a city administration that once yearned for their (our) investment in the downtown area.

On a personal level, I am disappointed in the cynicism of lead developer Ori Ron. Ron was an active member of a Leather District task force (that I served on) formed about a decade ago to oppose a similarly gross violation of existing Leather District zoning planned by Rose Associates for their lot located adjacent to One Financial.

This Rose Associates attempt to destroy the character of the Leather District, with attorney James Greene of the law firm of Brown and Rudman in the role of lead Rose Associates negotiator, was vigorously opposed by the Leather District task force, Ron included, and by the neighborhood as a whole.

Greene's apparent disdain for our neighborhood was made quite clear to all who participated in that shameful episode.

And now that Ron has his opportunity to profit, to whom does he turn for legal and strategic representation? None other than Greene who, by his previous conduct, would happily preside over the demise of the Leather District and now, apparently, Chinatown, as well.

This proposed development is must be sent back to the drawing board. Efforts need to be made by the BRA and others to save Chinatown, not to hasten its demise. Preservation must be respected. Zoning must not be allowed to be so grossly ignored: Too many people worked too hard, in a good faith bargain with city officials, to establish meaningful zoning for the Leather District and for Chinatown. The integrity of the Leather District must be preserved as the model of urban revitalization that it is. And cynicism must not be rewarded when it rears its greedy face.

Michael H. Segal, President
InstaTrac, Inc.
47 Winter St., 5th Floor / Boston, MA 02108
Voice: 617.292.1800 / Cell: 617.290.4986
www.instatrac.com

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Qian Hua Tang

CRA
steering Committee
1 Nassau st #pt 401
Boston MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Xin Ching Tsang (CRA)
80 MAPON ST
BOSTON MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Tsi Wai Tso (CRA)
330, TREMONT ST.
APT B406 BOSTON
MA 02116

Sinclair, Rodney

From: stefane barbeau [stefane@vesselinc.com]
Sent: Friday, April 27, 2007 9:58 AM
To: Sinclair, Rodney
Cc: Duane Smith
Subject: 120 kingston street building comments

Hello

Per the deadline request, I am hereby submitting Vessel, Inc.'s comments and concerns regarding the proposed new building;

As we have a store front and studio at 125 Kingston street, which is almost directly across from the proposed construction, we are VERY concerned about street blockage during the construction period. We have been patient with the greenway park completion, but it has created a significant reduction in our pedestrian street traffic. We are fearful of another 2 years of obstacles, and would very much appreciate every possible accommodation during the construction to ensure that pedestrians and vehicles can drive down kingston without barriers, and that any construction hoarding and barriers that are erected carry sufficient signage to ensure that the public understands that this end of the street is still active and 'open for business'.

Any indication that the street is 'closed' or of no shopping value for consumers will directly affect our business in a negative way.

Thank you for your time-

Best regards

Stefane Barbeau
President, Vessel Inc.

Sinclair, Rodney

From: David VonIderstein [voniderstein@hotmail.com]
Sent: Monday, April 30, 2007 12:14 PM
To: Sinclair, Rodney
Cc: cbetke@r-c-b.com
Subject: Dainty Dot Building

Rodney-

I apologize for the late submission on this, but I have been on vacation. I am a resident of Lincoln Plaza and I wanted to express my opposition to the proposed tower in the former Dainty-Dot building space (which would bypass the current height restrictions). I believe something can be done redeveloping/rehabbing this space that will be beneficial to the neighborhood and still acceptable to the developer. I think a building of the proposed size will seem out of place with flow of the Greenway, as well as the potential shadows and wind problems associated with a tower of that size right next to our building. The reason I bought a place in the Leather District was the proximity to the Greenway and the character of the neighborhood and I think that this building (at the current height proposal) will take away from both of these attributes.

Again I apologize for the late submission and if I'm not in the count of "oppposed" so be it, but I wanted to express my concerns regardless.

Thanks,
Dave VonIderstein
Lincoln Plaza

Sinclair, Rodney

From: Linda Weinstein [lilee1124@gmail.com]

Sent: Thursday, April 26, 2007 2:41 PM

To: Sinclair, Rodney

Cc: Mayor; Flaherty, Michael (City Council); City Council Committee Economic Development & Planning; Rep.SalvatoreDiMasi@hous.state.ma.us; Walkowski, Paul; Lipsey, Ellen; Ann.Lattinville@state.ma.us; cbetke@r-c-b.com; somann@gmail.com

Subject: Proposed Construction at 120 Kington Street (Dainty Dot Building)

Dear Mr. Sinclair,

As a homeowner and resident of Lafayette Loft Condominium at 88 Kingston Street I would like to express my strong opposition to the Hudson Group's proposed redevelopment of the Dainty Dot building at 120 Kingston Street. The height alone (over 300 feet) far exceeds the zoning code of 100 feet. The impact would be disastrous to this essentially low-rise community. At the very least Lafayette Lofts, with its southern exposure windows would lose significant amounts of sunlight as the building would be cast in shadow for most of the daylight hours. Air circulation would then be severely compromised as well.

The close proximity of the proposed building to the Chinatown Greenway Park would diminish the beauty of the park. It is also our understanding that the developer plans to construct a walkway from the development to the Greenway Park which could potentially turn this public space into a private park for one residence.

I am also concerned that the project at 120 Kingston could cause potential structural damage to Lafayette Lofts during construction. Lafayette Lofts is an historic building which was preserved throughout the development process.

The intersection of Kingston and Essex is normally very busy since it provides access to Route 93 North and South as well as the Mass Pike. Construction at 120 Kingston would only add to the already congested roadway.

I urge you to consider these major issues that would negatively impact the area should this proposed development be approved as is.

Very truly yours,

Linda Weinstein

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

~~身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。~~

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Zuejing Weng (417)
285 Tremont st. Apt 417
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Min Tin Wu
165 Tremont St Boston 02116
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Sinclair, Rodney

From: Barry Wold [barry.wold@gmail.com]
Sent: Friday, April 20, 2007 10:39 AM
To: Sinclair, Rodney
Subject: 120 Kingston St. (Dainty Dot)

I attended the public meeting on this project on April 12th. I am writing in strong opposition to the project. The principal reason I oppose the project is because it destroys nearly half of the existing facades of the Dainty Dot on Essex and Kingston Streets. The Dainty Dot is one of the best buildings in the neighborhood, with rich detailing. It can be seen from the entire length of the Avenue de Lafayette: turn the corner from Washington St. onto Lafayette and you can see the entire Essex facade and nearly all of the Kingston facade. It is a very important contributor to both the neighborhood and the city and should not be ruined by partial demolition.

Sinclair, Rodney

From: Levina Wong [levinawong@gmail.com]
Sent: Sunday, April 22, 2007 3:47 PM
To: Sinclair, Rodney
Cc: cbetke@r-c-b.com; Joseph Raffone
Subject: 120 Kingston Street aka Dainty Dot Building

Dear Mr. Sinclair,
I am writing to you in opposition of the proposed Dainty Dot project. I live at 116 Lincoln St. in the Leather District and, as a resident of one of the areas affected by the Big Dig, have been looking to enjoy the benefits of the completion of the Big Dig, at long last. However, projects such as the proposed Dainty Dot project would make it difficult for me and other residents to do so.

First, as proposed, the project would violate zoning ordinances, replacing the barricade of the central artery (which was finally torn down) with a monstrous building that with similarly discourage pedestrian flow through Chinatown to South Station which, in turn, will discourge the development of the promising retail and residential spaces of the Leather District.

Secondly, the size of the project will minimize the community's ability to use and enjoy the Chinatown park that is about to be completed. Not only will use of the park be minimized by any construction, if the project is to go forward as proposed, the park will be nothing more than landscaping for the monstrous building and not a park for the people, as it was intended to be.

Very truly yours,
Levina Wong

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Fang Wang

285 Tremont st Apt 213
Boston, MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Hui Ye
285 Tremont St Apt 415
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

Mr. Henry Yee
Boston Chinatown Resident Association
33 Harrison Avenue, 5/F1
Boston, MA 02111
Tel: 617-851-1701
Email: info@bostoncra.org
WWW: BostonCRA.org

Dear Mr. Rodney Sinclair:

I am the Chairman of Boston Chinatown Resident Association. The following is my opinion upon the building construction on 120 Kingston Street by Hudson Group North America.

i. Developers should respect the overall development plan of Chinatown as a whole;
ii. "Affordable housing" must correctly reflect the average annual income of the six or seven thousand residents in Chinatown, i.e. around $15,000 per year, and not the residents in the neighborhood.
iii. The 50 units of affordable housing built on the parking lot should fall into three categories:
    a. 85% units are for the residence with an annual income below 30% of the average;
    b. 10% units are for the residence with an annual income above 40% of the average;
    c. 5% units are for the residence with an annual income above 50% of the average;
iv. Prior to the construction of Freedom Square Building years ago, a promise was made to build housing units for the seniors living in Hon-Lok Building. As of today, the Freedom Square Building has been finished and occupied but that promise to help those seniors is never realized. Considering of this, we are afraid that a similar promise that is made to build affordable housing for low-income workers regarding the construction by Hudson Group North America would only be a repeated history. We are wondering if this promise can be guaranteed in any way, possibly by the government.

Boston Chinatown, by its name, is a residence area populated mostly by Chinese other than any other people in Boston. It has evolved into what it is today through more than one-hundred year's struggle and hard work of our ancestors and fellow Chinese immigrants. They have endured a lot and made great stride in America. We, as a group of low-income workers, do not long for the luxuries of owning expensive cars or swimming pools but only want a stable life in Chinatown with our basic needs met. However, with the city of Boston becoming populated with more skyscrapers with more immigrants, there is tremendous pressure to raise housing and rental prices. We are afraid that we low

income workers cannot keep up with the sky-rocketing cost of living. Furthermore, if nothing is done, we will be forced to move out of Chinatown in the near future. It can be expected that before long Chinatown would not be a "town" for Chinese any longer and its historical meaning will be lost forever. Put it in the way as described in an ancient Chinese poet: "The old place still looks the same while the people here are all new". We will feel it a great pain and a deep regret to have to leave here and miss the old Chinatown.

Boston Chinatown is the second hometown of the Chinese in Boston. We have planted roots in the Boston Chinatown and do not want to leave it. It is our wish that generations and generations of Chinese could live here. I am speaking for most of the low-income workers in Chinatown to appeal to your attention on this pressing issue at hand - please show your sympathy for our predicament and make an effort building more affordable housing to meet the need of the low-income workers. Chinatown may thus be preserved. Please extend your kindness and save us. Your actions will benefit the society as well.

Best regards,

Yu, Shi-Ang (Henry Yee)
Chairman, Boston Chinatown Resident Association

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

HENRY YEE (CRA)
230 HARRISON AVE.
BOSTON, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

Jin Jing Yu
CRA
steering Committee
450 Tremont st apt 83
Boston MA 02116

Rodney Sinclair
Project Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201
Rodney.Sinclair.BRA@cityofboston.gov

Date: April 20th, 2007

Dear Mr. Sinclair

I'm writing to express my extreme opposition to plans for the 120 Kingston Street Development. I am an owner and resident of 88 Kingston Street, Lafayette Lofts which abuts the proposed development.

The proposed development would consist of a 325 foot mixed use tower consistent of 170 residential units, ground level retail space and an enclosed five story above ground parking garage.

I oppose the development for these reasons:

The proposed development would destroy all light and cast the building into a constant shadow and block light and air.

Construction of this magnitude would impair the quiet enjoyment of resident in the area as well as cause construction dirt, debris and potential structural damage of surrounding buildings.

The additional traffic would only add to the serious congestion issue that currently exists in the downtown area within the financial district and impact both 93 and the Mass Pike.

The development height and size of the proposed development would be visually detrimental to the new Rose Kennedy Greenway. It would dwarf the gardens and destroy the intended use of the parkway system as well as the design theme of the Chinatown Park which includes elements of Asian culture, gates, bridges and water.

The Leather District has been rezoned for 100 feet and this would destroy the success and beautiful architecture and ambience of this neighborhood of Boston.

I urge you to oppose plans to erect this development. Thank you for considering my views.

Sincerely,
A Concerned Resident
Barbara Zack

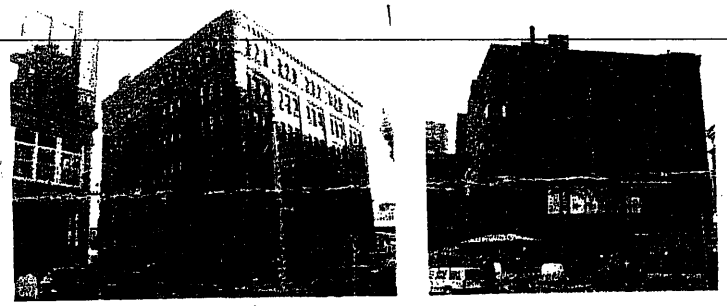
88 Kingston St #6C
Boston, MA 02111

120 KINGSTON STREET Boston, MA.

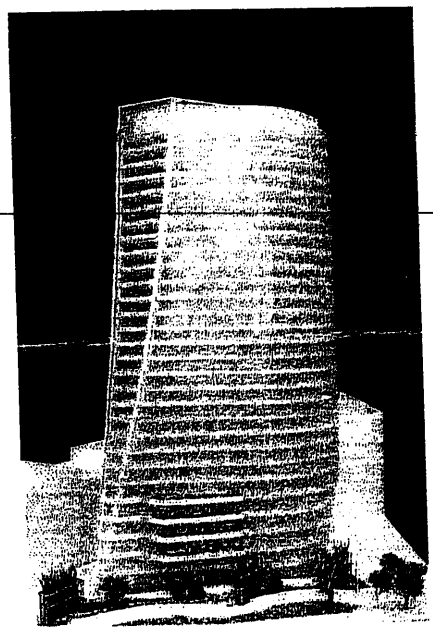
AT THE CORNER OF KINGSTON AND ESSEX STREETS

Proposed tower!!

88 Kingston St, Lafayette Lofts.



Dainty Dot Today.



Proponent: Hudson Group North America LLC proposes to redevelop the site occupied by the former Dainty Dot Hosiery ("Auchmuty") Building at 120 Kingston Street at the northeast corner of the Chinatown neighborhood of Boston. The building is located across the street from One Lincoln, a 500+ feet high building.

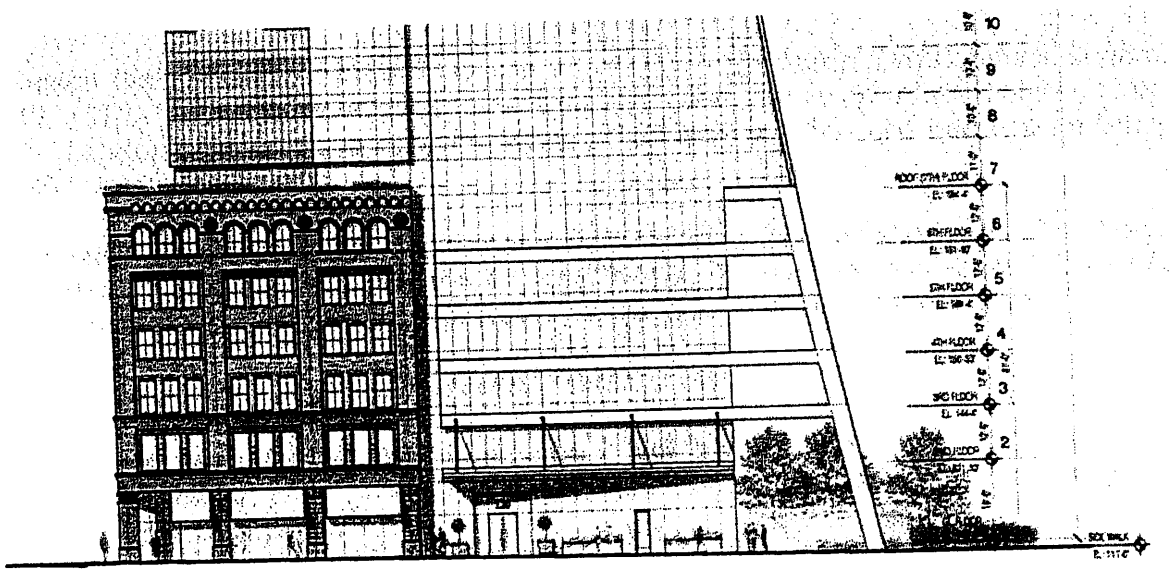
Existing Building and Uses: The 14,447± s.f. site is presently used for warehousing and storage, two surface parking lots with 36 commercial parking spaces, and attendant booths. The existing six-story building contains approximately 62,150± s.f.

Site History: The building was designed by the Boston firm of Winslow & Wetherell for mercantile use. It was built in 1889 by Woodbury & Leighton. In 1988, a petition was filed with the Boston Landmarks Commission requesting landmark status for the building. The building has remained a pending landmark for the past 18 years. In 1990, the building was listed in the National Register of Historic Places as a contributing building in the Textile Historic District.

The original parcel and building were bisected by a 1950's land taking by the Commonwealth of Massachusetts to create the Central Artery (Interstate 93). The site was reduced from a rectangle to a triangle, and the Auchmuty Building was reduced from eight to five bays on Kingston Street. The Essex Street facade retained its original four bay lengths but the abutting building was demolished. The south and east brick walls of the Auchmuty Building lack trim and have an almost total absence of windows.

Project Description: The Proponent proposes to redevelop the Auchmuty Building to create a new mixed-use development with up to 180 residential units on floors 4 through 29, ground floor lobby and retail (or possibly restaurant) space, and up to 160 enclosed accessory parking spaces (both above and below grade) within the building. More than half of the existing building's facades along Kingston and Essex Streets (five of nine bays), as they exist today, will be preserved. The new building will rise behind the preserved portions of the Auchmuty Building, set back diagonally to a depth of 40 feet behind the remaining corner bays.

On the Greenway side of the new structure, active retail and residential spaces facing Chinatown Park are proposed. The pedestrian environment along this frontage will be enhanced by new storefronts (retail or restaurant) replacing existing solid brick walls, and boarded-up windows which conceal the current manufacturing and loading functions. A terrace, at the base of the Greenway facade, will allow the park's open space to extend beyond the concrete boundary wall and enhance the overall pedestrian experience.



Proposed Kingston Street Elevation

Project Benefits: The Proponent will comply with the Mayor's Executive Order relative to the City's Inclusionary Development Policy, as amended on May 16, 2006. To create new affordable housing in the heart of Chinatown, Hudson Group North America LLC, has formed a partnership with the Chinese Economic Development Council for the development of approximately 48 to 52 units of rental housing of varying levels of affordability on Oxford and Ping On Streets. It is proposed that the project would also include ground floor commercial space as well as resident social space.

RE: 120 KINGSTON STREET PROJECT ("Dainty Dot Building")

Remember to submit written comments NO LATER THAN APRIL 27, 2007 to:

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Email: Rodney.Sinclair.bra@ci.boston.ma.us

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Ying Sheng Zhang
285 Tremont st. Apt 607
Boston MA02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

[illegible]
1 Nassau St #801
Boston, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

[signature]

[author block illegible] Nassau St Apt 401
Boston MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Charles Fong
14 Pine St.
Boston, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

Mr. Wai
285 Tremont st, Apt 517
Boston MA 02116

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

有關: 120 號京士頓街

Sinclair 先生:

身爲華埠居民，我極力反對 120 號京士頓街的發展計劃。

這個發展計劃嚴重違反華埠整體計劃。這計劃高達 345 尺，超越區域法律的高度和密度限制 3 倍有多，會對環境有極壞的影響。

我們要保全華埠，是需要讓工人階層的移民可以安居華埠。華埠不需要再多一個豪華房屋發展。由 2000 年起，華埠內和附近已經起了超過 1200 個豪華和市價單位，但是相反只得小量所謂的可負擔性房屋，價錢其實 是超越一般住在華埠住戶可負擔的。120 號京士頓街的發展計劃只會領導華埠更加豪華化，并成爲一個容許高樓發展的不良慣例。

在 10 號好事幅街發展的 27 個可負擔房屋單位亦不能緩和這個計劃對社區豪華化的影響。況且，可負擔的定義包括差距很大的收入標準，對于一些低收入的住客來講，可能都不一定負擔得起。 那些可負擔房屋一定要適合華埠居民，一般居民的收入大概是每年$14,000。

再者，這個發展計劃將會起在華埠的公園內。這個是我們多年來遭受 Big Dig 的公路工程影響取回的社區福利。我反對這計劃因爲這大廈會乘機將一個那麼重要的社區空地轉換作爲 120 京士頓街住戶的私人公園。

我希望波士頓重建局會聽取華埠居民所關注的問題。發展商一定要將計劃的任何更改向華埠居民會匯報，因居民會是代表華埠居民的聲音。

誠懇的，

888 Washington St. #604
Boston, MA 02111

April 24, 2007

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square, 9th floor
Boston, MA 02201

Re: 120 Kingston Street

Dear Mr. Sinclair:

I am a resident of Chinatown, and I am strongly opposed to the 120 Kingston Street development.

The project is a gross violation of the Chinatown Masterplan. At 345 feet, the development is over three times the height allowed by the Zoning Ordinance and three times the FAR for the area. There will be a very large, negative environmental impact.

We want to preserve Chinatown as the home for working class immigrants. Chinatown does not need yet another luxury development. Since 2000, there have been over 1200 market and luxury units built in and around Chinatown, with only a handful of affordable units that are priced well above what the average Chinatown households can afford. The 120 Kingston Street development would only further the gentrification of Chinatown. In addition, it would create an unwelcome precedent for high rises in the neighborhood.

The proposed development of 27 units of affordable housing on 10 Oxford Street would do little to mitigate the gentrification impact on the neighborhood. Moreover, the definition of affordable constitutes a wide income range that may not be affordable to low-income tenants. The affordable units must be affordable to the average Chinatown resident who earns approximately $14,000 annually.

Furthermore, the proposed development will sit next to the Chinatown park, a long-awaited benefits that the community has suffered through decades of Big Dig project. I oppose the proposed development that has the potential of turning this critical community open space into the private garden for the households of 120 Kingston Street.

I hope that the BRA and the developer will listen to the concerns of Chinatown residents. The developer must present any modifications to his proposal to the Chinatown Resident Association. This body represents the voice of Chinatown residents.

Sincerely,

_____

_____

_____

To Whom It May Concern:

The undersigned oppose the proposed 325' high-rise development located at 120 Kingston Street (known locally as the Dainty Dot Building)(the "Project"). There are various reasons that this Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

We urge you join us in opposing this Project!

Name	Signature	Address
1. Chris Bittle		116 Lincoln St Boston MA
2. Peter Kourouclarides, Jr.		70 Lincoln St, #L518, Boston
3. Kathleen McDonough		88 Kingston St Boston, MA
4. Linda McLaughlin		88 Kingston St, Boston
5. Jenna Marshall	Jenna Marshall	70 Lincoln St. Boston, MA
6. Ogi Ogas		70 LINCOLN ST, BOSTON
7. Polina Ogas		70 Lincoln St Boston, MA
8. AL CICCONI		88 KINGSTON ST #6D
9. Linda Weinstein		88 Kingston St. #3B
10 DAVID SO		88 Kingston St #1F
11. John Miranda		70 Lincoln St. L513
12. Norma Ck Chong		70 Lincoln St. L517
13. PETER PORTNEY		88 KINGSTON ST 4B
14. Nicole Saroyeen		70 Lincoln Street L317
15 ED BERMON		88 Kingston 4A

To Whom It May Concern:

The undersigned oppose the proposed 325' high-rise development located at 120 Kingston Street (known locally as the Dainty Dot Building) (the "Project"). There are various reasons that this Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

We urge you join us in opposing this Project!

Name	Signature	Address
AL CICCONI		88 KINGSTON 6D
RICHARD CUESTAS		88 KINGSTON 5F
Christine Kowalewski		88 Kingston St Unit 5F
Chad Chung		88 Kingston St Unit 4B
Carl RILEY	Carl Riley	88 Kingston St. 1A
Bonny Frow		88 Kingston St 2A
Melissa Marinaccio		88 Kingston St., 6B
Eric Kapitalik		87 Kingston St, 6B
Lynda Coye	Lynda Coye	88 Kingston St., 2D
JOSSETY PARADA		88 Kingston St, 6F

To Whom It May Concern:

The undersigned oppose the proposed 325' high-rise development located at 120 Kingston Street (known locally as the Dainty Dot Building)(the "Project"). There are various reasons that this Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

We urge you join us in opposing this Project!

Name	Signature	Address
16. Margaret Nelson	Margaret A. Nelson	88 Kingston St. 7B Boston, MA 02111
17. Carmen Patti	Carmen Patti	88 Kingston St 7B
18. Kelley Green	Kelley Green	116 Lincoln St 5A
19. Carolyn Forbes	Carolyn Forbes	116 Lincoln St 6A

To Whom It May Concern:

The undersigned oppose the proposed 325' high-rise development located at 120 Kingston Street (known locally as the Dainty Dot Building) (the "Project"). There are various reasons that this Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

We urge you join us in opposing this Project!

Name	Signature	Address
MATTHEW BROWN		88 Kingston St. #5D, Boston, MA

Date: April 27th, 2007

Mr. Rodney Sinclair
Project Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201
Rodney.Sinclair.BRA@cityofboston.gov
Fax: 617-248-1937

Dear Mr. Sinclair:

Please see the attached that I have sent on behalf of the residents listed of 88 Kingston Street.

Barbara Zack
88 Kingston St #6C
Boston, MA 02111
BarbaraZack1@yahoo.com
617-359-6979

Apartment 4A
150 Lincoln Street
Boston, Massachusetts 02111
April 26, 2007

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
City Hall
Boston, Massachusetts 02110

120 Kingston Street

Dear Mr. Sinclair:

Supplementing Dave Seeley's letter, enclosed are two more signatures to the petition that was circulated.

Yours very truly,

Halsey Collins

Halsey B. Collins

\\\Users:halseycollins:Documents:0163.doc

To Whom It May Concern:

The undersigned oppose the proposed 325' high-rise development located at 120 Kingston Street (known locally as the Dainty Dot Building) (the "Project"). There are various reasons that this Project should not be built as proposed including:

- The Project's proposed height is in excess of the existing zoning code by over 200';
- The Project is too close to the Rose Kennedy Greenway/Chinatown Park and, given its size, will ruin the park and make it appear as if it is not a public park but landscaping for the luxury high-rise building;
- This large-scale Project will cut-off the park from the rest of the Greenway;
- The Dainty Dot building is a building of architectural significance and should be preserved.

We urge you join us in opposing this Project!

Name	Signature	Address
Halsey B. Collins	Halsey B Collins	150 Lincoln St.
Ellen Ann	Ellen	150 Lincoln St

April 25, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007

Dear Mr. Sinclair,

On behalf of the board of directors of Chinatown Business Association, I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mix-use building is a great idea because it will bring residents and attract visitors into the area.

This development is just what this area needs in our commitment to support and work with all the businesses in Chinatown.

Best regards,

Eddie Leung .
President, Chinatown Business Association

Corporate Buddy
CVS/Pharmacy

Corporate Sponsors
Bank of America
MBTA
Ng Construction
Loft Avana
Verizon
Anonymous Donor

Chinatown Main Street
President
Tony M. Yee

Treasurer
Albert Li (Interim)

Clerk
Gilbert K. Ho

Board of Directors
Hung Goon
Fred Ng
Paul Lee
Kevin Mallon
Timmy Ng
Sue Chen
Phillip Law
Reggie Wong
Michael Wong
Wilson Wong

Business Manager
Steve Gilman

Executive Director
Debbie Ho (Interim)

Local Supporters
Bao Bao Bakery
Big Fish Restaurant
China Pearl Restaurant
Cathay Bank
Citizens Bank
Dadgar Insurance Agency
DoubleTree Hotel
East Ocean City Restaurant
Empire Garden Restaurant
FuGaKyu Japanese Cuisine
Grand Chow Chow City
Grand Chow Seafood Restaurant
Hei La Moon Restaurant
Home Elegance
Hing Sing/Ho Yuen Bakery
Horizon Home Furnishings
Imperial Seafood Restaurant
InterPark
Kaze Shabu Shabu
New Golden Gate Restaurant
Taiwan Cafe
Tufts-New England Medical Center
Wasabaya Japanese/Korean Restaurant
Sunshine Travel
Sun Sun Supermarket
United Commercial Bank
Vinh Sun BBQ Restaurant

CHINATOWN MAIN STREET 福
華埠主街
A Boston Main Streets Initiative
Thomas M. Menino, Mayor, City of Boston

April 25, 2007

Boston Redevelopment Authority
City Hall
Boston, MA 02110-1007

Dear Mr. Sinclair,

On behalf of the Chinatown Main Street Organization, we support both developments of the proposed sites:
-120 Kingston Street and
-the affordable housing on Oxford Street.

Chinatown Main Street's objectives are to enhance and strengthen the Chinatown business and resident district to become a vibrant center for commercial and community activities. Chinatown is comprised of residents, merchants, landlords, and many community organizations who work together for this common goal.

The addition of these two developments into the Chinatown Community will assist us in achieving that. The economic development is an important component to the Chinatown Main Street's mission.

With these new developments, it will bring in new residents and will enhance the neighborhood. This will not only be beneficial in the financial aspects of the community, but it will also take away negativity that has been felt. We believe that the proposed development at 120 Kingston will be an icon. This will attract additional visitors and Chinatown will be one of many who will benefit.

The future for the Chinatown district will become part of a trail that extends from the North End all the way to Chinatown.

Should you need to contact this organization, please do not hesitate to call.

Sincerely,

Tony M. Yee, President
Email: tony.m.yee@gmail.com
Tel: 617.350.6303
Cell: 857.234.0590

Gilbert K. Ho, Clerk
Email: gilho@verizon.net
Tel: 617.350.6303
Cell: 617.594.0033

華埠/南灣社區議會

CHINATOWN/SOUTH COVE NEIGHBORHOOD COUNCIL

SUITE 203
65 HARRISON AVENUE
BOSTON, MASSACHUSETTS 02111

April 26, 2007

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Square, 9th. Flr.\
Boston, Massachusetts 02201

Re: 120 Kingston St. Redevelopment

Dear Mr. McCann:

At its regularly scheduled monthly meeting of April 17, 2007, the Chinatown Neighborhood Council (CNC) **VOTED TO SUPPORT the 120 Kingston St. Redevelopment**, by the Hudson Group North America LLC, and the proposed 48 units of affordable housing on Oxford St. by the joint venture of the Hudson Group North America LLC and the Chinese Economic Development Council (CEDC), the community partner.

The 120 Kingston St. project will create 180 condominiums as well as ground floor retail. The project will be located in Chinatown bordering both the Financial and Leather Districts, and, also, abutting the new Chinatown Park. The project will anchor the Rose Kennedy Greenway's southern terminus.

Also, the Hudson Group and CEDC will joint venture to create 48 units of affordable housing on an existing parking lot as well as a children's playground on Oxford St. in the heart of Chinatown. The project will be 100% affordable to those who need it the most. The range of affordability be 30% to 60%.

The Chinatown Neighborhood Council is most pleased to support the proposed 120 Kingston St. Redevelopment project by the Hudson Group North- America LLC, and the proposed 48 units of affordable housing on Oxford St. with a children's playground.

Sincerely,

CHINARTOWN NEIGHBORHOOD COUNCIL

Hung Goon

Hung Goon
Co-Moderator

cc: Rodney Sinclair, BRA
CNC

紐英崙中華公所

Chinese Consolidated Benevolent Association of New England

90 Tyler Street, Boston, MA 02111 Telephone: 617-542-2574 Fax: 617-542-0926

April 24, 2007

Mr. Rodney Sinclair
Project manager
Boston Redevelopment Authority
Boston City Hall, 9th Floor
Boston, MA 02201

RE: 120 Kingston Street Redevelopment

Dear Rodney,

On behalf of the Board of Directors from The Chinese Consolidated Benevolent Association of New England "CCBA", more than 40 members representing Chinatown Community, Organizations and Family Associations. CCBA would like to express strong support for the proposed redevelopment of the "Dainty Dot" building.

We have before us an opportunity to bring Boston Chinatown a new icon gateway north of Chinatown , an innovative design building while simultaneously adding more affordable housing in the heart of Chinatown – Oxford Street/Ping On Street.

The developer proposed development at 120 Kingston Street, is absolutely breath taking with its bright and slim designs that make use of all the area, literally make this area more beautiful. We think it will be the talk of the town through out the city, by replacing what used to be an unattractive neglect of maintaining and repair factory warehouse and transform into a lively residential and commercial complex, while it will definite will bring more foot traffic to that location of Essex Street and the Greenway and the Chinatown park.

Second, the developer proposed an affordable housing project on Oxford/Ping On Street. With 100 % of the developed units will be affordable, this is an important proposal. Chinatown has been an Asian immigrant transitional community, most immigrant settle in Chinatown when they first come to Boston, with industry and commercial development, Chinatown slowly feel the squeeze.

紐英崙中華公所

Chinese Consolidated Benevolent Association of New England

90 Tyler Street, Boston, MA 02111 Telephone: 617-542-2574 Fax: 617-542-0926

With this unprecedented and important proposal, this would enable this area to benefit greatly by increasing residential rather than commercial, more available affordable housing further benefit the Chinatown Neighborhood. Which is what CCBA prime directive; our mission is to create more affordable housing for the residents of the Chinatown Community,

We hope the BRA will take notice of the community concern, and consider approving this important combination proposal.

Very truly

Michael Wong
President
Chinese Consolidated Benevolent Association
Of New England

FROM: Chinese Consolidated Benevolent Assn. of New England

DATE: 4-17-2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I give my full support for the proposed redevelopment of 120 Kingston Street.

How long will it take for the City of Boston to step into the wave of the future? So many other cities all over the U.S. and the world have amazing high-rise buildings, with all the amenities that they provide, and yet Boston continues to fight tooth and nail to save its beloved buildings, even when they are in a condition like that of the existing Dainty Dot building.

The Dainty Dot building has served its purpose. Right now, it is just another brick building and is used as a warehouse. We have now an opportunity to replace it with what could very well become a Boston icon. Can we really just sit back and let this chance go? Should we instead fight a long battle to keep the building in its current state? Logically speaking, neither choice makes much sense if we want Boston to become a forward-looking city. The answer, then, is to approve the proposed development, as well as the additional height request.

Not only will we be getting a future icon, but the developer has also agreed to preserve some aspects of the existing building- thereby enabling us to benefit from a new and innovative design while not having to give up 100% of the existing building's history.
Furthermore, let us not forget the gains in affordable housing units which the area will make via the developer's affordable housing project. The city of Boston could not ask for more.

Chinese Secretary
Simon Chan

CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION OF NEW ENGLAND 中華公所

Thank you,

紐英崙中華公所

Chinese Consolidated Benevolent Association of New England

Member Organizations:

Gee Poy Kuo Assn
Yee Fung Toy Assn.N.E.
Eastern U.S. Ku Assn
Hoy Kew Assn
Kuo Ming Tong Of Boston
Lam's Family Assn. Of N.E.
Ni Lun Association
Rong Kuang Assn
Wong Family Ben. Assn

Boston Wang YMCA
Chee Kong Tong Inc.
Lee's Family Assn
Fung Lun Assn. Of N.E.
World Kwong Tong C.A.N.E.
Gee Tuck Sam Tuck Assn
Soo Yuen Bene Association
The Kwong Tung Assn. Of N.E.

Ng Family Association
Moy Shee Family Association
Loon Kong Tien Yee Assn Of N.E.
Hip Sing Assn. Of Boston Inc
Goon Family Association
Gee How Oak Tin Assn. Of N.E.
Tai Tung Village Association
World Kwong Tong C.A.N.E.

Chinese Business Association of NE
Chinese Economic Development Assn
Chinese Merchants Assn. of N.E.
Chinese Women's Association Of N.E.
Chinese American Assn. of G. Boston
Friends of Hong Kong & Macau
Que Shing Chinese Music /Opera Gp
Yee Fung Toy Assn of N.E.

Attached this letter is a brief descriptive listing of our member organizations.

90 Tyler Street, Boston, MA 02111 Telephone: 617-542-2574 Fax: 617-542-0926

CEDC Counts On You

華人經濟發展協會
Chinese Economic Development Council, Inc.

65 Harrison Avenue Boston, MA 02111

Tel.: (617) 482-1011
Fax: (617) 482-5289

Paul McCann
Boston Redevelopment Authority
9th Floor
1 City Hall Plaza
Boston, MA 02201

April 12, 2007

Dear Mr. McCann:

I am writing on behalf of the Chinese Economic Development Council in support of Hudson Group North America's proposal of a building at 120 Kingston Street. It would provide many benefits to the community.

Our group is working closely with Hudson Group North America to provide approximately 48 units of housing, mostly, if not all affordable at nearby Oxford Street. They would be providing linkage, including the parcel of land, to assist in this endeavor. This housing would be invaluable for the Chinatown community, allowing more families to live in the heart of Chinatown.

The residents of the new building would assist economically by becoming the clients of the various businesses that are in Chinatown, especially the restaurants and food markets. The building at 120 Kingston would also provide a measure of safety to the community by developing the zone, assisting in deterring illegal activities in the area.

Such a project is also a wonderful architectural draw in that location, anchoring the southern end of the Rose Kennedy Greenway, the planned public terrace offering a place for people to rest and enjoy the view.

We would wish for you to consider allowing Hudson Group North America to proceed with their project as planned.

Sincerely,

T. T. Chiang

Dr. Edward Chiang
Chairman of the Board
Chinese Economic Development Council

華人經濟發展協會
Chinese Economic Development Council, Inc.
CEDC Counts On You
65 Harrison Avenue Boston, MA 02111
Tel.: (617) 482-1011
Fax: (617) 482-5289

Mr. Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

April 26, 2007

RE: Public Comment on Article 80 – Large Project Review for 120 Kingston Street

Dear Mr. Sinclair:

I am writing in support of the project proposed by Mr. Ori Ron of Hudson Group North America for a 29-story tower to be erected at 120 Kingston Street. The building to be erected there has many benefits to the community and is an optimal choice for Chinatown.

I am the project manager of the Chinese Economic Development Council, an organization that assists members of the community in forms such as job training, creating and maintaining affordable housing, and creating small businesses. Our organization has partnered with Hudson Group North America in creating the affordable housing planned to be erected on Oxford Street in tandem with the proposed project at 120 Kingston. My background prior to this project comes from assisting in generating business plans, examining them for making valid plans. I have been instructing entrepreneurship classes to youth for the past four years at the Kwong Kow Chinese School in Chinatown in how to analyze such whilst keeping ethics a primary concern.

The argument to preserve the building in its current state is a difficult goal to achieve. With an estimated cost of $850,000 to $950,000 to restore each bay, the initial cost to fully restore the bays that face Essex and Kingston Streets would be approximately $7,650,000 to $8,550,000 on its own. That is a difficult gap for any private group to fulfill, not to mention that if pursuing such an argument, the other two walls of the building leftover from the partial razing of the warehouse due to the construction of the Kennedy Expressway would need to be refinished in some manner. Upon the assumption that the $7,650,000 figure is an initial required cost to develop the property, it is very difficult for a private group to consider the building a sound investment. In order to simply break even, assuming a rate of $20 a square foot for office use (which I would call high, considering we are having difficulty fully utilizing our existing property at

CEDC Counts On You

華人經濟發展協會
Chinese Economic Development Council, Inc.

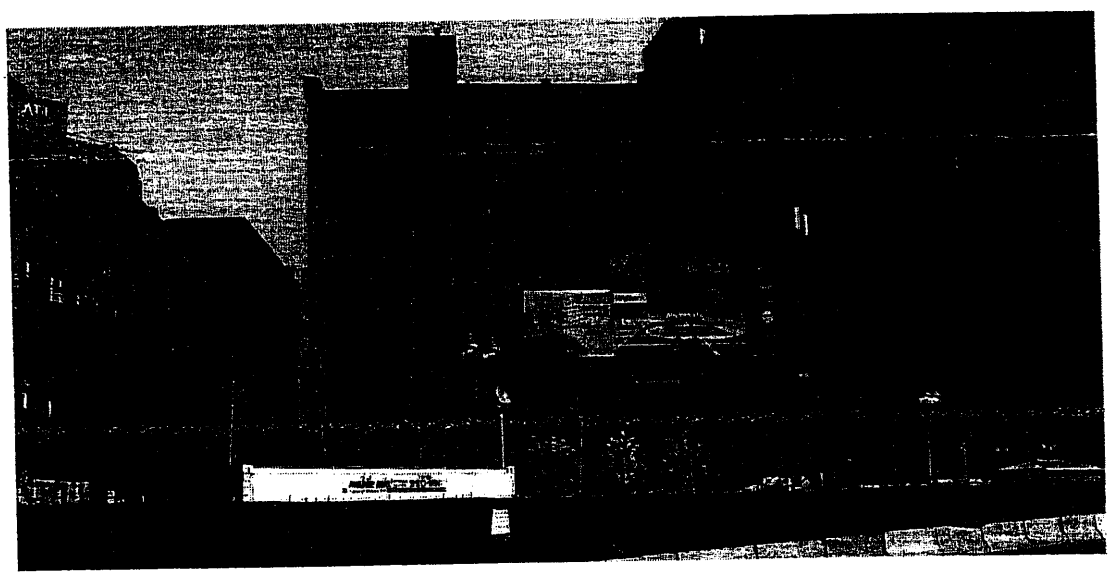
65 Harrison Avenue Boston, MA 02111

Tel.: (617) 482-1011
Fax: (617) 482-5289

much lower rates a few blocks away) in the current 62,150 square foot building, the building would generate $1,243,000 a year. The current taxed rate of the building is for $110,596.92 a year. Assuming an overhead of 30% to maintain the building, it would cost $372,900 a year to maintain. That would leave a cash generation of $759,503.08 a year in today's money.

Assuming this rough inflated model, since it factors not the occupancy rate and many other negatively impacting factors, at best, to recoup the costs of the preservation alone would take over 10 years. This does not factor in the other costs of refinishing the other two walls in some manner or any interior redesign required to comply with today's building standards. Therefore, it would take far more than 10 years to recoup the actual cost to refinish the building in its existing state. Making the assumption that building a similar façade on the two cleaved sides would cost as much as restoring the other two would place the building at 20 years minimum to achieve a breakeven point.

Only an institution dedicated to the preservation of such fixtures can hope to redevelop the building in such a manner at a very high cost, but an institution would only pursue such if the building warranted such need to be fully preserved. This brings about the question of how worthy the whole building is of substantial historical significance. I am no historian, but one has to inquire what role the building played in the shaping of Boston's history, and to my knowledge, it was a partially razed warehouse. Its only claim to fame is the fact that it was sliced in half and I have serious reservations that as a backdrop, the below pictures of the Chinatown Park makes a wonderful postcard to be selling at tourism shops or to put in an album to remember for generations to come:

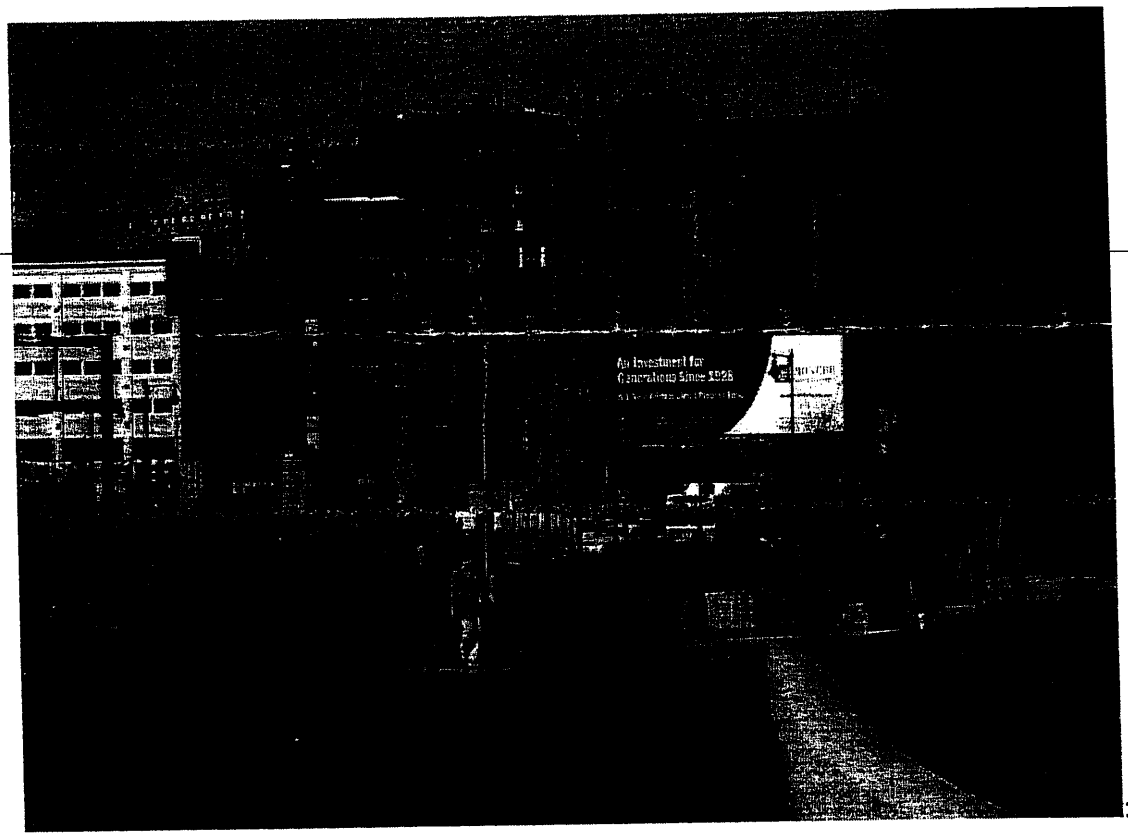


CEDC Counts On You

華人經濟發展協會
Chinese Economic Development Council, Inc.

65 Harrison Avenue Boston, MA 02111

Tel.: (617) 482-1011
Fax: (617) 482-5289



Therefore, the only approach that the building could have grounds for some preservation is its architectural significance. The existing proposal maximizes a valid amount of the original architectural shell, preserving a portion of the building that is desired to be preserved by some groups. It is approximately 55.6% of the current original walls, but due to the structure and sheer cost of preservation, it is likely difficult to create a structurally sound building of a taller height that is, in addition, economically feasible. It is a compromise that allows for a combination of the following objectives based on ascetics to be fulfilled:

- Highlighting the Chinatown Park by drawing in, rather than pushing away, people to walk along the Greenway toward the Chinatown gate.
- Preserving the essential portion of the building that is architecturally considered significant.
- Further extending the skyline of unique buildings that sweep the Greenway.

CEDC Counts On You

華人經濟發展協會
Chinese Economic Development Council, Inc.

65 Harrison Avenue Boston, MA 02111

Tel.: (617) 482-1011
Fax: (617) 482-5289

- The height is a narrow taper, rather than an abrupt cut, that leads to the shorter buildings in Chinatown, where the very end of the Greenway is currently planned to be developed at Parcel 24 with a set of buildings that taper down, starting with a 22-story building. It is a gradual shift from One Lincoln.

- The building is a small footprint relative to other developments in the area, not overwhelming its available space.

- Creating additional space to view and rest along the Greenway with the addition of a terrace.

- The glass spire would bring a unique fixture, a sign of the innovation and progress of development in Boston, especially since it is part of the skyline as someone drives up I-93 North into the central artery..

What are the other alternatives besides full preservation? The building could be completely knocked down and the park extended, but that would defeat the preservation of the façade and the cost of imminent domain which would amount to at least $9,000,000. Similarly, it could be used as a parking lot as it is being done so partially at this point to a level of economic feasibility, but again, not a wonderful backdrop for the Chinatown Park. Therefore, an economically feasible building that can fulfill many of the objectives, maximizing the compromise, is the best solution in the location.

Beyond the aesthetics, there are many other tangible benefits that can be realized from such a project.

The community would gain 180 units worth of residents in the building, contributing further to the economic well-being of the staple businesses in the area such as restaurants, health care services, markets, and salons. The fact that it is a residential building would assist in deterring the crime in the area, making that portion of Chinatown more trafficked.

Our organization is currently planning to produce 48 affordable housing units as a result of this development, a precedent set of contributing usable land as part of the linkage in the immediate area to make such affordable units more easily realized, as well as constructing the buildings in tandem to make certain that the affordable housing units are utilized before a profit can be made to give assurances to the city that they are put as a priority instead of an aftereffect. The building would be placed in the heart of Chinatown, in the 9-block swath that many of the small businesses reside in bordered by Washington,

華人經濟發展協會
Chinese Economic Development Council, Inc.
CEDC Counts On You
65 Harrison Avenue Boston, MA 02111
Tel.: (617) 482-1011
Fax: (617) 482-5289

Kneeland, and Essex Streets and the Surface Road, giving residents access to the plethora of services available in the immediate area.

This affordable housing, beyond simply being that, would be made at targeted levels of affordability that is needed in the area, rather than the bare minimum to achieve the label of "affordable", so they would be fully used. There would be a common room and terrace for usage by the tenants. Also, the front half of the building is slated to be commercial space to provide additional jobs and services for the community, also enhancing the foot traffic along Oxford Street.

Hudson Group North America is taking the additional effort in securing the land instead of simply submitting linkage to the general building fund. This is an example of an additional effort that can be made by commercial developers to work with the community in achieving mutual goals and can be replicated by future projects to come. It should become a requirement to realize what the community gains from a project prior to there being benefits being reaped by the developer. This should be the precedent set by this project, rather than the restrictions of height, to increase the fiduciary responsibility in relation to the local community of the developer rather than a requirement for an easy exit strategy if they are to produce anything above the height ceiling, to provide both reasoning and community alleviation.

The creation of the building at 120 Kingston Street would also add jobs in the form of its needed internal services such as its parking, maintenance, cleaning, and front desk operations. It would also have ground-level retail space; it would only further revitalize the area and add additional employment. Job creation, not just training, is an important mission in our goals to achieve and this project assists the community in such a manner.

Overall, the project stands to create many benefits for the community, may they be aesthetic, economic, or social that far outweighs the height to make it possible. Economic viability is an absolute essential for getting any project in the area off the ground and this seems to be the optimal solution to appease the many different voices of need while fulfilling that fundamental requirement. Importantly, it should be set as a new precedent and stipulation that if any other project attempts to exempt themselves of such zoning relief, that they would be required to provide the community with similar realized gains and their project provides clear reasons for the height; in this case, the reasoning is economic feasibility coupled with the constraints of aesthetic requirements and the unique approach to creating usable affordable housing in the immediate area rather than contributing to fund or creating a cast-off satellite.

CEDC Counts On You

華人經濟發展協會
Chinese Economic Development Council, Inc.

65 Harrison Avenue Boston, MA 02111

Tel.: (617) 482-1011
Fax: (617) 482-5289

I hope that you consider such factors in determining the scope and approval of this project. This project is crucial for the vitality of Chinatown. If you have any questions, I can be contacted at the office of the Chinese Economic Development Council at (617) 482-1011 or via e-mail at dlui@cedc-boston.org. Thank you for your attention and consideration.

Sincerely,

Dennis Lui

Dennis Lui
Project Manager
Chinese Economic Development Council, Inc.

SITES
5 Oak Street West
Boston, MA 02116
Tel: (617) 423-7560
Fax: (617) 482-8367

1 Essex Street
on, MA 02111
Tel: (617) 542-7458
Fax: (617) 542-2110

677 Cambridge Street
Brighton, MA 02135
Tel: (617) 789-4289
Fax: (617) 789-5623

中華耆英會
GREATER BOSTON CHINESE GOLDEN AGE CENTER, INC.

25 Stuart Street, 5/F
Boston, Massachusetts 02116
Telephone: (617) 426-1628
Fax: (617) 426-8946

Ruth C. Moy
Executive Director

April 20, 2007

Mr. Rodney Sinclair, Project Manager
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Re: 120 Kingston Street Redevelopment

Dear Mr. Sinclair:

The Greater Boston Chinese Golden Age Center expresses strong support for the proposed redevelopment of 120 Kingston Street.

The proposed mixed-use development will create new residential and retail space as well as enhance the area around the Chinatown Park. In addition, the developer's and the Chinese Economic Council's plan to create housing on Oxford Street is welcome news because it will help alleviate the need for affordable housing in Chinatown.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of the Essex/Kingston area. It is breathtakingly sleek and contemporary and a first of its kind in the City of Boston. Furthermore, this development will be a much better use of the site than the current purpose which is storage and parking and should be pursued immediately.

Very truly yours,

Ruth C. Moy
Executive Director

紐英崙
中華廣教學校
KWONG KOW CHINESE SCHOOL
P.O. Box 120-276
Boston, MA 02112-0276

Rodney Sinclair
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

RE: Article 80 – Large Project Review for 120 Kingston Street

Dear Mr. Sinclair:

I am writing to you in support of the proposed building to be erected at 120 Kingston Street on behalf of the board of Kwong Kow Chinese School. Such a project would provide many tangible benefits to Chinatown.

As a priority to the school, the creation of a development in the area would help to reduce the crime rate in the area, providing a place that residents and staff would maintain, and thus extend the footprint of Chinatown beyond its current perceived borders. The feeling of being safe when one walks around Chinatown supercedes many a cost. The addition of more housing, between the development and the affordable housing building to be located on Oxford Street, would provide opportunities for people to grow, a home that is easy to access the jobs and public transportation available in the area. Reciprocally, the residents would assist the existing stores and services in the area in being employees or clients. Such a structure would also highlight the Chinatown Park now under construction, which is currently bordered by two brick walls, a remnant of the I-93 Expressway cut through the city.

I hope that you would consider the many merits of this project as it goes into review. Thank you for your consideration.

Sincerely,
Kwok Fai Lui April 25, 2007
Kwok Fai Lui
President
Kwong Kow Chinese School

Sinclair, Rodney

From: Nolan, Joseph [Joseph.Nolan@nstar.com]
Sent: Wednesday, April 18, 2007 5:47 PM
To: Sinclair, Rodney
Subject: 120 Kingston Street

Mr. Rodney Sinclair
Project Manager
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

RE: 120 Kingston Street Redevelopment

Dear Mr. Sinclair,

After reviewing Hudson Development's proposal for 120 Kingston Street, I can report to you that NSTAR strongly supports the redevelopment of this area. As an abutter to this property, which is currently utilized for parking and storage, we feel this new proposal will provide a much needed enhancement.

The proposed mixed-use building will create new residential and retail space, and multiple affordable housing units on Oxford Street. NSTAR feels these two projects will be a welcome addition to the Chinatown neighborhood.

Again, NSTAR wholeheartedly supports this redevelopment and looks forward to working with your office and Hudson Development in the future.

Sincerely,

Joseph R. Nolan, Jr.
Senior Vice President
NSTAR

Hin Kwan Kwong
Soo Yuen Benevolent Association of New England
61 Harvard Street
Boston, MA 02111

Rodney Sinclair
Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

April 26, 2007

Dear Mr. Sinclair,

My name is Hin Kwan Kwong and I am the chairman of the Soo Yuen Benevolent Association of New England. We are a family organization in Chinatown. I am writing in support of the development proposed at 120 Kingston Street.

The development being proposed can lead to many benefits for Chinatown. The building would be a highlight of the Rose Kennedy Greenway, visible as people enter the city from the highway. The many new citizens of Boston it would introduce would help stimulate the Chinatown economy. Its existence would make the streets safer to walk, a 24-hour residential building allowing for constant monitoring of crime in the area by its staff and residents. In addition, the affordable housing that its construction would allow would provide many new homes for people waiting now for them, hopefully targeting those who need them most.

I hope you would consider this project's merits in helping Chinatown in the future. Thank you for your consideration.

Sincerely,

Hin Kwan Kwong
Chairman
Soo Yuen Benevolent Assocation of New England

JILL M. BARRINGER, Esq.
28 EXETER STREET, #403
BOSTON, MA 02116

Boston Redevelopment Authority
Mr. Paul McCann, Acting Director
Boston City Hall
Boston, MA 02201

April 25, 2007

Re: 120 Kingston Street Redevelopment

Dear Mr. McCann:

I am writing to whole-heartedly endorse and support the proposed redevelopment of the "Dainty Dot" building. I feel this proposed project will not only greatly enhance the immediate area surrounding the building, the Financial District and Leather District, I feel this project will enhance the overall appearance and experience for all those living in or traveling through Boston.

As a lifelong Bostonian, I would welcome such an innovative building and truly look forward to watching the amazing impact it will have on the community. Please contact me if I can be of any further assistance in this matter, 617-501-5712.

Thank you in advance for your consideration.

Very Truly Yours,

Jill M. Barringer

FROM: Lyndsey Bedor

DATE: 4/26/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Lyndsey Bedor

Boston Valet

To: BRA
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02210

RE: 120 Kingston St. Redevelopment

I am writing to you to express my STRONG support for this proposed project at the "Dainty Dot" building located at 120 Kingston St.

I have been in the Leather District for over 10 years and have never met a development with such win-win-win situation for all parties involved. The development group "The Hudson Group" has presented the leather District with such a great opportunity to enhance our neighborhood that any support I can give in the passing of this development will be given.

I would hope the BRA can see the benefit of this development and will allow them to build this great building along with the additional height request, in our neighborhood.

Thank You.

John W. Mansfield
107 South St.
Boston MA. 02111

FROM: DAVID S. BUCH

DATE: April 24, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

David S. Buch

CATHAY BANK

A subsidiary of Cathay General Bancorp

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston, especially Chinatown. The exceptional design also justifies the additional height requested by the developer.

Thank you,

Yongmei A. Chen
Vice President
Cathay Bank

Sinclair, Rodney

From: Yongmei_Chen@cathaybank.com
Sent: Thursday, April 26, 2007 10:25 AM
To: Sinclair, Rodney
Subject: 120 Kingston Project

Dear Mr. Sinclair,

I would like to take this opportunity to express my support for the proposed redevelopment of the "Dainty Dot" building.

This new building will replace the old brick facades and billboards with a modern sleek new design. It will be a great addition to the whole Chinatown Park area as well as creating active retail activities for the Essex/Kingston area. Most importantly, the 48 unit affordable housing development that's being proposed by the developer will benefit the community greatly.

Thank you,

Yongmei Chen
Vice President, Manager
Tel: 617-338-4700 ext. 103
Fax: 617-338-1674
yongmei_chen@cathaybank.com
621 Washington Street
Boston, MA 02111

FROM: Anne Chan

DATE: 4/22/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Anne Chan

FROM: Jun Mei Jin Chan 246 Shawmut Boston Ma 02118

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Jun Mei Chan

FROM: Mr & Mrs Koez Zna Chan

32 Oxford St 1/FL
Boston, MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Koez Zna Chan

FROM: LEVELIN CHAN, Treasurer, LEE ASSOC OF N.E.

DATE: 4/20/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Levelin Chan

FROM: Kloch Chan

DATE: 4/21/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer. Such a striking design has the potential to become a Boston icon. This would increase tourism and put Boston on an equal footing with many other U.S. and international cities when it comes to design, innovation, and development. It's certainly time to take Boston to the next step!

Thank you,

K Chan

FROM: Paul Chan

DATE: 4/22/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Paul Chan

FROM: T. W. CHAN

DATE: 4-22-07

50 Hudson St Condo
Boston MA

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

T. W. CHAN

MR & MRS

FROM: RICKY CHAO

DATE: & LYNETTE CHAO BRIGHTON, MA 02135-
4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
~~Boston City Hall,~~
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Ricky Chao

FROM: Danny Chan

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

FROM: Mr. & Mrs. George Chen 4 Hardwick St Brighton, Ma 02135

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Mr. & Mrs. George Chen

62 Beach St
Boston MA
02111

FROM: Kea Cheung

DATE: 4/22/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Kea Cheung

FROM: LINDA CHIESA 41 Mellen ST Dor MA 02118

DATE: 4/19/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
~~Boston City Hall,~~
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Linda Chiesa

FROM: ALLEN S. CHIN

DATE: 4-26-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of the "Dainty Dot" building.

In thinking of this proposal, the city of Boston must think "outside the box," literally. First, outside the box in the sense that we should consider the future- the area, its appearance, the residents we want to bring in, the tourists we seek to attract, the amenities we wish to enjoy, and the affordable housing we should be concerned with taking advantage of.

Second, the literal outside the box image- that is, outside of the 'low level brick building' box. It's time for a change, an innovation, a striking and awe-inspiring image. It is time for the proposed 120 Kingston Street building to fill this void!

As mentioned above, aside from the building itself, the affordable housing component is extremely important and should be pursued. It offers affordable housing units, cooperation between the developer and local groups, and an overall solution to a major problem.

For all of these reasons, Boston should think ***outside the box-*** the "Dainty Dot" box, that is- and give the 'go ahead' to the new 120 Kingston Street development.

Thank you,

Allen S. Chin

FROM: Frank F. Chin

DATE: 4/19/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer. Such a striking design has the potential to become a Boston icon. This would increase tourism and put Boston on an equal footing with many other U.S. and international cities when it comes to design, innovation, and development. It's certainly time to take Boston to the next step!

Thank you,

Frank F. Chin

FROM: JADINNA CHIN

DATE: 4/20/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

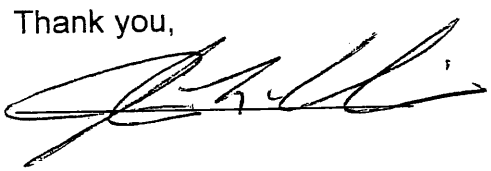
I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,



FROM: Kathleen Chin

DATE: 4/19/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Kathleen Chin

FROM: Lucy F. Chan, 15 Oxford St #603, Boston MA 02111

DATE: 4-20-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Lucy F. Chan

FROM: Ryan Chan

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Ryan Chan

FROM: Mr. & Mrs Sammy Chin 11 Oxford St, 504
Boston, MA 0211

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Sammy Chin

FROM: Mr+Mrs Wai Wood Chiu

15 Oxford St 402
Boston MA 02111

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Wai Wood Chiu

FROM: Kathleen Ainsworth

DATE: 107 South St. 2E
Boston. MA 02111

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
~~Boston MA 02201~~

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,

Kathleen Ainsworth

FROM: Joseph S. K. CHOU

DATE: April 16, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I give my full support for the proposed redevelopment of 120 Kingston Street.

How long will it take for the City of Boston to step into the wave of the future? So many other cities all over the U.S. and the world have amazing high-rise buildings, with all the amenities that they provide, and yet Boston continues to fight tooth and nail to save its beloved buildings, even when they are in a condition like that of the existing Dainty Dot building.

The Dainty Dot building has served its purpose. Right now, it is just another brick building and is used as a warehouse. We have now an opportunity to replace it with what could very well become a Boston icon. Can we really just sit back and let this chance go? Should we instead fight a long battle to keep the building in its current state? Logically speaking, neither choice makes much sense if we want Boston to become a forward-looking city. The answer, then, is to approve the proposed development, as well as the additional height request.

Not only will we be getting a future icon, but the developer has also agreed to preserve some aspects of the existing building- thereby enabling us to benefit from a new and innovative design while not having to give up 100% of the existing building's history.
Furthermore, let us not forget the gains in affordable housing units which the area will make via the developer's affordable housing project. The city of Boston could not ask for more.

Thank you,

Joseph S K Chou

FROM: Pui Lan Chow 80 Mason st #214 Boston

DATE: 4-19-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Pui Lan Chow

FROM: _____

DATE: _____

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

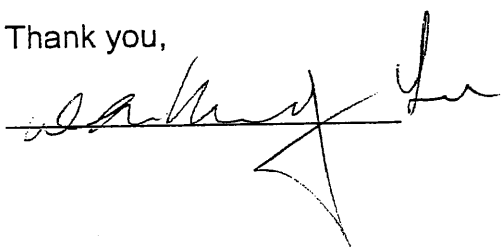
I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,



DA DA HAIR SALON + SPA
68 ESSEX ST
BOSTON

FROM: Mary DeAngelis

DATE: 4/11/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city.

Thank you,

Mary DeAngelis

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- yet another reason to **approve the developer's plan, as presented to the BRA.**

Best regards,

_____ **date** 4/26/07

Di Stefano Const. Corp

EMERSON COLLEGE

Office of Government and
Community Relations

120 BOYLSTON STREET
BOSTON, MA 02116-4624
(617) 824-8299 phone
(617) 824-8943 fax

April 27, 2007

Boston Redevelopment Authority
Rodney Sinclair, Project Manager
One City Hall Square
Boston, MA 02201

RE: Support Letter 120 Kingston Development

Dear Mr. Sinclair:

Emerson College supports plans for residential housing in the former Dainty Dot Hosiery building located at 120 Kingston Street. This project will further the development of the old central artery and have a positive impact in an area of the city currently experiencing major growth along the Greenway.

This development will add 48 units of much needed affordable housing on Oxford Street and contribute to the beautification of the neighborhood as the development will overlook the site of a new Chinatown park.

Sincerely,

Margaret A. Ings
Associate Vice President

FROM: South Cove Chinatown Neighborhood Council

DATE: April 26, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I hereby express my support for the proposed redevelopment of the "Dainty Dot" building.

The new building will replace brick facades and billboards with a sleek new design; warehouse and parking uses with residential and retail space; and boarded-up windows with park views. All of this means an enhanced appearance and overall experience for those living in or passing through the area.

Such an innovative building, along with the proposed affordable housing units on Oxford Streets, is an opportunity not to be missed. Let's not look back in a few years and regret not having taken advantage of a chance to simultaneously create an outstanding affordable housing project and an amazing new contemporary building.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you,

Maryann Eng
888 Washington St apt 401
Boston, MA 02111

FROM: Wendy Eng

DATE: 4/18/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,

Wendy Eng

FROM: Kenneth Epstein

DATE: May 1, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Kenneth Epstein

FROM: Richard Epstein

DATE: May 1 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

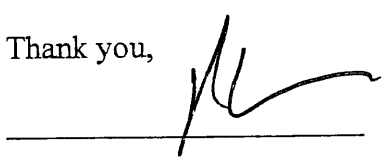
RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer. Such a striking design has the potential to become a Boston icon. This would increase tourism and put Boston on an equal footing with many other U.S. and international cities when it comes to design, innovation, and development. It's certainly time to take Boston to the next step!

Thank you,



15 OXFORD ST 203
BOSTON MA 02111

FROM: S. Fang

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Siming Fang

Citizens Bank

FROM: Anita Fink

DATE: 4/17/07

B.R.A.

2007 APR 23 P 4:30

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I currently work in the Financial Center and was a resident of Downtown Boston. I have many clients and friends that have lived and are relocating to the Boston neighborhoods. I understand the importance of affordable housing and preserving the historical value of our existing architecture.

I spoke directly with Dennis Lui at CEDC and I feel comfortable with supporting the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

I appreciate that the developer is utilizing the existing building but adding a modern twist. They have also thought about the additional parking that is much needed in the area along with a mixed use commercial space proposal.

Hudson Group North America has been very careful to incorporate the local community needs while preserving the customs of Chinatown by collaborating with the Chinese Economic Development Council to preserve resident social space and by supporting the local community and social concerns.

Thank you,

Anita Fink

Anita Fink
Business Officer
Citizens Bank
(617) 413-9692

RRS

FROM: Paul A. Gagnon

DATE: 4/12/07

TO: Boston Redevelopment Authority
Mr. Paul McCann- Acting Director
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer.

Thank you,

Paul A. Gagnon

cc: Mr. Rodney Sinclair, Project Manager

FROM: Richard Gatnik

DATE: April 18, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

CC: Mr. Paul McCann
~~Acting Director, Boston Redevelopment Authority~~

RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer. Such a striking design has the potential to become a Boston icon. This would increase tourism and put Boston on an equal footing with many other U.S. and international cities when it comes to design, innovation, and development. It's certainly time to take Boston to the next step!

Thank you,

Richard Gatnik
121 Beach Street #801
Boston MA 02111

Gibson Sotheby's
INTERNATIONAL REALTY

556 Tremont Street
Boston, MA 02118
t 617.426.6900
f 617.451.7537
www.gibsonsothebysrealty.com

April 11, 2007

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Square
Boston MA 02201

cc: Mr. Rodney Sinclair, Project Manager

Dear Paul,

I am writing you on behalf of Gibson Sotheby's International Realty to express our strong support for 120 Kingston Street, a new development being proposed by Hudson Group North America, LLC that would provide further growth of Boston's Chinatown neighborhood.

This mixed use development will offer new homes in the emerging Chinatown neighborhood, linking it with the Downtown area. The building will feature retail space creating a clean and active façade facing the Chinatown Park.

Several benefits will be derived from the development of 120 Kingston. More than sixty percent of the historic building elevations will be retained and restored. The solid brick walls and boarded up windows will be replaced with new store fronts, providing more neighborhood services and improving the area's aesthetic value. In addition, there will be a terrace at the base of the Greenway façade that will allow for the Chinatown Park to extend beyond the concrete boundaries and increase our city's green space.

Boston's downtown neighborhoods are currently being bolstered by initiatives for development to include homes and retail space increasing the overall city's economic wealth. As part of the plan for 120 Kingston Street, Hudson Group North America, LLC has formed a partnership with the Chinese Economic Development Council for the development of approximately 50 homes for rent at varying levels of affordability on Oxford and Ping On Streets. This plan will comply with the Mayor's Executive Order relative to the City's Development Policy. This type of development blending all of these components is key for a promising future for Boston.

Thank you.

Sincerely,

Mike Zarella
Developments Operations Manager
617-426-6900

ATTY. STEVEN L. GOLDBLATT

12 WHITE OAK ROAD
WEST ROXBURY, MA 02132

TELEPHONE: 617.303.4568

Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall
Boston, MA 02201

~~RE: 120 Kingston Street Redevelopment~~

Dear Mr. Sinclair:

I am writing to express my support of the proposed redevelopment of the "Dainty Dot" building located at 120 Kingston Street. The site is currently used as a warehouse and parking area.

The proposed building is a mixed-use development. It will create 180 new condominiums and new retail space. In addition, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as a terrace with views of the park. This combination is one that will benefit this area and the entire city of Boston while establishing an unprecedented affordable housing proposal in this area.

I would like to emphasize that the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this City.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you for your consideration.

Sincerely,

Steven Goldblatt

MINTZ LEVIN

Jeffrey W. Goldman | 617 348 3025 | jgoldman@mintz.com

One Financial Center
Boston, MA 02111
617-542-6000
617-542-2241 fax
www.mintz.com

B.R.A.

2007 APR 27 P 1:24

April 27, 2007

By Hand Delivery

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02201

Re: 120 Kingston Street Development

Dear Mr. McCann:

I had recently read in the Boston Business Journal that there is a proposed development of 120 Kingston Street in Boston. I am writing to applaud the development of this property.

I work at One Financial Center, diagonally across the street from 120 Kingston. I walk by this property almost every day, and I must say it is not only an eye-sore compared to the rest of the area, but it also makes one feel afraid. On winter evenings I do not like walking past this darkened building with no lights and no windows. Women I work with have also told me that they are afraid to walk past, even in the day time. And this property is really the gateway to Chinatown for thousands of business people working in the Financial District. I would be much more inclined to go to Chinatown to eat if I did not have to walk past dilapidated buildings.

The BBJ says that the development will be mixed use--residential and commercial. This is exactly what this area needs.

I urge to approve this development.

Very truly yours,

Jeffrey W. Goldman

cc: Mr. Rodney Sinclair, Project Manager

Sinclair, Rodney

From: Amy Bauman [abauman@greengoat.org]
Sent: Wednesday, April 25, 2007 9:27 PM
To: Sinclair, Rodney
Subject: 120 Kingston Development *highly confidential*

Dear Mr. Sinclair -

I've been made aware of a public comment period for the referenced project and have a professional background in the project. Before I give my personal reflections on the project, I need to disclose a professional bias - I sent a proposal to Ori Ron to find local placement for a high percentage of the building materials currently in use in the Dainty Dot Hosier building. Although the proposal is still under consideration, and greenGoat would benefit from the project going forward, I have a few personal insights into the project itself that I feel need to be expressed.

First, I am very excited in the interest this project has generated in Chinatown, which has been disadvantaged by the Big Dig, in that the Chinatown exit is practically undistinguishable. I can talk on and on about what this has done to the local businesses there, but I know that I'm not alone in thinking that they're the only quadrant of the city that didn't have their hand out when (other) local advocacy was bearing fruit. Maybe it's a function of advocates not being present ... I don't know. But it's a glaring vacuum in the overall plan (to me).

Secondly, I am currently working with Winn Development to incorporate renewable energy into affordable housing all around the state, so I'm fairly tuned into the affordable housing market. Ori's email is really the first I've heard that his plans were for affordable units. Either the pricing strategy has changed dramatically since my proposal to Hudson, or something else has happened. I'd need additional details as to what exactly it all means, but ... news to me. I was introduced to the project as a participant in "high end" condos. I honestly don't want to create any problems, but having been solicited for feedback, that's my reaction ... surprise.

Thirdly, and I believe most importantly, I honestly stand behind Ori's commitment to a logical, progressive vision of the city. In every single meeting with Ori, he has said repeatedly that creating shared shuttles through the city to restaurants and cultural venues would be a great way to cut smog, parking issues, and increase 'user friendliness' of the city. In business deals, one becomes very aware of statements that have a dotted line back to the deal on the table. This statement had no dotted line and told me more about the man than any building-related conversation.

I'm aware that this third assertion is in direct conflict with the second! I am headed out of town for a week beginning Monday, but I would very much welcome a call from you to confirm the affordable housing aspect of the project. I care about the city and would like to be helpful.

My advice - green space looks great. Is it really only 48 units? Please confirm. Also confirm level of affordability (e.g. 60% median income, etc). If affordability is ensured, then it is most urgently needed in that central location and I support it. Retention of facade will retain cultural history connected to the building ... hopefully they're not doing that by keeping old windows and pasting them over the new building!! I'd encourage mixed use ... adding retail spots to the ground floor, if possible. Jobs, you know?

Since I'm connected professionally to Ori, I'd strongly prefer that my comments remain confidential.

Yours very truly,

Amy Bauman
Director of Business Development
greenGoat
617-666-5253
617-504-2095 (mobile)
www.greengoat.org

FROM: KIM HALLIDAY

DATE: 4/23/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

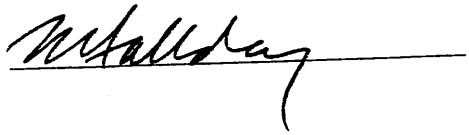
We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,



FROM: Jeffrey Harris

DATE: 4/25/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I hereby express my support for the proposed redevelopment of the "Dainty Dot" building.

The new building will replace brick facades and billboards with a sleek new design; warehouse and parking uses with residential and retail space; and boarded-up windows with park views. All of this means an enhanced appearance and overall experience for those living in or passing through the area.

Such an innovative building, along with the proposed affordable housing units on Oxford Streets, is an opportunity not to be missed. Let's not look back in a few years and regret not having taken advantage of a chance to simultaneously create an outstanding affordable housing project and an amazing new contemporary building.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you,

Jeffrey A. Harris

107 South Street

FROM: Mr. Mrs HIAN G HO

DATE: 4-21-07

15 OXFORD ST # 204
BOSTON, MA 02111

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to let you know of our support for the proposed redevelopment of 120 Kingston Street.

The proposed building will include 180 residential units, as well as retail space. Furthermore, the developer plans to build 50 or so residential units of varying levels of affordable housing. These units, to be built on Oxford Street, will be the product of the cooperation between the developer and a local corporation, the CEDC. For Chinatown and for Boston, this is an amazing opportunity, and one that should not be missed.

The proposed building features an innovative design, one that will improve the overall appearance of the area as well as pedestrian experience. With such a contemporary and novel design, forward-looking proposal, and a strong affordable housing plan, it is easy to see why this redevelopment plan far surpasses the site's current use and appearance. **The proposed redevelopment of 120 Kingston Street should be given the "green light" as soon as possible.**

Thank you, HIANG LI HO

FROM: MAY HO

60 BEACH ST
BOSTON, MASS
02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

365 Mass Ave
Boston MA

FROM: Sin Ying Ho

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,
Sin Ying Ho

FROM: Wendy He

DATE: 4-11-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development.

Thank you,

Wendy He

FROM: Lu. Hod

DATE: 4-22-07

22 OXFORD ST 1/FL
BOSTON MA 02111

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

[signature]

FROM: Phil Law

DATE: 4-24-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

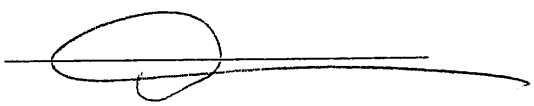
This is a letter of support for the proposed redevelopment of 120 Kingston Street.

The site is currently used as a warehouse and parking area. We have the unique opportunity to make the change for such use into a sleek 180-condominium (and other retail space) building overlooking the Greenway. What better way to beautify this area than with such a fresh and enlightened concept?

Not only will this development bring residents to this location, the entire area will benefit from an improved overall experience. Furthermore, this is an opportunity to create more affordable housing, as the developer plans to offer 48-52 rental units on Oxford Street, at various levels of affordability. We all know there is a huge need for such affordable housing. With this proposal, a solution to the affordable housing problem will be handed to us-- we must take it. The future of Chinatown depends on it.

All in all, this is a <u>great opportunity</u> for the city of Boston, and one that should not be missed!

Thank you,



Home Horizons Furnishings

31 Hudson Ave

Boston MA 02111

FROM: Philip Hong

DATE: _____

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I hereby express my support for the proposed redevelopment of the "Dainty Dot" building.

The new building will replace brick facades and billboards with a sleek new design; warehouse and parking uses with residential and retail space; and boarded-up windows with park views. All of this means an enhanced appearance and overall experience for those living in or passing through the area.

Such an innovative building, along with the proposed affordable housing units on Oxford Streets, is an opportunity not to be missed. Let's not look back in a few years and regret not having taken advantage of a chance to simultaneously create an outstanding affordable housing project and an amazing new contemporary building.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you,

Philip Hong

73-79 ESSEX ST Suite #2
Boston MA 02111

Sinclair, Rodney

From: Marta Iglesias [mi@IAGinternational.com]
Sent: Friday, April 27, 2007 10:19 PM
To: Sinclair, Rodney
Subject: 120 Kingston Street Project

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Square
Boston MA 02201

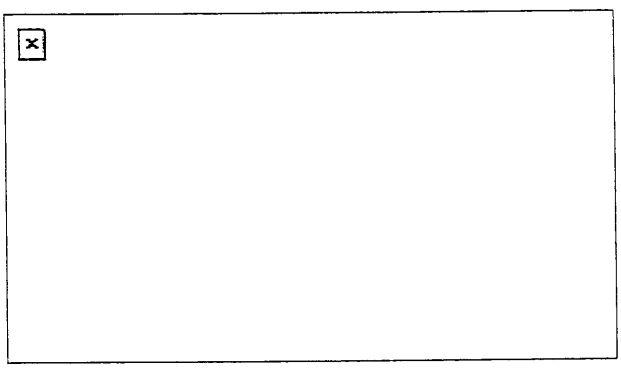
cc: Mr. Rodney Sinclair, Project Manager

To Whom It May Concern:

We recently viewed the proposed plans for 120 Kingston Street in Boston. The project looks stunning. We especially love how the old Dainty Dot Façade ties in with the new structure. The project is exactly what Boston needs, especially in the Chinatown/Leather District area.

We look forward to seeing the interior renderings of each unit, as I'm sure we will be interested in at least a few units.

Sincerely,



INTERCONTINENTAL

INTERCONTINENTAL REAL ESTATE CORPORATION
1270 SOLDIERS FIELD ROAD
BOSTON, MASSACHUSETTS 02135-1003
TELEPHONE 617-782-2600
FACSIMILE 617-782-9442
www. intercontinental.net

PETER PALANDJIAN
Chairman and
Chief Executive Officer

April 20, 2007

Rodney Sinclair
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201-1007

Re: 120 Kingston Street
Dainty Dot Hosiery Auchmuty Building

Dear Mr. Sinclair:

As an abutting landowner of the 125 Lincoln Street parking garage, I write to you in an effort to express my support for the proposed residential project located at 120 Kingston Street in the Chinatown neighborhood of Boston. Hudson Group North America LLC's proposal to redevelop the historic former Dainty Dot Hosiery Auchmuty building will restore the site to its once great prominence. The proposed project's height, density and massing are appropriate for this location when the surrounding context, consisting of One Lincoln Street, One Financial Center and the Federal Reserve Building, is taken into consideration. This project will also complete the connection between Chinatown and Rose Fitzgerald Kennedy Greenway.

Hudson Group North America LLC should be commended for teaming up with Chinese Economic Development Council in an effort to create the approximately forty eight (48) to fifty two (52) units of affordable rental housing. This effort will allow the proposed project to serve a broad range of incomes, and create additional affordable units within Chinatown.

In closing, please include this letter of support as part of the public record. I hope that your Board of Directors will have a favorable vote when this matter is presented to them.

Please do not hesitate to contact me if you should have any questions in regards to this proposed project.

Sincerely,

Peter Palandjian

FROM: BETTY JOE 9 ROSE GARDEN CIRCLE
BRIGHTON MA 02135

DATE: APRIL 21, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Betty Joe

FROM: Ian Just

DATE: 4/23/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of the "Dainty Dot" building.

In thinking of this proposal, the city of Boston must think "outside the box," literally. First, outside the box in the sense that we should consider the future- the area, its appearance, the residents we want to bring in, the tourists we seek to attract, the amenities we wish to enjoy, and the affordable housing we should be concerned with taking advantage of.

Second, the literal outside the box image- that is, outside of the 'low level brick building' box. It's time for a change, an innovation, a striking and awe-inspiring image. It is time for the proposed 120 Kingston Street building to fill this void!

As mentioned above, aside from the building itself, the affordable housing component is extremely important and should be pursued. It offers affordable housing units, cooperation between the developer and local groups, and an overall solution to a major problem.

For all of these reasons, Boston should think ***outside the box-*** the "Dainty Dot" box, that is- and give the 'go ahead' to the new 120 Kingston Street development.

Thank you,

FROM: RAJIV GAUL

DATE: APRIL 22ND '07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

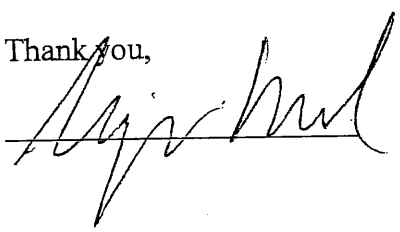
RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,



LAW OFFICE
OF
BRANDON L. KELTNER

75 Williams Street
Chelsea, MA 02150
TEL: (617) 889-3366
FAX: (617) 889-3389

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
Boston City Hall
Boston, MA 02201

Re: 120 Kingston Street Redevelopment

Dear Mr. McCann:

This a letter of support in regards to the proposed redevelopment of 120 Kingston Street, Boston, MA.

This site is currently utilized as warehouse and parking area. The proposed project offers a unique opportunity to make a position change to the area. I cannot think of a better use of the space than the proposed 180 unit condominium mixed use development.

Not only will this development bring residents to this location, the entire area will benefit from an improved overall experience. Furthermore, this is an opportunity to create more affordable housing as the developer plans to offer approximately 48-52 rental units on Oxford Street.

All in all, this is a great opportunity for the city of Boston and one that should not be missed. Thank you for your attention to this matter.

Respectfully,

Brandon L. Keltner, Esq.

Ken's Salon
24A Oxford Street
Boston, MA 02111

FROM: KEN CHAN

DATE: 4/20/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Ken Chan

Sinclair, Rodney

From: Michael Kokernak [mkokernak@backchannelmedia.com]
Sent: Friday, April 20, 2007 9:07 AM
To: Christopher Betke
Cc: Sinclair, Rodney
Subject: RE: Dainty Dot Project- Leather District Shooting

Rodney-

As one of the large employers and lease holders in the Leather District I welcome the Dainty Dot Building and we hope it brings hundreds of residents to the area. As a 7 year business owner in the Leather District we are still plagued with late night prostitution and elements of crime in the overnight hours. Yesterday walking next to our building there was a used condom thrown on a resident's car and a few months a go a sexual device was left on our company's doorstop from one of the fringe element that roam the neighborhood at night. This is not only embarrassing but troubling to us as large tenants. A month or so ago a shooting also took place in the neighborhood in front of our friends corner store which serves as the meeting place of the neighborhood– thankfully no one we knew was involved from the neighborhood.

If the Dainty Dot Building can be built into a large residential property that attracts downtown workers to the area this will hopefully begin to clean up and repel some of the bad characters that may be coming from the bus terminal.

I am not familiar with all the regulations but I say let it be built. I will be the first one out there with a shovel when it breaks ground. Residents to this area are god sent and the community – of which I live in Lincoln / Essex Building, should welcome this project with open arms. If this can help keep away another Leather District shooting I say let it be built – and be built quickly.

I am replying to the entire list so everyone realizes that the safety of the neighborhood is at stake if we turn away residential properties.

Michael Kokernak
Backchannelmedia, Inc.
Tel: (617) 728-3626 ext 101
Fax: (617) 517-7777

Michael Kokernak
Backchannelmedia, Inc.
Tel: (617) 728-3626 ext 101
Fax: (617) 517-7777

From: Christopher Betke [mailto:cbetke@r-c-b.com]
Sent: Friday, April 20, 2007 8:43 AM
Subject: Dainty Dot Project

If you would like to make a comment to the Boston Redevelopment Authority regarding the Dainty Dot building project, here is the information:

RE: 120 KINGSTON STREET PROJECT ("Dainty Dot Building")

Remember to submit written comments NO LATER THAN APRIL 27, 2007 to:

Rodney Sinclair, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Email: Rodney.Sinclair.bra@ci.boston.ma.us

If you are interested in my opinion on the subject, please email me and ask. I try not to express my opinions in a notice email like this although I reserve the right to!

Christopher G. Betke, Esq.
Ryan, Coughlin & Betke, LLP
175 Federal Street
Boston, Massachusetts 02110
Direct Dial: (617) 988-8047
Facsimile: (617) 988-8005
email: cbetke@r-c-b.com

FROM: Bradley J. Koontz (Co-owner Bikram Yoga Boston)

DATE: 04/26/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

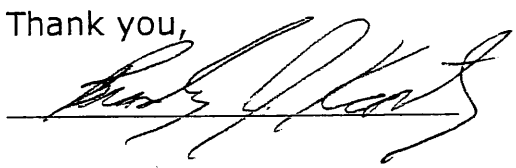
I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,



FROM: Bradley J. Koont (Co-owner Bikram Yoga Boston)

DATE: 04/26/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

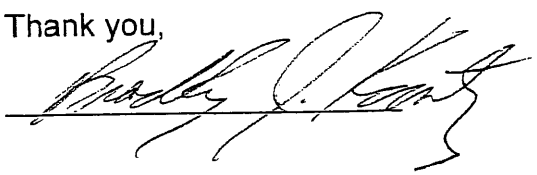
I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,



FROM: Christian + Andrea Kwiatkowski 15a Lincoln St. #61 Boston, MA 02111

DATE: 4/24/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

Christian Kwiatkowski

Andrea Kwiatkowski

FROM: Mathers K. C Lau 150 Oxford St # 405
Boston, MA

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Mathers K C Lau SO & Lau

FROM: May Lau

DATE: 4/20/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This is a letter of support for the proposed redevelopment of 120 Kingston Street.

The site is currently used as a warehouse and parking area. We have the unique opportunity to make the change for such use into a sleek 180-condominium (and other retail space) building overlooking the Greenway. What better way to beautify this area than with such a fresh and enlightened concept?

Not only will this development bring residents to this location, the entire area will benefit from an improved overall experience. Furthermore, this is an opportunity to create more affordable housing, as the developer plans to offer 48-52 rental units on Oxford Street, at various levels of affordability. We all know there is a huge need for such affordable housing. With this proposal, a solution to the affordable housing problem will be handed to us-- we must take it. The future of Chinatown depends on it.

All in all, this is a <u>great opportunity</u> for the city of Boston, and one that should not be missed!

Thank you,

May Lau

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of ~~the "Dainty Dot" building.~~

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- yet another reason to **approve the developer's plan, as presented to the BRA.**

Best regards,

_____ **date** 4/27/07

LE GALA HAIR GROUP
78 ESSEX ST
BOSTON

Anne Lee
331 Montvale Avenue
Woburn, MA 01801

April 26, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

Dear Mr. Sinclair:

My name is Anne Lee and I am the Treasurer of the Chinese Economic Development Council, Inc. in Boston. This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Anne Lee

FROM: Boston Chinatown Lions Club

DATE: 4/26/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,

Eddie Lee

FROM: Shirley Ann Lee

DATE: 4-21-07

TO: Boston Redevelopment Authority
~~Mr. Rodney Sinclair, Project Manager~~
Boston City Hall,
Boston MA 02201

346 Tremont St
C 301
Boston MA 02116

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of the "Dainty Dot" building.

In thinking of this proposal, the city of Boston must think "outside the box," literally. First, outside the box in the sense that we should consider the future- the area, its appearance, the residents we want to bring in, the tourists we seek to attract, the amenities we wish to enjoy, and the affordable housing we should be concerned with taking advantage of.

Second, the literal outside the box image- that is, outside of the 'low level brick building' box. It's time for a change, an innovation, a striking and awe-inspiring image. It is time for the proposed 120 Kingston Street building to fill this void!

As mentioned above, aside from the building itself, the affordable housing component is extremely important and should be pursued. It offers affordable housing units, cooperation between the developer and local groups, and an overall solution to a major problem.

For all of these reasons, Boston should think ***outside the box-*** the "Dainty Dot" box, that is- and give the 'go ahead' to the new 120 Kingston Street development.

Thank you,

Shirley Ann Lee

Mee Mee

FROM: Chew F. Leong 150 Oxford St 304
Boston MA 02111

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to let you know of our support for the proposed redevelopment of 120 Kingston Street.

The proposed building will include 180 residential units, as well as retail space. Furthermore, the developer plans to build 50 or so residential units of varying levels of affordable housing. These units, to be built on Oxford Street, will be the product of the cooperation between the developer and a local corporation, the CEDC. For Chinatown and for Boston, this is an amazing opportunity, and one that should not be missed.

The proposed building features an innovative design, one that will improve the overall appearance of the area as well as pedestrian experience. With such a contemporary and novel design, forward-looking proposal, and a strong affordable housing plan, it is easy to see why this redevelopment plan far surpasses the site's current use and appearance. **The proposed redevelopment of 120 Kingston Street should be given the "green light" as soon as possible.**

Thank you,

Chew F Leong

FROM: Lai Wan Leung

DATE: April 20, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Lai Wan Leung

FROM: WINGKAM LEUNG (CHAIRPERSON QUESHING MUSIC & CHINESE OPERA GROUP
11 EDINBORO ST, 4TH FLOOR BOSTON, MA

DATE: 4/17/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,

FROM: WINNIE LEUNG

DATE: 4/18/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

FROM: ALBERT LI 20 Hudson St. Boston, MA 02111

DATE: 4-22-2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

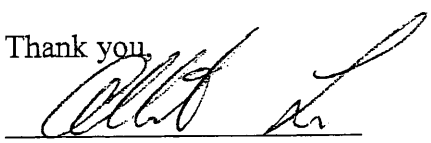
RE: 120 Kingston Street Redevelopment

We are writing this letter in support of the proposed redevelopment of **120 Kingston Street,** also known as the **"Dainty Dot" building.**

The proposed building, with 180 new condominiums, will benefit this area of Boston by bringing residents to a location that is currently used for warehousing and storage. The proposed development will remove the existing rough brick walls and billboards overlooking the Greenway. Instead, pedestrians will enjoy new storefronts and views of the park.

The proposed modern design will greatly improve the site and the landscape in this area of Boston. The exceptional design also justifies the additional height requested by the developer. Such a striking design has the potential to become a Boston icon. This would increase tourism and put Boston on an equal footing with many other U.S. and international cities when it comes to design, innovation, and development. It's certainly time to take Boston to the next step!

Thank you,



FROM: Rebecca Li

DATE: _____

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This is a letter of support for the proposed redevelopment of 120 Kingston Street.

The site is currently used as a warehouse and parking area. We have the unique opportunity to make the change for such use into a sleek 180-condominium (and other retail space) building overlooking the Greenway. What better way to beautify this area?

Not only will this development bring residents to this location, the entire area will benefit from an improved overall experience. Furthermore, this is an opportunity to create more affordable housing, as the developer plans to offer 48-52 rental units on Oxford Street, at various levels of affordability.

All in all, this is a <u>great opportunity</u> for the city of Boston, and one that should not be missed!

Thank you,

_____

FROM: Feiying Liang

61 Harvard ST 2/FL
Boston MA 02111

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Feiying

FROM: Jeremy Liu

DATE: April 11, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape!

Thank you,

Downtown Boston

FROM: Joy Ping Lai

15 OXFORD ST # 402
BOSTON, MA

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,

Joy Ping Lai

FROM: Bik Lui

15 OXFORD ST #206
BOSTON, MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Bik Lui

Sinclair, Rodney

From: Tom MacKinnon [tmackinnon@vpne.com]

Sent: Thursday, April 26, 2007 1:43 PM

To: Sinclair, Rodney

Subject: 120 Kingston Development - Chinatown

Hello Mr. Sinclair,

This letter is in support of the 120 Kingston Street project being proposed by the Hudson Group North American and the Chinese Economic Development Council. As someone who does quite a bit of business in the Chinatown neighborhood as well as spends a lot of time there I, along with my firm, are very supportive of these development efforts.

The fact that what is being proposed is a small foot print and a sleek hi rise that will allow more density in an area near
South Station, but will not overwhelm the surrounding, innovative design is very important. Combining this with good interaction with the park
and the most important component which is providing 50 units of affordable housing in the heart of Chinatown, this development has many great value added benefits for the community.

The scheduled Improvements to Kingston and Essex Streets: better sidewalks, lighting and improved public safety will help bring the continued vibrance to this outstanding Boston neighborhood. Added to this the desire of enhancing the pedestrian experience along the Chinatown Park and surrounding area and the neighborhood's enthusiasm for this project only grows.

I appreciate your consideration of this project and look forward to the continued growth of this and other Boston neighborhoods.

Thank you, Thomas

Thomas MacKinnon
Vice President
VPNE
8 Winter St. 9th Floor
Boston, MA 02108
Ph: 781-630-1158
Fax: 617-737-4034
www.vpne.com

FROM: Mr & Mrs Shek Lam Mak 115 Chauncy St 201 Boston MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Shek Lam Mak

FROM: Ken McIntire

DATE: 4/14/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape!

Thank you,

Ken McIntire

cc: Mr. Paul McCann- Acting Director

Sinclair, Rodney

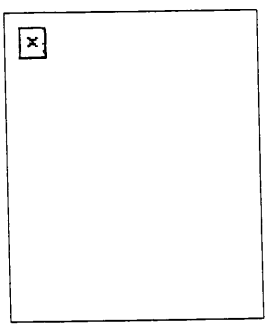
From: Jim Miller [jmiller@salemglass.com]
Sent: Friday, April 27, 2007 3:38 PM
To: Sinclair, Rodney
Subject: 120 Kingston Development

Mr. Sinclair

I have read through the enhancements that the 120 Kingston Development will bring to the neighborhood and have seen the plans for the project and want you to know that I think this project would be fantastic for the Chinatown neighborhood and city This is truly a win/win for all parties and I fully support the proposal. I hope you feel favorable to it as well.

Thank you,

Jim



JAMES B. MILLER
Salem Glass Company
3 Technology Way
Salem, MA 01970

Phone: (978) 744-5177 ext 216
Fax: (978) 745-4036
E-Mail: jmiller@salemglass.com
Website: www.salemglass.com

FROM: GERALD MING

DATE: 4/18/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

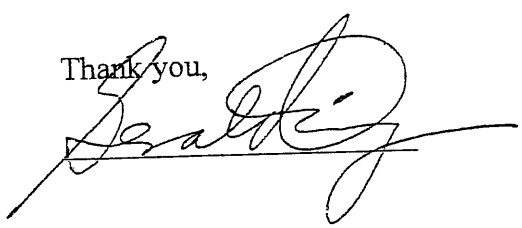
RE: 120 Kingston Street Redevelopment

We are writing this letter to let you know of our support for the proposed redevelopment of 120 Kingston Street.

The proposed building will include 180 residential units, as well as retail space. Furthermore, the developer plans to build 50 or so residential units of varying levels of affordable housing. These units, to be built on Oxford Street, will be the product of the cooperation between the developer and a local corporation, the CEDC. For Chinatown and for Boston, this is an amazing opportunity, and one that should not be missed.

The proposed building features an innovative design, one that will improve the overall appearance of the area as well as pedestrian experience. With such a contemporary and novel design, forward-looking proposal, and a strong affordable housing plan, it is easy to see why this redevelopment plan far surpasses the site's current use and appearance. **The proposed redevelopment of 120 Kingston Street should be given the "green light" as soon as possible.**

Thank you,



FROM: Maria Ivins

DATE: April 18, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

FROM: Ming's Supermarket INC, 1102 Washington Street, Boston, MA 02118.

DATE: 4-18-2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I hereby express my support for the proposed redevelopment of the "Dainty Dot" building.

The new building will replace brick facades and billboards with a sleek new design; warehouse and parking uses with residential and retail space; and boarded-up windows with park views. All of this means an enhanced appearance and overall experience for those living in or passing through the area.

Such an innovative building, along with the proposed affordable housing units on Oxford Streets, is an opportunity not to be missed. Let's not look back in a few years and regret not having taken advantage of a chance to simultaneously create an outstanding affordable housing project and an amazing new contemporary building.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you,

(Simon Chan)
Manager

Sinclair, Rodney

From: Linda Moulton [lindamoulton@comcast.net]

Sent: Thursday, April 26, 2007 10:27 AM

To: Sinclair, Rodney

Subject: 120 Kingston St.-"Dainty Dot" project

Dear Mr. Sinclair,
I've spent many years working in the downtown Boston area, some of which have been spent working in the Chinese community as a Senior Vice President of General Bank, which specialized in doing business with the Asian community. Through those contacts, I've continued to work with and stay in contact with many of the Chinatown business leaders.
They have asked me to contact you regarding Mr. Ori Ron's intended project at 120 Kingston St. We are enthusiastically in support of this project, as presented, with the additional benefit of the affordable housing component on Ping On St. which will be very significant in the Chinatown area. Mr. Ron's interest in improving the area seems very sincere, and we believe that his work at both sites will be of benefit to the residents and visitors to the Chinatown district.
We hope you will give consideration to our view on this matter.

Sincerely,

Linda A. Moulton
Goddard Advisory
(508) 274-7818

FROM: THOMAS NGO
108 Scotland St Hingham, 02043

DATE: 4/25/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Thomas

B.R.A.

2007 APR 20 P 4:35

FROM: Chuck Myers
165 Tremont Street #1801
Boston, MA 02111

DATE: 4/18/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of the "Dainty Dot" building.

In thinking of this proposal, the city of Boston must think "outside the box," literally. First, outside the box in the sense that we should consider the future- the area, its appearance, the residents we want to bring in, the tourists we seek to attract, the amenities we wish to enjoy, and the affordable housing we should be concerned with taking advantage of.

Second, the literal outside the box image- that is, outside of the 'low level brick building' box. It's time for a change, an innovation, a striking and awe-inspiring image. It is time for the proposed 120 Kingston Street building to fill this void!

As mentioned above, aside from the building itself, the affordable housing component is extremely important and should be pursued. It offers affordable housing units, cooperation between the developer and local groups, and an overall solution to a major problem.

For all of these reasons, Boston should think ***outside the box-*** the "Dainty Dot" box, that is- and give the 'go ahead' to the new 120 Kingston Street development.

Thank you,

Chuck Myers

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of ~~the "Dainty Dot" building.~~

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- yet another reason to **approve the developer's plan, as presented to the BRA.**

Best regards,

_____ **date** 4/24/07

NAIL MART
80 ESSEX ST
BISTON

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of ~~the "Dainty Dot" building.~~

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- yet another reason to **approve the developer's plan, as presented to the BRA.**

Best regards,

_____ **date** 4/27/2007

Nam Pai Silky Way
38 Kneeland St
Boston, MA

Sinclair, Rodney

From: Jerrold G. Neeff [jerry@bostonianlaw.com]
Sent: Thursday, April 26, 2007 4:27 PM
To: Sinclair, Rodney
Subject: 120 Kingston Street.

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

Dear Mr. Sinclair:

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

This especially affects our Office due to our location. We would really appreciate seeing this neighborhood cleaned up.

I appreciate your time and consideration.

My best regards,

Jerrold G. Neeff
The Bostonian Law Group
33 Kingston St., Fourth Fl.
Boston, MA 02111
P. 617-338-1046
F. 617-451-5462
www.Bostonianlaw.com

provided upon request.

FROM: CHUN WAH NG

DATE: 4/23/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Chun Wah Ng

FROM: Jessica Ng

DATE: 4/17/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,

-Jessica Ng

Charles Occhino
107 South Street Apt 4B
Boston, MA 02111
April, 23rd, 2007

Mr. Rodney Sinclair (Project Manager)
Boston Redevelopment Authority
9th Floor
One City Hall Square
Boston, MA 02201

To Whom It May Concern:

This letter is a formal expression of support for the redevelopment project on **120 Kingston Street.** The original **"Dainty Dot"** building has been idle and in disrepair for well over 3 years. It has become a welcome place for loitering, drug abuse, and squatting. This project will not only provide a welcome change for the area but also act as landmark at the rediscovered connection between the Copley and downtown areas of the city.

As you may already know **Ori Ron** developed the project of the renovation of **107 South Street.** His care and attention to detail has made this building a wonderful quality home in the center of the **Leather District.** I have no doubt that the same care and compassion for the needs of the neighborhoods will be applied to this upcoming project.

Thank you for your time and consideration.

Sincerely,

Charles Occhino

The Church of Saint James the Greater

135 Harrison Avenue
P.O. Box 1538
Boston, Massachusetts 02205-1538

20 April 2007

Telephone: (617) 542-8498
(617) 542-5044
Fax: (617) 542-2708

Dear Mr Sinclair

I have attended the meetings of the Chinatown/South Cove Neighborhood Council since shortly after my assignment as Administrator of St. James the Greater Catholic Church in Chinatown. I believe I became an elected member in 1989 and have served as Co-Moderator for about twelve years.

Many proposals have come before the Council seeking support, but I have been impressed by the one for 120 Kingston St. and 10-12 Oxford St. as one worthy enough for me to take pen in hand. The members of the Council asked many pertinent questions and received clear, straightforward answers from Ron Ori and Edward Chaing resulting in a vote to support the project.

I am writing to express my personal agreement with the vote and to request the B.R.A. Board to give approval to the

The Church of Saint James the Greater

135 Harrison Avenue
P.O. Box 1538
Boston, Massachusetts 02205-1538

Telephone: (617) 542-8498
(617) 542-5044
Fax: (617) 542-2708

I have been officially retired as Administrator since 2 February 2006, but am serving as Senior Priest in Residence because of my continued interest in and concern for Chinatown.

Thank you very much!

Sincerely

(Rev) Hugh H. O'Regan

labsinc.
108 lincoln st
boston, ma. 02111

4/27/07

Boston Redevelopment Authority
Mr. Paul McCann, Acting Director
Boston City Hall
Boston, Ma 02201

~~RE: 120 Kingston Street Redevelopment~~

We are writing this letter to let you know of our support for the proposed redevelopment of 120 Kingston Street.

The proposed building will include 180 residential units, as well as retail space. Furthermore, the developer plans to build 50 or so residential units of varying levels of affordable housing. These units, to be built on Oxford Street, will be the product of the cooperation between the developer and a local corporation, the CEDC. For Chinatown and for Boston, this is an amazing opportunity, and one that should not be missed.

The proposed building features an innovative design, one that will improves the overall appearance of the area as well as pedestrian experience. With such a design, proposal, and affordable housing plan, it is easy to see why this redevelopment plan far surpasses the site's current use and appearance. The proposed development of 120 Kingston Street should be given the "green light" as soon as possible.

Thank You,

Noah Raizel, CEO, SNIF Labs.

FROM: LIAN YIN PAN 15 OXFORD ST 601 BOSTON MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you, LIAN YIN PAN

FROM: GRANT A. PATTISON, A LENDING MANAGER OF A BOSTON BANK #

DATE: 4/11/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,

617-338-4200 x 111

* A GOOD PROJECT ALONG WITH THE MUCH-NEEDED AFFORDABLE HOUSING UNIT COMMITMENT

FROM: CHOI PING SUM

DATE: 4-22-07

120 OXFORD ST 4F #1
BOSTON MASS

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

CHOI PING SUM

FROM: Paul Pospisil

DATE: April 16, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

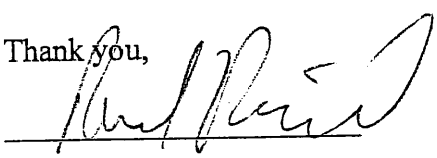
RE: 120 Kingston Street Redevelopment

We are writing this letter to let you know of our support for the proposed redevelopment of 120 Kingston Street.

The proposed building will include 180 residential units, as well as retail space. Furthermore, the developer plans to build 50 or so residential units of varying levels of affordable housing. These units, to be built on Oxford Street, will be the product of the cooperation between the developer and a local corporation, the CEDC. For Chinatown and for Boston, this is an amazing opportunity, and one that should not be missed.

The proposed building features an innovative design, one that will improve the overall appearance of the area as well as pedestrian experience. With such a contemporary and novel design, forward-looking proposal, and a strong affordable housing plan, it is easy to see why this redevelopment plan far surpasses the site's current use and appearance. **The proposed redevelopment of 120 Kingston Street should be given the "green light" as soon as possible.**

Thank you,



LAW OFFICES OF
ROSSI & ASSOCIATES, P.C.
EVERETT CHELSEA BOSTON

75 WILLIAMS STREET
CHELSEA, MA 02150
(617) 889-3366 TEL
(617) 889-3389 FAX

April 25, 2007

Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

Re: 120 Kingston Street Redevelopment

Dear Mr. Sinclair:

I am writing this letter to let you know of my support for the proposed redevelopment of 120 Kingston Street.

I am a member of the Leather District Neighborhood Association. I own two residential units one of which I occupy at 108 Lincoln Street (Units 2A and 2B). My units have views of the Dainty Dot building.

The proposed building will include 180 residential units, as well as retail space furthermore the appearance of the building will be a great improvement from the current structure.

Everyday when I drive home on the surface artery I see the progress of the Rose Kennedy Greenway and then I see the Dainty Dot building with no windows facing the artery and two massive clear channel signs that take away from the beautiful progress of the neighborhood.

The proposed redevelopment of 120 Kingston Street should be given the "green light" as soon as possible so that this beautiful project can come to fruition.

Thank you.

ANTHONY J. ROSSI,ESQ

FROM: Benjamin N. Rymzo

DATE: April 23, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,

617.784.0720

brymzo@gmail.com

15 Oxford St #101
Boston MA
02111

FROM: W. Scott

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

W. Scott

22

FROM: ROBERT KAPLAN

DATE: 4/24/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of the "Dainty Dot" building.

In thinking of this proposal, the city of Boston must think "outside the box," literally. First, outside the box in the sense that we should consider the future- the area, its appearance, the residents we want to bring in, the tourists we seek to attract, the amenities we wish to enjoy, and the affordable housing we should be concerned with taking advantage of.

Second, the literal outside the box image- that is, outside of the 'low level brick building' box. It's time for a change, an innovation, a striking and awe-inspiring image. It is time for the proposed 120 Kingston Street building to fill this void!

As mentioned above, aside from the building itself, the affordable housing component is extremely important and should be pursued. It offers affordable housing units, cooperation between the developer and local groups, and an overall solution to a major problem.

For all of these reasons, Boston should think ***outside the box-*** the "Dainty Dot" box, that is- and give the 'go ahead' to the new 120 Kingston Street development.

Thank you,

R Kaplan

SILK SCREEN PRINTING
105 KINGSTON ST
BOSTON, MA 02111

24A Oxford Street
Boston, MA 02111

FROM: Bonnie F. Sinn

DATE: 4/20/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

Bonnie Sinn

FROM: LAURA SINN

DATE: 4-17-2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I hereby express my support for the proposed redevelopment of the "Dainty Dot" building.

The new building will replace brick facades and billboards with a sleek new design; warehouse and parking uses with residential and retail space; and boarded-up windows with park views. All of this means an enhanced appearance and overall experience for those living in or passing through the area.

Such an innovative building, along with the proposed affordable housing units on Oxford Streets, is an opportunity not to be missed. Let's not look back in a few years and regret not having taken advantage of a chance to simultaneously create an outstanding affordable housing project and an amazing new contemporary building.

The developer's plan, along with the additional height request, should be approved, so that we may all soon enjoy what this redevelopment has to offer.

Thank you,

Laura Sinn

FROM: Chuck Scoffoni

DATE: 4/22/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

Chuck Scoffoni

CUSHMAN & WAKEFIELD®

Cushman & Wakefield of Massachusetts, Inc.
125 Summer Street
Suite 1500
Boston, MA 02110-1616
(617) 330 6966 Tel
(617) 330 9499 Fax
www.cushwake.com

B.R.A.

April 27, 2007

Mr. Paul McCann, Acting Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02111

RE: Proposal to redevelop 120 Kingston Street by Hudson Group North America, LLC.

Dear Mr. McCann,

I am writing to express my enthusiastic support for Hudson Group North America's proposed redevelopment of the former Dainty Dot Hosiery ("Achmuty") Building located at 120 Kingston Street in Boston at the northeast corner of the Chinatown community.

The benefits of this proposal to the Chinatown community and the City of Boston are many-fold. As you know, the project would create 180 units of much needed housing in City. At the same time, the developer is supporting the Mayor's Executive Order regarding the creation of inclusionary housing for Boston residents and has entered into a partnership with the Chinese Economic Development Council. As a result, an additional 48 to 52 units of rental housing, at various levels of affordability, will be created in the heart of Chinatown, on Oxford and Ping On Streets.

In addition to the exemplary efforts to create affordable housing in where it so desperately needed, the proponent has also worked diligently to preserve the historic fabric of the immediately surrounding neighborhood. By creatively utilizing the shell of the existing red brick building, the historic half of the existing facades will be preserved and the truncated half of the existing building serving no architectural value will be replaced with a signature new structure that the City should be proud of.

Moreover, the mass and scale of the proposed structure at 29 stories is substantially shorter than the 500 foot tall building directly across the street at One Lincoln Street. In fact, the new structure with its attractive retail shops and pedestrian friendly frontage along the greenway will serve as a visual gateway to the Chinatown community and its adjacent Leather and Financial Districts.

Lastly, I want to emphasize that I have known Hudson Group North America's principal, Ori Ron, throughout my fifteen years of serving Boston's commercial real estate industry. His reputation for honesty, his character and integrity are well known and considered beyond reproach in the investment and development communities. I know that he has served the Chinatown community with honesty, openness and respect and he will continue to do so throughout the life of the project.

In closing, I sincerely hope you will support Hudson Group North America's proposal for the reasons I have enumerated above and I urge you approve it without delay.

Sincerely,

Biria St. John, Executive Director
Cushman & Wakefield, New England
125 Summer Street
Suit 1500
Boston, MA 02110

FROM: Peter Strickler
107 South St. Apt 4E Boston, MA 02111

DATE: 4/26/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: ~~120 Kingston Street Redevelopment~~

I feel that the **proposed redevelopment of 120 Kingston Street** is an excellent opportunity for the city of Boston, and I fully support it.

This sleek, modern building, featuring retail space and 180 condominiums, will bring life to a site that is currently used for storage and parking. Living, walking, and working in this area will be tremendously improved thanks to this redevelopment. This certainly justifies the additional height requested by the developer.

The city will also benefit from the proposed affordable housing units which the developer proposes for Oxford Street. This is an outstanding opportunity to fill the large demand for affordable housing units. It also shows that the developer cares about giving back to the community and thinks long-term and inclusively.

I am hopeful that this development is approved and look forward to seeing this area improved by such a project. Our city will be all the better with it in place.

Thank you,

Peter Strickler

FROM: Mr+Mrs LAM Sung Suio 15 OXFORD STREET #603 BOSTON, MA

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. Such an affordable housing project will help alleviate the shortage in affordable housing in the area, thereby producing a great benefit. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. It is sleek and contemporary and a first of its kind in this city. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Lam Sung Suio

NAI Hunneman
Commercial Real Estate Services, Worldwide.

tel 617 457 3400
fax 617 457 3268
www.naihunneman.com

303 Congress Street
Boston MA 02210

April 9, 2007

Paul McCann, Acting Director
Boston Redevelopment Authority
~~One City Hall Square~~
Boston MA, 02201

RE: 120 Kingston Street, Boston, MA

Dear Paul,

The proposed development of 120 Kingston Street as well as the affordable housing development to be built on Oxford Street will benefit the neighborhood in so many ways. In addition, Hudson Group No. America has a reputation in the real estate community for quality construction that will benefit the Boston market for a long time. We highly recommend this proposed project.

Yours truly,

Bob

Robert A. Tito
EVP/Principal

Cc: Rodney Sinclair, Project Manager

FROM: Chui Lin Tsang 15 Oxford St 606 Boston, MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you, CHUILIN TSANG

FROM: James S. Wang 34 Oxford St Boston MA 02111

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

James Wang

Gmail talk BETA

Kathleen Chisholm <kathleen.chisholm@gmail.com>

please fax to BRA

1 message

Dorit/Ori Ron <oskar55@comcast.net> **Fri, Apr 27, 2007 at 2:43 PM**
To: Kathleen Chisholm <kathleen.chisholm@gmail.com>

Christel A. Whittier

88 Kingston Street, #5B

Boston, MA 02111

April 27, 2007

Boston Redevelopment Authority

Mr. Rodney Sinclair, Project Manager

Boston City Hall

Boston, MA 02201

Re: "Dainty Dot" Building/120 Kingston Street Redevelopment

Dear Mr. Sinclair,

I am writing to you in support of the proposed redevelopment of the "Dainty Dot" building.

As a resident of the Leather District for the past four years and a new resident of 88

Kingston Street, I believe that the proposed mixed-use building is a very good idea for the following reasons:

1. It will create new residential and retail space that will enhance the neighborhood greatly;
2. It will attract new residents to this important location and
3. It will dramatically improve the neighborhood's appearance with its iconic architecture.

By replacing the current warehouse and parking site, the new building will modernize and change the landscape for the better. Enhanced views of the Greenway, new storefronts and a sleek new design will have a positive impact on the neighborhood, making it possible to enjoy what this location has to offer. This innovative development is just what this neighborhood needs.

Finally, the developer will offer important and much needed affordable housing on Oxford Street.

For all of the reasons outlined above, I fully support the proposed redevelopment of the "Dainty Dot" building and believe that the BRA should approve the developer's plan.

Sincerely,

Christel A. Whittier

FROM: Susanna Witt

DATE: April 16, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will be improved with enhanced views, new storefronts, and a sleek new building. We will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street--an important and much-needed opportunity and yet another reason to approve the developer's plan, as presented to the BRA.

Thank you,

Susanna Witt

FROM: Sandy Wong

DATE: 4/24/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,

13-19 Essex St Boston, MA. 02111

FROM: Guang-Ji Wang

DATE: 4-24-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,

FROM: Hoa J. Wong

DATE: 4-21-07

27 Harrison Ave
Boston

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Hoa Jen Wong

176 Tremont St
Boston Ma

FROM: Judy Wong

DATE: 4/21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Judy Wong

FROM: Kam Wong

15 OXFORD ST # 202
BOSTON MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,

KAM WONG

FROM: Siu Soo Wong 230 Harrison Apt 505
Boston, MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Siu Soo Wong

FROM: WARREN WONG

DATE: APRIL 24, 2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

SUN SUN SUPERMARKET
18-20 OXFORD ST
BOSTON MA 02111

FROM: Mr+Mrs Woon Wong 115 Chauncy 4 07
Boston Ma
02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Woon Sien Wong

FROM: Yung Tai Wong 15 Oxford St #202 Boston MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

YUNG TAI WONG

FROM: Jin Wu

86A HARRISON AVE
APT 305
BOSTON. MA 02111

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Jin Wu

FROM: CHI KIE

15 OXFORD ST 207
BOSTON, MA 02111

DATE: 4-24-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

Chi Kie

FROM: Chen Xie 651 Tremont St Boston MA 02118

DATE: 4.21.07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Chen Xie

FROM: Moan Yee   230 Harrison Ave Boston MA A 1524

DATE: 4-22-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We are writing this letter to express our support of the proposed redevelopment of 120 Kingston Street.

Not only will the proposed development preserve more than half of the building's facades, the development will also replace boarded-up windows and rough brick walls with retail and/or restaurant storefronts, as well as terrace with views of the park.

Pedestrians will surely benefit, as will the entire area. The sleek, modern new building will be a **welcome** change to the landscape. Instead of yet another "brick box" type of a building, this development features an iconic design, and one that fits the vision for a modern Boston. Let's move ahead and into the future!

Thank you,

Moan Yee

FROM: Lee Yen

DATE: 4/27/2007

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

~~RE: 120 Kingston Street Redevelopment~~

I give my full support for the proposed redevelopment of 120 Kingston Street.

How long will it take for the City of Boston to step into the wave of the future? So many other cities all over the U.S. and the world have amazing high-rise buildings, with all the amenities that they provide, and yet Boston continues to fight tooth and nail to save its beloved buildings, even when they are in a condition like that of the existing Dainty Dot building.

The Dainty Dot building has served its purpose. Right now, it is just another brick building and is used as a warehouse. We have now an opportunity to replace it with what could very well become a Boston icon. Can we really just sit back and let this chance go? Should we instead fight a long battle to keep the building in its current state? Logically speaking, neither choice makes much sense if we want Boston to become a forward-looking city. The answer, then, is to approve the proposed development, as well as the additional height request.

Not only will we be getting a future icon, but the developer has also agreed to preserve some aspects of the existing building- thereby enabling us to benefit from a new and innovative design while not having to give up 100% of the existing building's history.
Furthermore, let us not forget the gains in affordable housing units which the area will make via the developer's affordable housing project. The city of Boston could not ask for more.

Thank you,

Lee

FROM: Kaiman Yong

DATE: 4/26/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I would like to express my support for the proposed redevelopment of the "Dainty Dot" building.

We have before us a once-in-a-great-while opportunity to bring to Boston an innovative new building while simultaneously reducing the shortage of affordable housing in Chinatown.

The developer's proposed development at 120 Kingston Street is absolutely breath-taking. Such a building will literally make this area beautiful the minute it is erected. The mixed-use building will benefit not only its residents but the entire community. It will also be something much talked about throughout the entire City and beyond, and will help increase Chinatown tourism.

Second, and by all means no less significant, is the developer's proposed affordable housing project on Ping-On Street. This is unprecedented and important proposal. This would enable the area to benefit greatly by increasing the amount of available affordable housing units, which is a well-known concern for Chinatown.

Great development proposals do not come often. When they do, they are often "selfish." Here, the proposed development is not only great, but it includes a component that will take care of the segment of the population that needs its help the most. Let's approve this important combination, and let's do so now.

Thank you,

C Yong

FROM: Larry Young

DATE: 4-22-07

121 Charles St, Ste 216 Boston, MA

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

LARRY YOUNG

FROM: STEPHEN YOUNG
2 Rollins St, Apt. P 403 Boston, Ma. 02118

DATE: 4/22/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

Stephen Young

FROM: YUEN Bing YU

DATE: 4/17/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of the "Dainty Dot" building.

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance with its iconic design.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This innovative development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- an important and much-needed opportunity and yet another reason to **approve the developer's plan, as presented to the BRA.**

Thank you,

Yuen

230 Harrison Ave #605
Boston, MA 02111

FROM: Anna Yun

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Anna Yun

FROM: Pamela Yun

DATE: 4/11/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is written to express *support for the proposed redevelopment of 120 Kingston Street.*

The proposed mixed-use building will create new residential and retail space, as well as enhance the area around the Greenway. In addition, the developer will create about 27 (out of about 50) affordable housing units on Oxford Street. The two projects are an important opportunity for the Chinatown area, and must be welcomed.

The 120 Kingston Street project's proposed design will greatly enhance the appearance of this area. Furthermore, this development will be a much better use of the site than the current purpose for which it is used (storage and parking), and therefore should be *immediately pursued.*

Thank you,

Pamela Yun.
Chinatown, Boston

FROM: Li Rong

15 Offord St # 605
Boston Ma
02111

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Li Rong Zhong

FROM: Nigel S. Lowry, 15 Oxford St #407
Boston, MA 02111

DATE: 4/2/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

This letter is in support of the proposed redevelopment of 120 Kingston Street.

The proposed building is a mixed-use development. It will create 180 new condominiums. It will also create new retail space.

In addition to the above, the development will provide 48-52 residential units on Oxford Street, 27 of which will be affordable housing units. This combination is one that will benefit this area and the entire city of Boston. This is an unprecedented affordable housing proposal in this area.

Moreover, the cooperation between the developer and a local Community Development corporate, the CEDC, ensures that this project will be beneficial, and is a unique opportunity for this city. Also, such cooperation is hard to come by; when it is offered to us, we would be wise to jump at the chance and take advantage of it.

Thank you,

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

I am writing in support of the proposed redevelopment of ~~the "Dainty Dot" building.~~

The proposed mixed-use building is a good idea because it will create new residential and retail space, bring residents to this important location, and dramatically improve the area's appearance.

In replacing the current warehouse and parking site, the new building will change the landscape for the better. This area will not be the same- with enhanced views, new storefronts, and a sleek new building, we will all be able to enjoy what this location has to offer. This development is just what this area needs.

Also, the developer will offer various affordable housing on Oxford Street- yet another reason to **approve the developer's plan, as presented to the BRA.**

Best regards,

_____ **date** 04/27/07

PRINT NAME 簽名 LAM FAI NGO

日期： 4/26/07

致： 波士頓重建局
項目經理 Rodney Sinclair 先生
波士頓市政府大樓
波士頓，麻州 02201

關於： 京士頓街 120 號發展計畫

我在此表示我對提案中 Danty Dot 大樓重新發展的支持。

新大樓會以美觀的新設計，取代磚塊門面及佈告牌。原來的倉庫及停車場會變成住宅及零售店面。圍起來的窗戶看出去是公園。所有這些意味著外觀改善，以及住在那或經過那地區的人整體感覺的改善。

這樣的一座有新意大樓，加上提案中在好事福街上的可負擔住宅，是個不可錯過的機會。

發展商的計畫，加上額外高度的要求，應該被批准，好讓我們都能很快的享受這發展計畫所帶來的好處。

謝謝你

FROM: 230 Harrison Ave #906 Boston MA 02111

DATE: 4/21/07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

Mr + Mrs Joe [illegible]

15 Hudson ST
Boston MA 02111

FROM: Tony Ping Gboon

DATE: 4-21-07

TO: Boston Redevelopment Authority
Mr. Rodney Sinclair, Project Manager
Boston City Hall,
Boston MA 02201

RE: 120 Kingston Street Redevelopment

We fully support the proposed redevelopment of 120 Kingston Street, as well as the additional height requested by the developer.

The current use of 120 Kingston Street- storage and parking- is not the best way to utilize this site. A modern, breathtaking, mixed-use development will be a much better use of this site.

Along with 180 residential units and other retail space, this development will enhance the entire area's appearance. It is hard to imagine a better design for a building in such a prominent location.

The site, the landscape, and the entire city will be better off with this new development. When considering such a proposal, we must think long-term. Such a development will bring Boston to a new level and into the future- we should therefore embrace it.

Thank you,

[signature]

Sinclair, Rodney

From: Interpret33@aol.com
Sent: Tuesday, April 24, 2007 9:01 AM
To: Sinclair, Rodney; oskar55@comcast.net
Subject: Re Hudson Group development on Dainty Dot & Oxford lot/Public Comment

Dear Mr. Sinclair

We are 100% in support of Hudson Group's Dainty Dot Parcel Development and its collateral development of affordable housing at Oxford/Ping On St Lot. Its a win-win situation for most parties.
Thank you for your attention!

Sincerely
Simon Chan / CCBA Secretary
Shun Kei Chan - Cstle Square Resident, Soutth End resident
Jin Yin Li - 1 Nassau St- Apt.239, Chinatown resident
Feng ji Chen - 44B San Juan Street, South End Resdent
Hen Fai Wong - MassPike Bldg, Chinatown resident
Lou Wan Liu - Chinatown worker

APPENDIX B – OXFORD PING ON HOUSING

OXFORD PING ON AFFORDABLE HOUSING DEVELOPMENT

Hudson Group North America LLC ("Hudson") and the Chinese Economic Development Council, Inc. ("CEDC") are participating in developing a vacant and underutilized lot within the Ping On neighborhood area of Chinatown for approximately 47 affordable rental units and one unit for the building's resident manager. As currently proposed, this affordable housing development will include very low income (30% AMI), Section 8, and 60% AMI units serving individuals and families with low annual income. The Oxford Ping On site is south of Essex Street and located between Oxford Street and Ping On Street. It is presently vacant and used as a parking lot, which is an unattractive use within this neighborhood.

The Project addresses a need raised by Chinatown residents that the neighborhood is in need of more high-quality affordable housing in order to shield tenants from rising rents. In recent years, rents have risen all across Boston neighborhoods, including those where little or no high-rise condominiums have been developed.

Hudson will make available to the CEDC four parcels of land totaling approximately 6,400 square feet. Two lots currently controlled by Hudson totaling approximately 4,400 square feet will be combined with two adjacent parcels totaling approximately 2,000 square feet owned by the Chinese Consolidated Benevolent Association ("CCBA"). On September 6, 2007, the CCBA Board of Directors voted in favor of selling these two adjacent parcels to Hudson Group North America LLC for the purpose of developing affordable housing.

The proposed 12-story building will not exceed 50,000 (zoning) square feet and, at present, consists of 8 studio apartments, 30 one-bedroom apartments, 9 two-bedroom apartments and 1 three-bedroom apartment. The project architect has carefully considered the unique site conditions and location, and will provide setbacks and access points from both Oxford Street and Ping On Street. It is proposed that the project would also include first floor community space and/or commercial space. This project represents a substantial investment for the Chinatown community. The unit breakdown, floor plans, and elevations of the Oxford Ping On Affordable Housing development are enclosed on the plans that follow.

The Project is subject to the provisions of Article 80 of the Boston Zoning Code, and, under a separate filing to the BRA, the CEDC will provide the BRA and the community with additional information concerning the project. It is the intention of Hudson and CEDC that the approval of both the Oxford Ping On Affordable Housing development and the 120 Kingston Street development be accomplished within the same time frame, so that the benefits of the contributions from the 120 Kingston Street development to the Oxford Ping On Affordable Housing development can be realized at the same time.

Owner:

Chinese Economic Development Council
65 Harrison Avenue, 7th Floor
Boston, MA 02111
(617) 482-1011
Contact: Dennis Lui
dlui@cedc-boston.org

Affordable Housing Creation Partner:

Hudson Group North America LLC
441 Atlantic Avenue
Swampscott, MA 01907
(781) 518-5618
Contact: Ori Ron
Oskar55@comcast.net

Architects and Planners:

Chia-Ming Sze Architect, Inc.
326 A Street
Boston, MA 02210
(617) 451-2727
Contact: Chia-Ming Sze
chiaming@szearch.com

Development Consultant:

Real Resources
P.O. Box 421
Medfield, MA 02052
(508) 359-6780
Contact: Sharon Loewenthal
sharonloewe@comcast.net

OXFORD PING ON AFFORDABLE HOUSING

48 Units of New Housing for Chinatown

OWNER:

CHINESE ECONOMIC DEVELOPMENT COUNCIL, INC.
Boston, Massachusetts

AFFORDABLE HOUSING CREATION PARTNER:

HUDSON GROUP NORTH AMERICA LLC
Swampscott, Massachusetts

WITH SUPPORT FROM:

THE CITY OF BOSTON
Thomas M. Menino, Mayor

Boston Redevelopment Authority
Department of Neighborhood Development

DRAWING LIST:

ARCHITECTS & PLANNERS:

CHIA-MING SZE ARCHITECT, INC.
Boston, Massachusetts

DEVELOPMENT CONSULTANT:

REAL RESOURCES
Medfield, Massachusetts

PROJECT DATA:

TOTAL BUILDING GROSS AREA	+/- 56,404 SF
COMMERCIAL SPACE	+/- 1,168 SF
LOT AREA	+/- 6,400 SF

UNIT COUNT BY TYPE:

FLOOR	Studio	1BR	2BR	3BR	TOTAL
1	1	1			2
2	2	2		1	5
3	4	2			6
4	1	3	1		5
5		1	1		2
6		3	1		4
7		3	1		4
8		3	1		4
9		3	1		4
10		3	1		4
11		3	1		4
12		3	1		4
TOTALS	8	30	9	1	48

FLOOR	SF	SF per Zoning
Bsmt	+/- 3,096	
1	+/- 4,784	4,039
2	+/- 4,684	4,460
3	+/- 4,684	4,460
4	+/- 4,684	4,463
5	+/- 4,309	3,850
6	+/- 4,309	4,089
7	+/- 4,309	4,089
8	+/- 4,309	4,089
9	+/- 4,309	4,089
10	+/- 4,309	4,089
11	+/- 4,309	4,089
12	+/- 4,309	4,089
TOTALS	+/-56,404	49,895

ZONING DATA:

Article 43 of the Boston Zoning Code-Chinatown District
PARKING .4 per d.u.=.4x48=19 0
Site lies in two districts

Historic Chinatown Protection Area

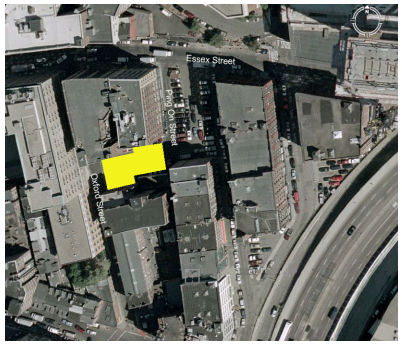
Item	Req'd by Zoning	Provided
BLDG HEIGHT	65/80 FT	130'-0"
F.A.R.	6.0/7.0	7.8

Commercial Chinatown Subdistrict

Item	Req'd by Zoning	Provided
BLDG HEIGHT	80/100 FT	130'-0"
F.A.R.	6.0/7.0	7.8

View from Oxford Street

View from Essex Street



Aerial View

Chia-Ming Sze Architect Inc. **Architects and Planners**
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: SURVEY

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:50 PM

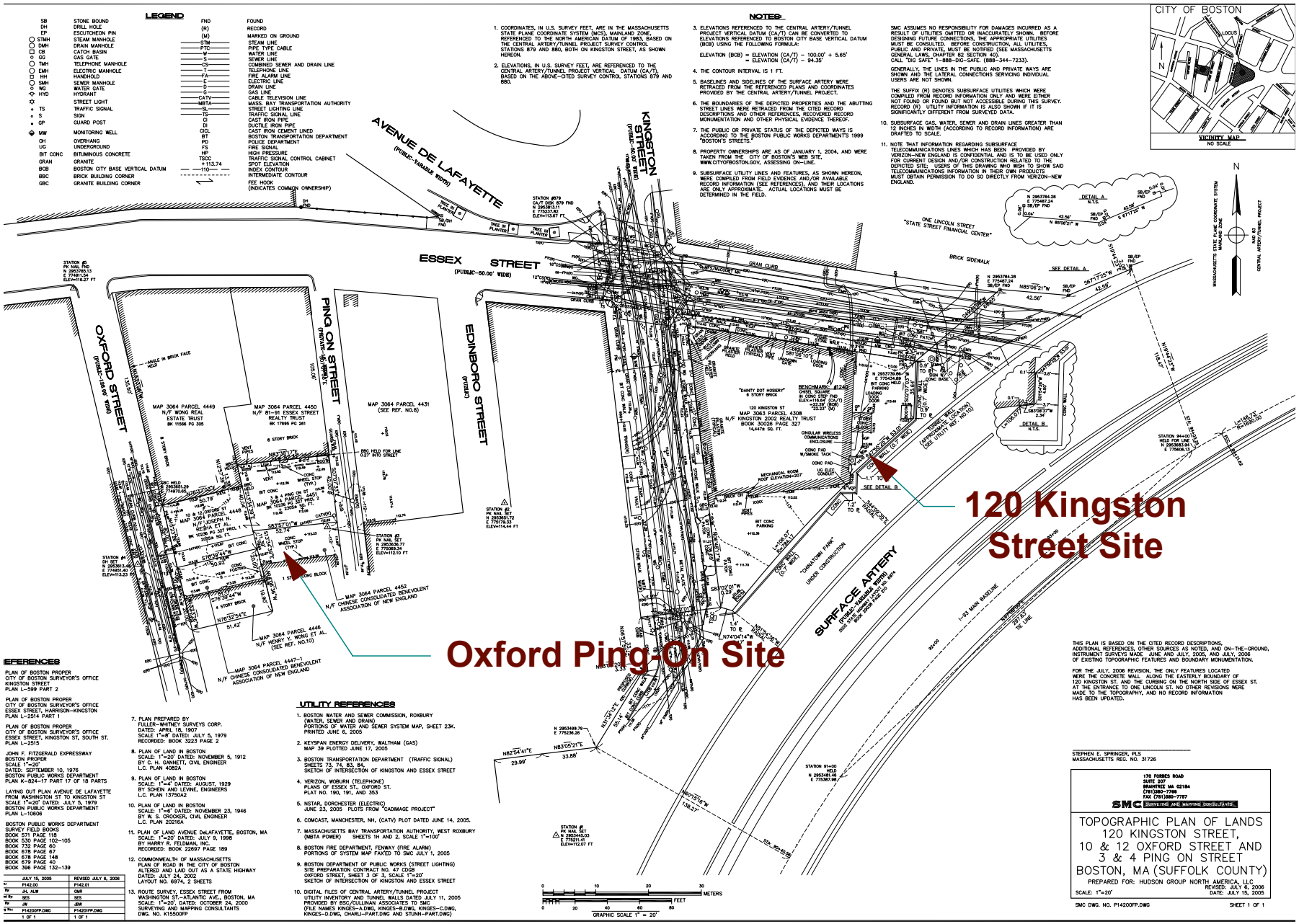
OXFORD PING ON AFFORDABLE HOUSING

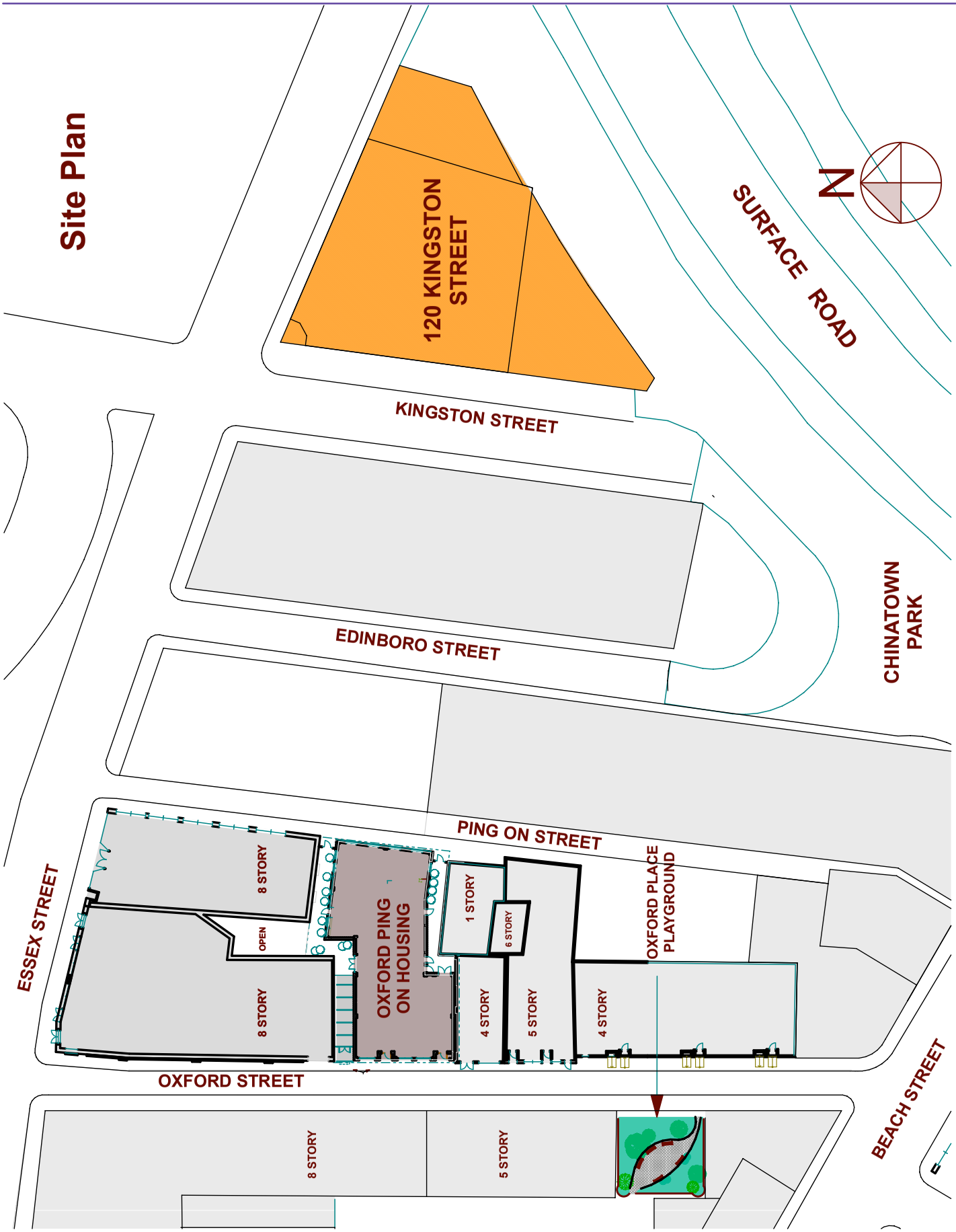
CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-3





Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: SITE PLAN

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:50 PM

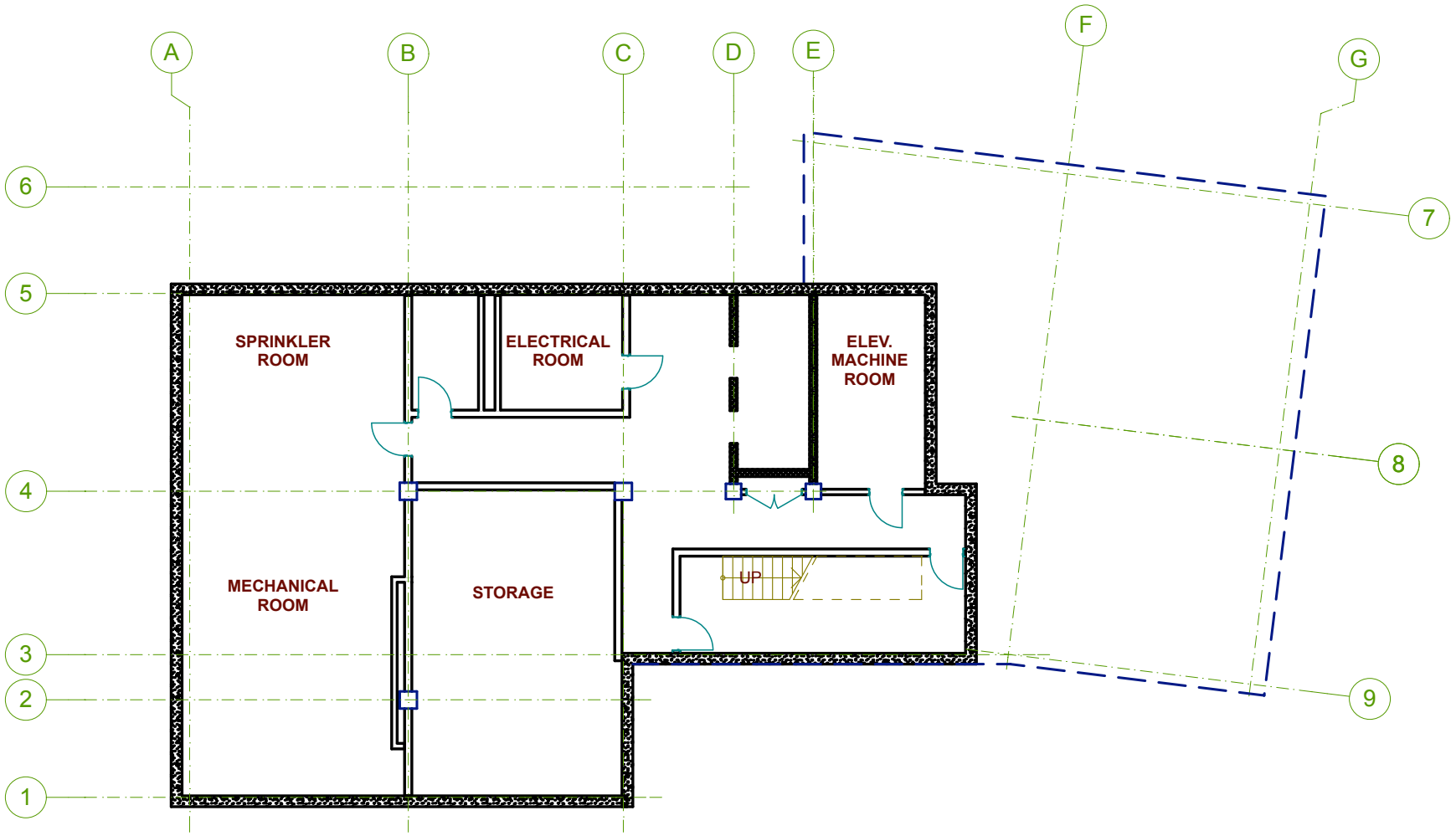
OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-4



Basement Plan

N

Chia-Ming Sze Architect Inc.
326 A Street, Boston, MA 02210
Architects and Planners
(tel) 617-451-2727 / (fax) 617-451-6350

TITLE: BASEMENT

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:50 PM

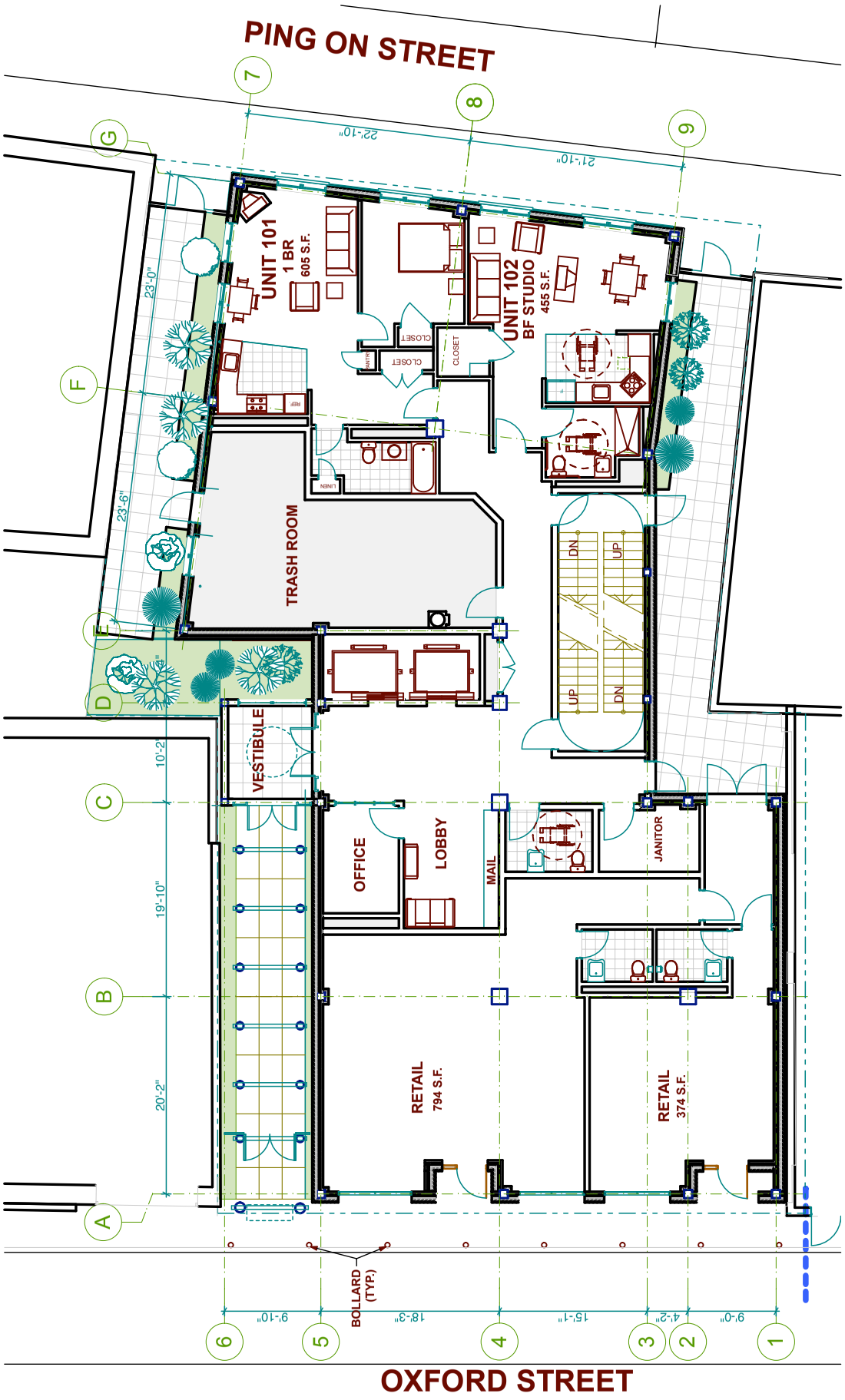
OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-5



First Floor Plan

Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: FIRST FLOOR PLAN

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:51 PM

OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-6

Chia-Ming Sze Architect Inc.
Architects and Planners
326 A Street, Boston, MA 02210
(tel) 617-451-2727 / (fax) 617-451-6350

TITLE: SECOND FLOOR PLAN

DATE: Wednesday, October 10, 2007

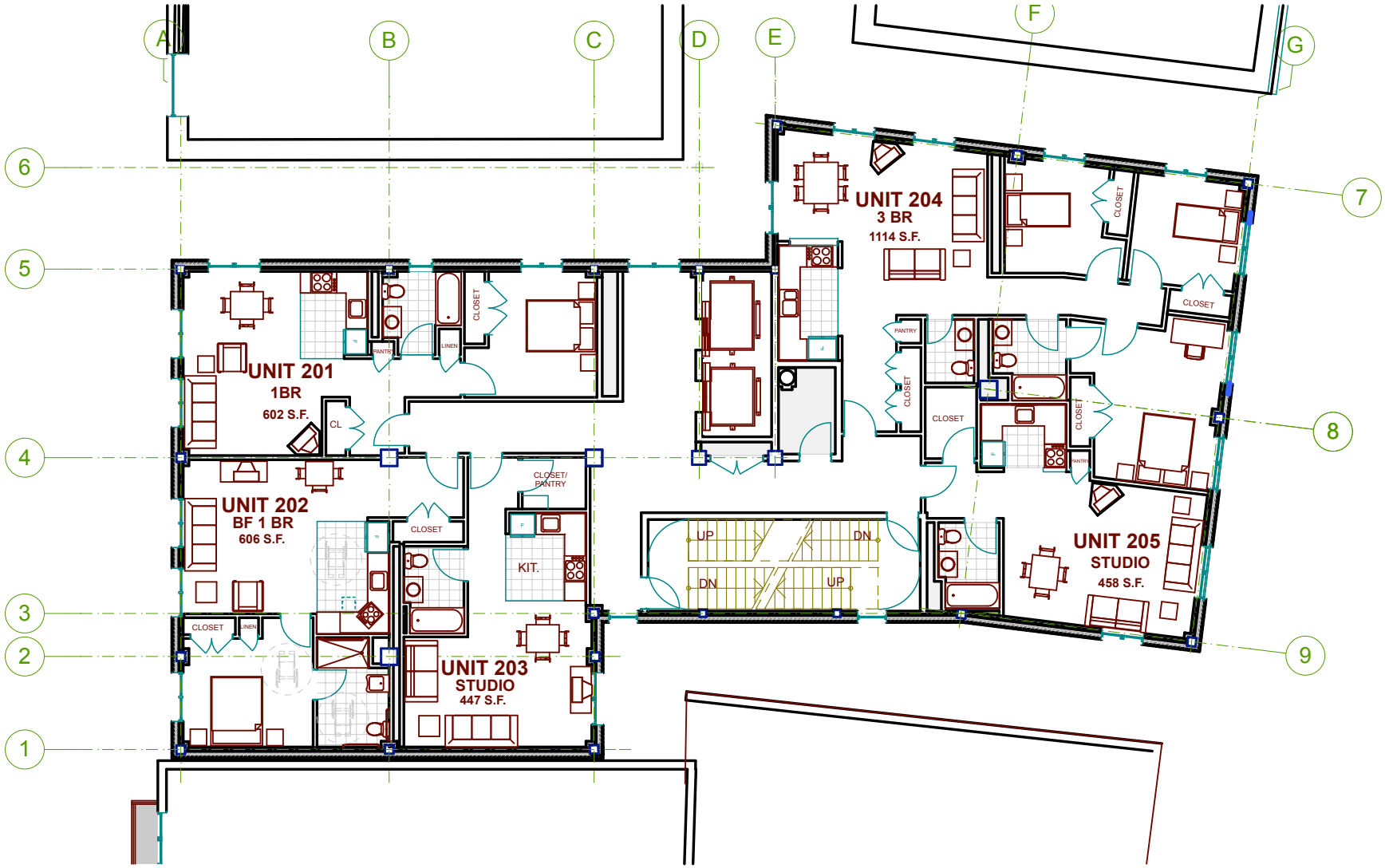
OXFORD ST 10/10/07 5:51 PM

OXFORD PING ON
AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA
3-7



Second Floor Plan

Chia-Ming Sze Architect Inc.
Architects and Planners
326 A Street, Boston, MA 02210
(tel) 617-451-2727 / (fax) 617-451-6350

TITLE: THIRD FLOOR PLAN

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:51 PM

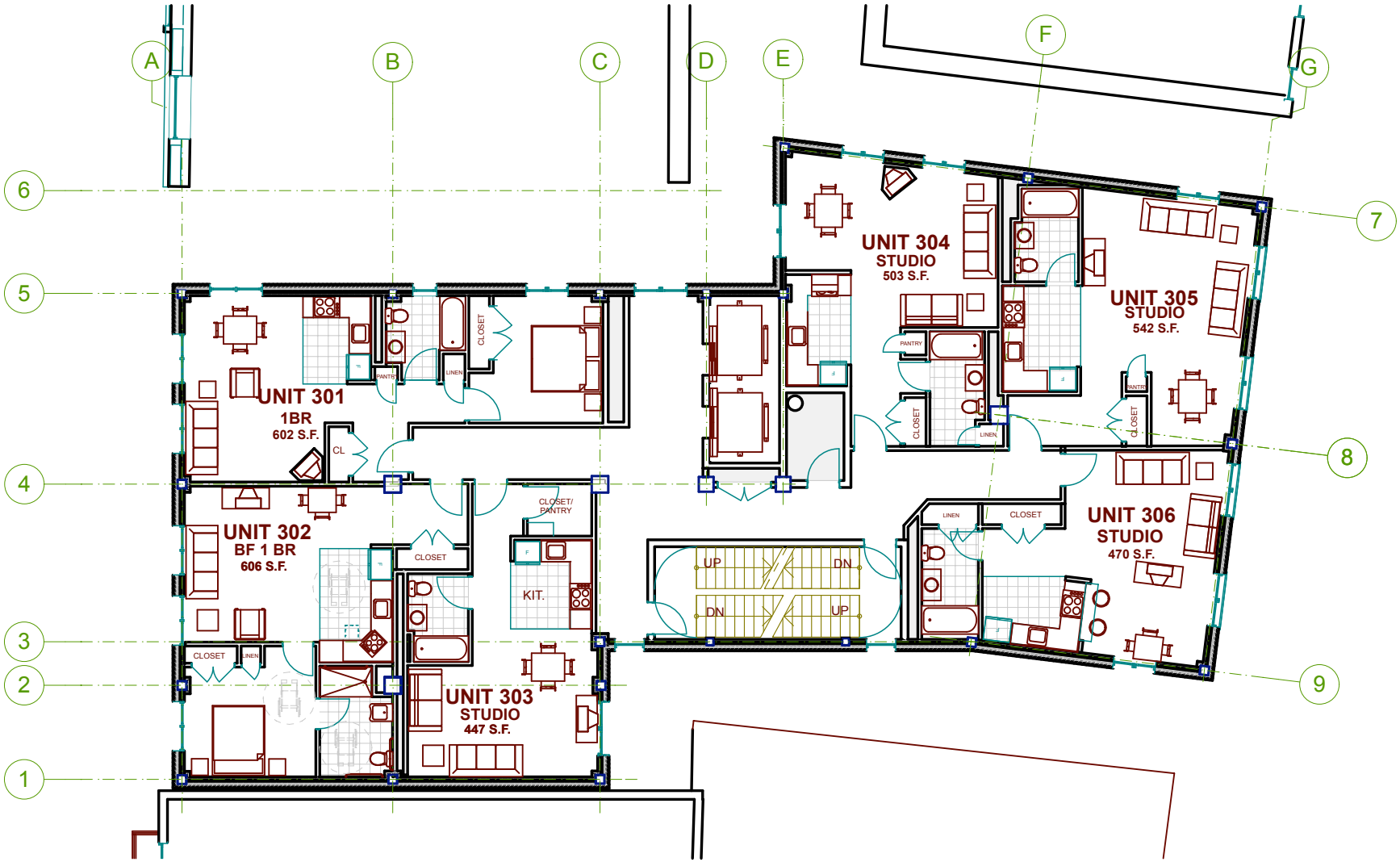
OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-8



Third Floor Plan

N

Chia-Ming Sze Architect Inc.
Architects and Planners
326 A Street, Boston, MA 02210
(tel) 617-451-2727 / (fax) 617-451-6350

TITLE: FOURTH FLOOR

DATE: Wednesday, October 10, 2007

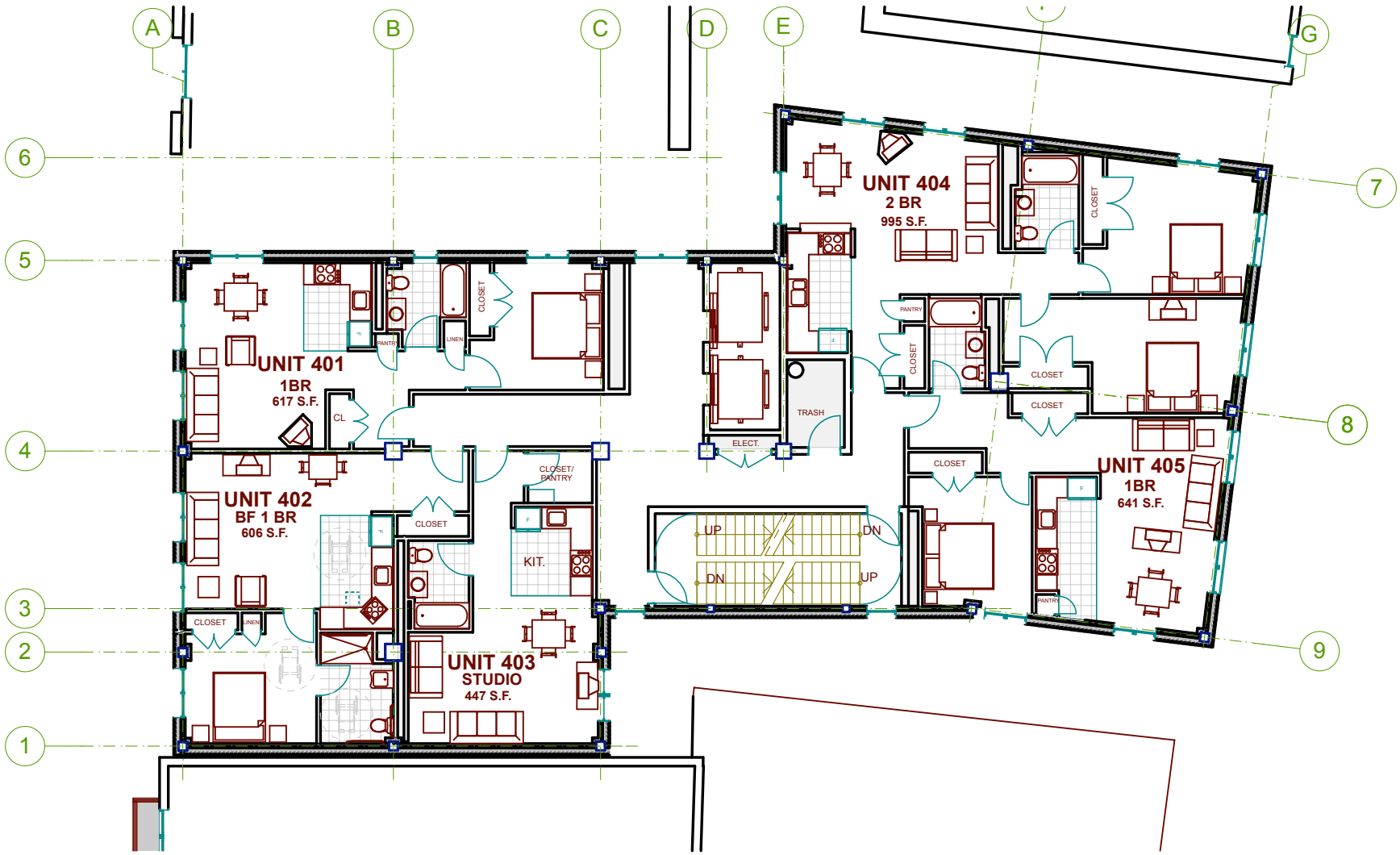
OXFORD ST 10/10/07 5:51 PM

OXFORD PING ON
AFFORDABLE HOUSING
CHINATOWN, BOSTON MA

Chinese Economic Development Council

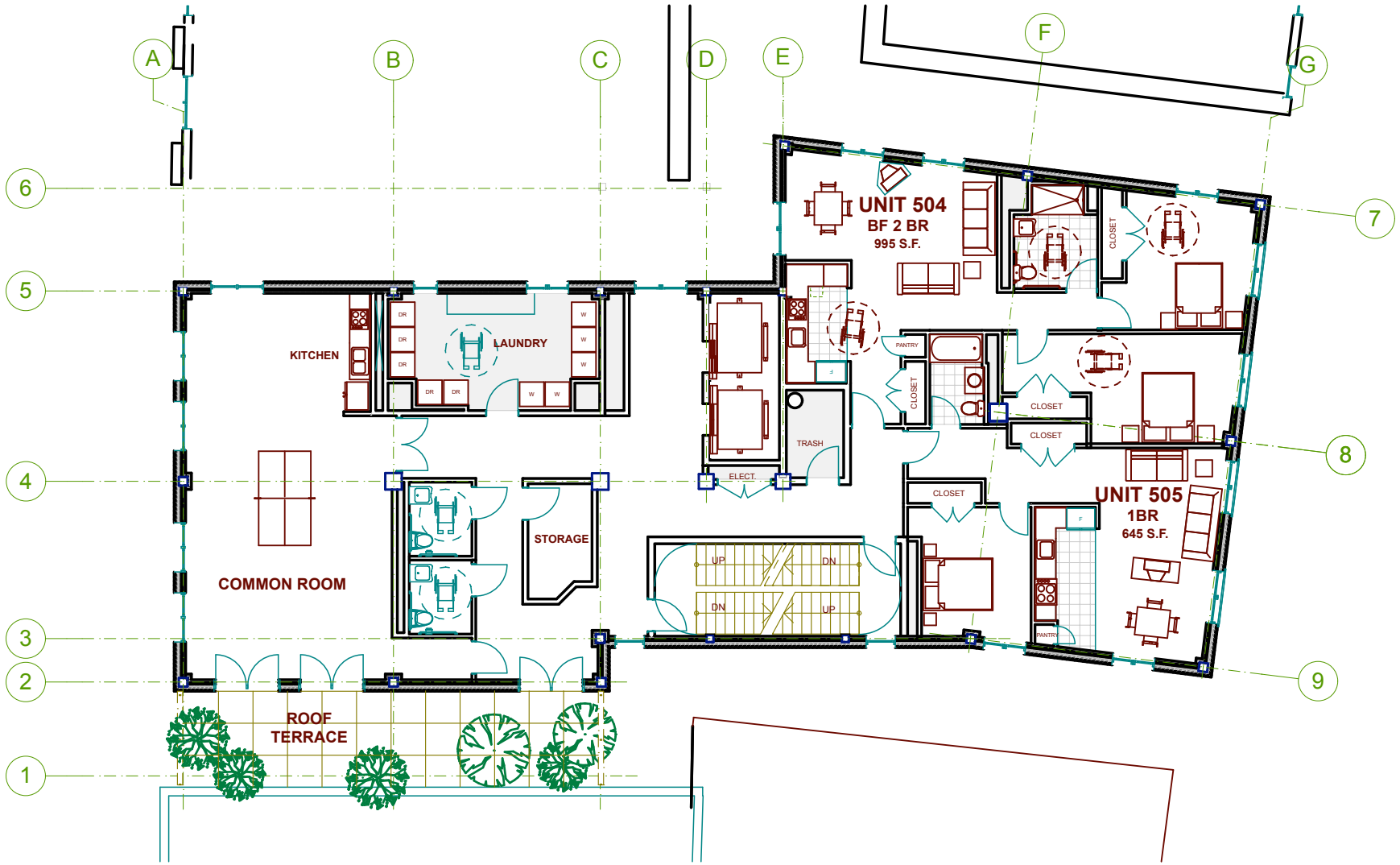
SKA

3-9



N

Fourth Floor Plan



Fifth Floor Plan

Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: FIFTH FLOOR PLAN

DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:51 PM

OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-10

Chia-Ming Sze Architect Inc.
Architects and Planners
326 A Street, Boston, MA 02210
(tel) 617-451-2727 / (fax) 617-451-6350

TITLE: SIXTH TO TWELFTH FLOOR PLAN

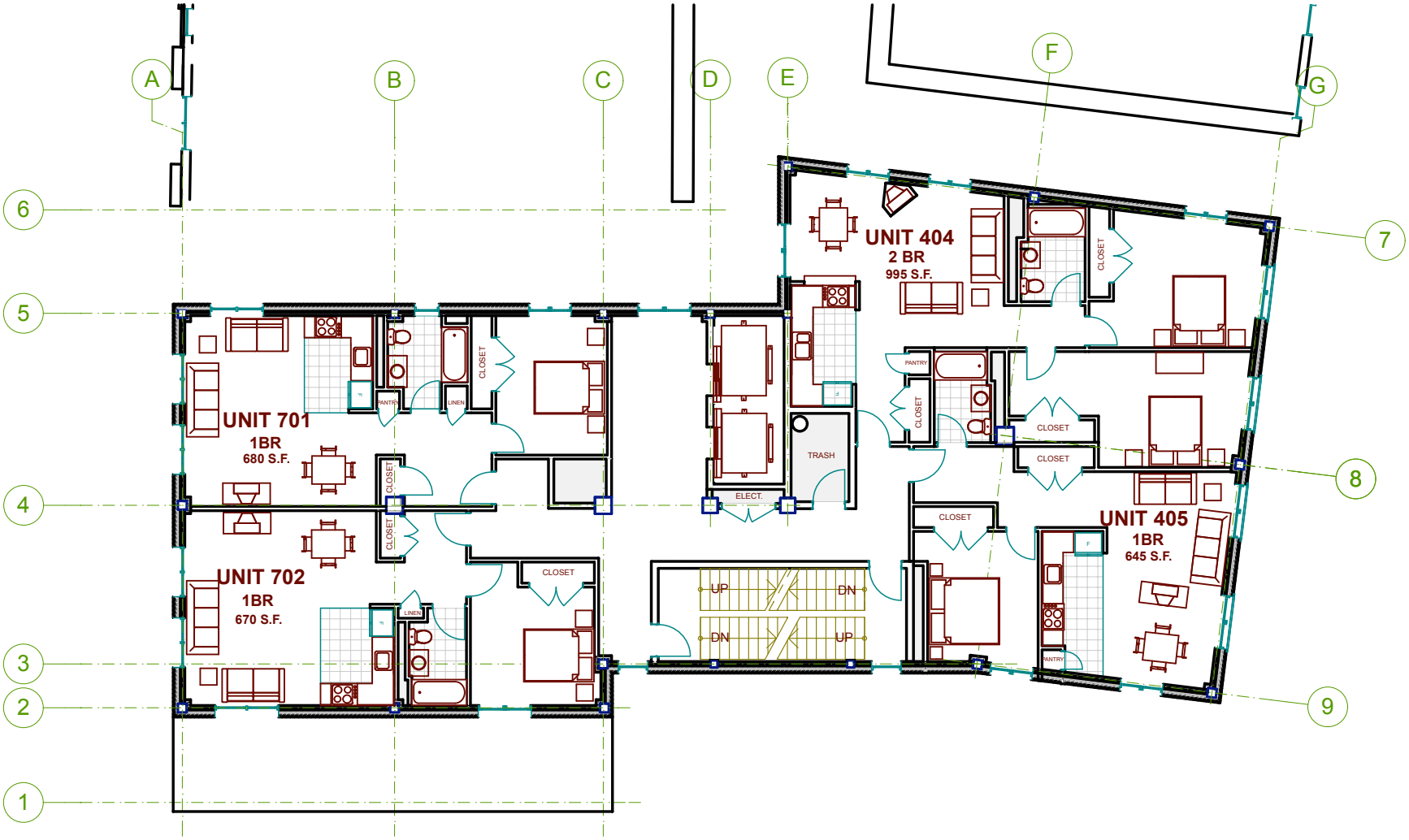
DATE: Wednesday, October 10, 2007

OXFORD ST 10/10/07 5:51 PM

OXFORD PING ON
AFFORDABLE HOUSING
CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA
3-11



Sixth thru Twelfth Floor Plan

Oxford Street Elevation (West)

Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: OXFORD STREET ELEVATION (WEST)

DATE: Monday, October 15, 2007

OXFORD ST 10/15/07 3:48 PM

OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-12

Ping On Street Elevation (East)

Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: PING ON STREET ELEVATION (EAST)

DATE: Monday, October 15, 2007

OXFORD ST 10/15/07 3:48 PM

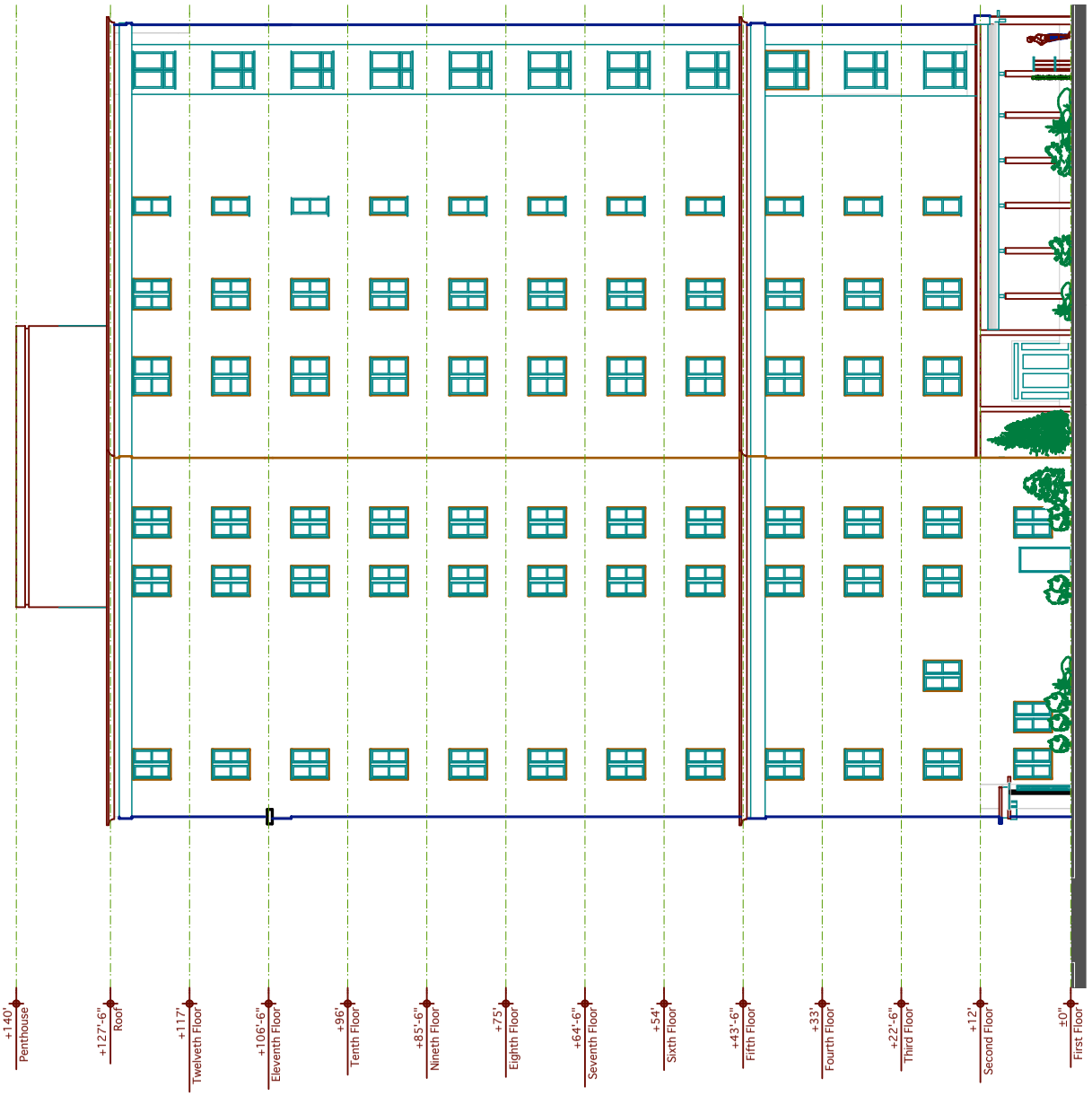
OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-13



North Elevation

Chia-Ming Sze Architect Inc. **Architects and Planners**
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: NORTH ELEVATION

DATE: Wednesday, October 10, 2007
OXFORD ST 10/10/07 5:52 PM

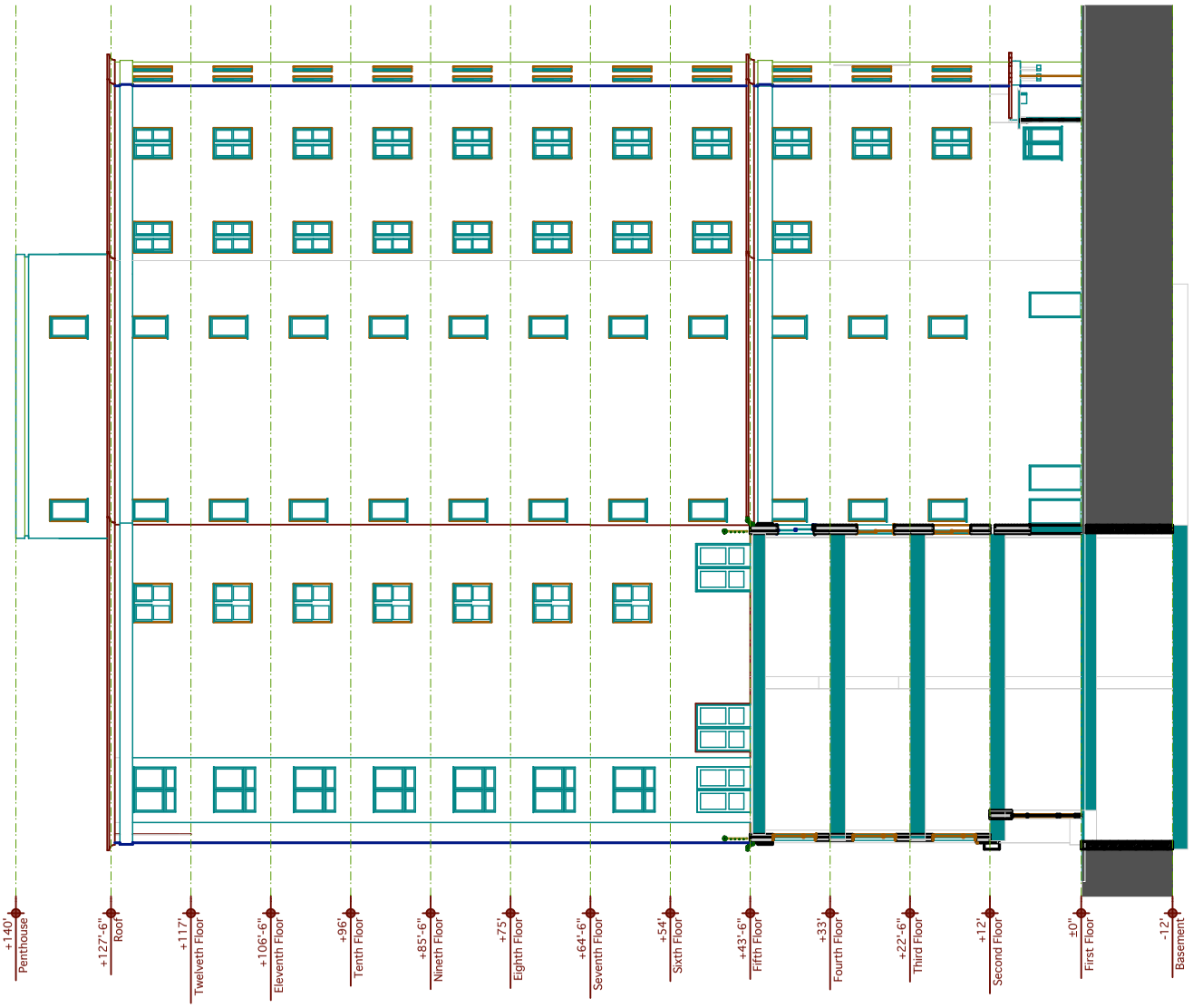
OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-14



South Elevation

Chia-Ming Sze Architect Inc. **Architects and Planners**
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: SOUTH ELEVATION

DATE: Wednesday, October 10, 2007
OXFORD ST 10/10/07 5:52 PM

OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-15

Cross Section

Chia-Ming Sze Architect Inc. **Architects and Planners**
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: CROSS SECTION

DATE: Wednesday, October 10, 2007
OXFORD ST 10/10/07 5:52 PM

OXFORD PING ON AFFORDABLE HOUSING

CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA

3-16

Oxford Street Perspective

Chia-Ming Sze Architect Inc. **Architects and Planners**
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: PERSPECTIVE

DATE: Thursday, October 11, 2007
OXFORD ST 10/11/07 9:04 AM

OXFORD PING ON AFFORDABLE HOUSING
CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA
3-17

Model Photographs

Oxford Street looking South

Oxford Street looking North

Chia-Ming Sze Architect Inc. Architects and Planners
326 A Street, Boston, MA 02210 (tel) 617-451-2727 / (fax) 617-451-6350

TITLE: MODEL PHOTOS

DATE: Thursday, October 11, 2007
OXFORD ST 10/11/07 1:21 PM

OXFORD PING ON AFFORDABLE HOUSING
CHINATOWN, BOSTON MA

Chinese Economic Development Council

SKA
3-18

APPENDIX C – WIND APPENDIX

TABLES

Table 1: List of Drawings and Information Used for Model Construction

The drawings and information listed below were received from Elkus Manfredi Architects and were used to construct the scale model of the proposed 120 Kingston Street development.

Drawing Title	Drawing Number	File Name	Drawing/File Format	Date Drawn (Last Revision)	Date Received
N/A	N/A	081707_L1	.dwg	N/A	070824
N/A	N/A	elev_299_DPIR	.dwg	N/A	070720
L1-2 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L3 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L4-6 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L7-8 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L9-25 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L26-27 PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
L. MECH PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720
ROOF PLAN	N/A	WIND_STUDY_ PLANS	.dwg	N/A	070720

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
1	A	Spring	11		Sitting	19		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	12		Sitting	18		Acceptable
		Summer	8	-10%	Sitting	13	-12%	Acceptable
		Fall	11	+10%	Sitting	17		Acceptable
		Winter	13	+18%	Standing	19		Acceptable
		Annual	11		Sitting	18		Acceptable
2	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	12	+50%	Sitting	19	+36%	Acceptable
		Summer	9	+50%	Sitting	14	+40%	Acceptable
		Fall	11	+38%	Sitting	17	+31%	Acceptable
		Winter	12	+20%	Sitting	19	+19%	Acceptable
		Annual	11	+38%	Sitting	18	+29%	Acceptable
3	A	Spring	9		Sitting	15		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	10		Sitting	16		Acceptable
		Annual	9		Sitting	14		Acceptable
	B	Spring	10	+11%	Sitting	17	+13%	Acceptable
		Summer	8	+33%	Sitting	13	+18%	Acceptable
		Fall	10	+25%	Sitting	15	+15%	Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	10	+11%	Sitting	16	+14%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
4	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	10	+25%	Sitting	16	+14%	Acceptable
		Summer	8	+33%	Sitting	13	+30%	Acceptable
		Fall	9	+13%	Sitting	15	+15%	Acceptable
		Winter	10	+11%	Sitting	17	+13%	Acceptable
		Annual	9	+13%	Sitting	15		Acceptable
5	A	Spring	16		Walking	25		Acceptable
		Summer	13		Standing	21		Acceptable
		Fall	14		Standing	22		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	10	-37%	Sitting	16	-35%	Acceptable
		Summer	8	-37%	Sitting	13	-37%	Acceptable
		Fall	9	-35%	Sitting	15	-31%	Acceptable
		Winter	11	-26%	Sitting	18	-24%	Acceptable
		Annual	10	-28%	Sitting	16	-29%	Acceptable
6	A	LOCATION NOT PRESENT FOR NO BUILD						
	B	Spring	15	NA	Standing	24	NA	Acceptable
		Summer	11	NA	Sitting	17	NA	Acceptable
		Fall	14	NA	Standing	21	NA	Acceptable
		Winter	17	NA	Walking	26	NA	Acceptable
		Annual	15	NA	Standing	23	NA	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
7	A	Spring	18		Walking	26		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	16		Walking	24		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	24		Acceptable
	B	Spring	16	-10%	Walking	24		Acceptable
		Summer	13	-12%	Standing	20		Acceptable
		Fall	14	-12%	Standing	22		Acceptable
		Winter	15	-11%	Standing	23		Acceptable
		Annual	15		Standing	22		Acceptable
8	A	Spring	17		Walking	25		Acceptable
		Summer	14		Standing	20		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	17		Walking	24		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	18		Walking	26		Acceptable
		Summer	15		Standing	22	+10%	Acceptable
		Fall	16		Walking	23		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	17		Walking	24		Acceptable
9	A	Spring	16		Walking	23		Acceptable
		Summer	12		Sitting	17		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	16		Walking	24		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	15		Standing	22		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
10	A	Spring	17		Walking	26		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	16		Walking	24		Acceptable
		Winter	16		Walking	26		Acceptable
		Annual	16		Walking	24		Acceptable
	B	Spring	19	+12%	Walking	28		Acceptable
		Summer	13	-12%	Standing	20		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	20	+25%	Uncomfortable	30	+15%	Acceptable
		Annual	18	+13%	Walking	27	+13%	Acceptable
11	A	Spring	17		Walking	26		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	15		Standing	24		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	16		Walking	24		Acceptable
	B	Spring	11	-34%	Sitting	19	-26%	Acceptable
		Summer	9	-39%	Sitting	16	-29%	Acceptable
		Fall	10	-32%	Sitting	17	-28%	Acceptable
		Winter	11	-30%	Sitting	19	-23%	Acceptable
		Annual	10	-37%	Sitting	18	-24%	Acceptable
12	A	Spring	15		Standing	25		Acceptable
		Summer	12		Sitting	21		Acceptable
		Fall	13		Standing	23		Acceptable
		Winter	15		Standing	25		Acceptable
		Annual	14		Standing	24		Acceptable
	B	Spring	16		Walking	25		Acceptable
		Summer	11		Sitting	18	-13%	Acceptable
		Fall	14		Standing	23		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	23		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
13	A	Spring	18		Walking	28		Acceptable
		Summer	16		Walking	24		Acceptable
		Fall	17		Walking	26		Acceptable
		Winter	18		Walking	27		Acceptable
		Annual	17		Walking	26		Acceptable
	B	Spring	13	-27%	Standing	22	-20%	Acceptable
		Summer	10	-37%	Sitting	17	-28%	Acceptable
		Fall	12	-28%	Sitting	20	-22%	Acceptable
		Winter	14	-21%	Standing	23	-14%	Acceptable
		Annual	13	-23%	Standing	21	-18%	Acceptable
14	A	Spring	20		Uncomfortable	30		Acceptable
		Summer	16		Walking	25		Acceptable
		Fall	18		Walking	28		Acceptable
		Winter	19		Walking	30		Acceptable
		Annual	18		Walking	28		Acceptable
	B	Spring	17	-14%	Walking	27		Acceptable
		Summer	12	-24%	Sitting	19	-23%	Acceptable
		Fall	16	-10%	Walking	24	-13%	Acceptable
		Winter	18		Walking	28		Acceptable
		Annual	16	-10%	Walking	25	-10%	Acceptable
15	A	Spring	18		Walking	28		Acceptable
		Summer	15		Standing	24		Acceptable
		Fall	16		Walking	25		Acceptable
		Winter	17		Walking	27		Acceptable
		Annual	16		Walking	26		Acceptable
	B	Spring	17		Walking	25	-10%	Acceptable
		Summer	12	-19%	Sitting	18	-24%	Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	18		Walking	27		Acceptable
		Annual	16		Walking	25		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
16	A	Spring	15		Standing	25		Acceptable
		Summer	14		Standing	22		Acceptable
		Fall	14		Standing	23		Acceptable
		Winter	14		Standing	24		Acceptable
		Annual	14		Standing	23		Acceptable
	B	Spring	12	-19%	Sitting	21	-15%	Acceptable
		Summer	9	-35%	Sitting	15	-31%	Acceptable
		Fall	11	-20%	Sitting	19	-16%	Acceptable
		Winter	12	-13%	Sitting	21	-12%	Acceptable
		Annual	11	-20%	Sitting	20	-12%	Acceptable
17	A	Spring	14		Standing	24		Acceptable
		Summer	12		Sitting	21		Acceptable
		Fall	13		Standing	22		Acceptable
		Winter	13		Standing	23		Acceptable
		Annual	13		Standing	22		Acceptable
	B	Spring	14		Standing	24		Acceptable
		Summer	10	-16%	Sitting	17	-18%	Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15	+15%	Standing	25		Acceptable
		Annual	14		Standing	23		Acceptable
18	A	Spring	17		Walking	26		Acceptable
		Summer	12		Sitting	20		Acceptable
		Fall	15		Standing	24		Acceptable
		Winter	16		Walking	26		Acceptable
		Annual	15		Standing	24		Acceptable
	B	Spring	16		Walking	25		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	14		Standing	23		Acceptable
		Winter	15		Standing	24		Acceptable
		Annual	14		Standing	23		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
19	A	Spring	14		Standing	23		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	12		Sitting	21		Acceptable
		Winter	13		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
	B	Spring	13		Standing	21		Acceptable
		Summer	9	-17%	Sitting	15	-16%	Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	22		Acceptable
		Annual	12		Sitting	20		Acceptable
20	A	Spring	12		Sitting	21		Acceptable
		Summer	8		Sitting	15		Acceptable
		Fall	11		Sitting	19		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	16	+33%	Walking	25	+19%	Acceptable
		Summer	11	+38%	Sitting	18	+20%	Acceptable
		Fall	14	+27%	Standing	22	+16%	Acceptable
		Winter	15	+25%	Standing	24	+20%	Acceptable
		Annual	14	+27%	Standing	23	+21%	Acceptable
21	A	Spring	12		Sitting	21		Acceptable
		Summer	9		Sitting	16		Acceptable
		Fall	11		Sitting	19		Acceptable
		Winter	12		Sitting	21		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	11		Sitting	20		Acceptable
		Summer	8	-10%	Sitting	15		Acceptable
		Fall	10		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
22	A	Spring	10		Sitting	18		Acceptable
		Summer	7		Sitting	13		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	12	+20%	Sitting	20	+11%	Acceptable
		Summer	9	+29%	Sitting	15	+15%	Acceptable
		Fall	11	+22%	Sitting	18	+13%	Acceptable
		Winter	12	+20%	Sitting	20	+18%	Acceptable
		Annual	11	+22%	Sitting	19	+19%	Acceptable
23	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	14	+40%	Standing	21	+24%	Acceptable
		Summer	10	+25%	Sitting	15	+15%	Acceptable
		Fall	13	+30%	Standing	20	+25%	Acceptable
		Winter	15	+50%	Standing	23	+35%	Acceptable
		Annual	14	+40%	Standing	21	+31%	Acceptable
24	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	11	+38%	Sitting	20	+43%	Acceptable
		Summer	8	+33%	Sitting	14	+27%	Acceptable
		Fall	10	+25%	Sitting	18	+29%	Acceptable
		Winter	11	+38%	Sitting	20	+33%	Acceptable
		Annual	11	+38%	Sitting	18	+29%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
25	A	Spring	9		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	8		Sitting	15		Acceptable
		Winter	9		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	10	+11%	Sitting	17		Acceptable
		Summer	7	-12%	Sitting	13		Acceptable
		Fall	9	+13%	Sitting	16		Acceptable
		Winter	10	+11%	Sitting	18		Acceptable
		Annual	9		Sitting	17		Acceptable
26	A	Spring	9		Sitting	16		Acceptable
		Summer	7		Sitting	13		Acceptable
		Fall	8		Sitting	15		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	9		Sitting	17		Acceptable
		Summer	7		Sitting	13		Acceptable
		Fall	8		Sitting	16		Acceptable
		Winter	9		Sitting	17		Acceptable
		Annual	9	+13%	Sitting	16		Acceptable
27	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	9		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	8	-10%	Sitting	15		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	9		Sitting	15		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
28	A	Spring	8		Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	6	-13%	Sitting	11		Acceptable
		Fall	7	-12%	Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
29	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	13		Acceptable
	B	Spring	8		Sitting	15		Acceptable
		Summer	6		Sitting	11	+10%	Acceptable
		Fall	7		Sitting	14		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8	+14%	Sitting	14		Acceptable
30	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	13		Acceptable
	B	Spring	8		Sitting	15		Acceptable
		Summer	6		Sitting	11	+10%	Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	13		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
31	A	Spring	8		Sitting	15		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	7		Sitting	14		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	14		Acceptable
	B	Spring	8		Sitting	16		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8	+14%	Sitting	14		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8	+14%	Sitting	14		Acceptable
32	A	Spring	9		Sitting	13		Acceptable
		Summer	7		Sitting	10		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	14		Acceptable
		Annual	9		Sitting	13		Acceptable
	B	Spring	9		Sitting	13		Acceptable
		Summer	7		Sitting	10		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	14		Acceptable
		Annual	9		Sitting	13		Acceptable
33	A	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
34	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	9		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	9		Sitting	15		Acceptable
35	A	Spring	11		Sitting	19		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	10		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable
36	A	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	19		Acceptable
	B	Spring	11		Sitting	18		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	17	-10%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
37	A	Spring	13		Standing	21		Acceptable
		Summer	12		Sitting	18		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	20		Acceptable
	B	Spring	12		Sitting	20		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	18		Acceptable
38	A	Spring	7		Sitting	12		Acceptable
		Summer	5		Sitting	10		Acceptable
		Fall	6		Sitting	11		Acceptable
		Winter	7		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
	B	Spring	7		Sitting	12		Acceptable
		Summer	5		Sitting	9		Acceptable
		Fall	6		Sitting	11		Acceptable
		Winter	7		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
39	A	Spring	11		Sitting	18		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	11		Sitting	17		Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	11		Sitting	17		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	16	-10%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
40	A	Spring	10		Sitting	18		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	20		Acceptable
		Annual	10		Sitting	18		Acceptable
	B	Spring	8	-19%	Sitting	15	-16%	Acceptable
		Summer	8	-10%	Sitting	13	-12%	Acceptable
		Fall	8	-19%	Sitting	14	-17%	Acceptable
		Winter	9	-17%	Sitting	16	-19%	Acceptable
		Annual	8	-19%	Sitting	15	-16%	Acceptable
41	A	Spring	9		Sitting	17		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	15		Acceptable
		Winter	10		Sitting	18		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	8	-10%	Sitting	15	-11%	Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	8	-19%	Sitting	16	-10%	Acceptable
		Annual	8	-10%	Sitting	14	-12%	Acceptable
42	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
	B	Spring	8		Sitting	13		Acceptable
		Summer	7	+17%	Sitting	11		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
43	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	10		Sitting	17		Acceptable
	B	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	10	+11%	Sitting	16		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	10		Sitting	17		Acceptable
44	A	Spring	10		Sitting	17		Acceptable
		Summer	7		Sitting	13		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	18		Acceptable
		Annual	9		Sitting	17		Acceptable
	B	Spring	11	+10%	Sitting	19	+12%	Acceptable
		Summer	8	+14%	Sitting	14		Acceptable
		Fall	10	+11%	Sitting	18	+13%	Acceptable
		Winter	12	+20%	Sitting	21	+17%	Acceptable
		Annual	11	+22%	Sitting	19	+12%	Acceptable
45	A	Spring	10		Sitting	17		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	9		Sitting	17		Acceptable
	B	Spring	7	-29%	Sitting	12	-28%	Acceptable
		Summer	5	-28%	Sitting	9	-24%	Acceptable
		Fall	6	-32%	Sitting	11	-26%	Acceptable
		Winter	7	-35%	Sitting	12	-36%	Acceptable
		Annual	7	-21%	Sitting	11	-34%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
46	A	Spring	7		Sitting	12		Acceptable
		Summer	5		Sitting	9		Acceptable
		Fall	6		Sitting	11		Acceptable
		Winter	7		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
	B	Spring	7		Sitting	12		Acceptable
		Summer	5		Sitting	9		Acceptable
		Fall	6		Sitting	11		Acceptable
		Winter	7		Sitting	12		Acceptable
		Annual	7		Sitting	11		Acceptable
47	A	Spring	10		Sitting	18		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	10		Sitting	17		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	10		Sitting	18		Acceptable
	B	Spring	12	+20%	Sitting	19		Acceptable
		Summer	9	+13%	Sitting	14		Acceptable
		Fall	11	+10%	Sitting	18		Acceptable
		Winter	13	+18%	Standing	21	+11%	Acceptable
		Annual	12	+20%	Sitting	19		Acceptable
48	A	Spring	9		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	11	+22%	Sitting	19	+19%	Acceptable
		Summer	8	+14%	Sitting	14	+17%	Acceptable
		Fall	10	+25%	Sitting	17	+21%	Acceptable
		Winter	12	+20%	Sitting	21	+24%	Acceptable
		Annual	11	+38%	Sitting	18	+20%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
49	A	Spring	9		Sitting	17		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	15		Acceptable
		Winter	10		Sitting	18		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	9		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	8	-10%	Sitting	15		Acceptable
50	A	Spring	9		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	13	+44%	Standing	21	+31%	Acceptable
		Summer	9	+13%	Sitting	15	+15%	Acceptable
		Fall	11	+22%	Sitting	19	+19%	Acceptable
		Winter	14	+40%	Standing	22	+29%	Acceptable
		Annual	12	+33%	Sitting	20	+25%	Acceptable
51	A	Spring	13		Standing	22		Acceptable
		Summer	11		Sitting	19		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	13		Standing	22		Acceptable
		Annual	12		Sitting	21		Acceptable
	B	Spring	15	+15%	Standing	23		Acceptable
		Summer	11		Sitting	17	-10%	Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	16	+23%	Walking	25	+14%	Acceptable
		Annual	14	+17%	Standing	22		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
52	A	Spring	20		Uncomfortable	29		Acceptable
		Summer	16		Walking	23		Acceptable
		Fall	19		Walking	27		Acceptable
		Winter	20		Uncomfortable	29		Acceptable
		Annual	19		Walking	27		Acceptable
	B	Spring	19		Walking	27		Acceptable
		Summer	14	-12%	Standing	20	-12%	Acceptable
		Fall	18		Walking	25		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	18		Walking	26		Acceptable
53	A	Spring	16		Walking	24		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
	B	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	14		Standing	22		Acceptable
54	A	Spring	17		Walking	26		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	16		Walking	24		Acceptable
		Winter	17		Walking	27		Acceptable
		Annual	16		Walking	25		Acceptable
	B	Spring	18		Walking	26		Acceptable
		Summer	15		Standing	21		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	18		Walking	28		Acceptable
		Annual	17		Walking	26		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
55	A	Spring	17		Walking	27		Acceptable
		Summer	15		Standing	23		Acceptable
		Fall	16		Walking	25		Acceptable
		Winter	17		Walking	27		Acceptable
		Annual	16		Walking	26		Acceptable
	B	Spring	16		Walking	24	-10%	Acceptable
		Summer	12	-19%	Sitting	18	-21%	Acceptable
		Fall	15		Standing	23		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	23	-11%	Acceptable
56	A	Spring	19		Walking	28		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	18		Walking	25		Acceptable
		Winter	19		Walking	28		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	18		Walking	26		Acceptable
		Summer	15	-11%	Standing	21		Acceptable
		Fall	17		Walking	24		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	17		Walking	25		Acceptable
57	A	Spring	21		Uncomfortable	30		Acceptable
		Summer	19		Walking	26		Acceptable
		Fall	20		Uncomfortable	28		Acceptable
		Winter	21		Uncomfortable	29		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
	B	Spring	21		Uncomfortable	29		Acceptable
		Summer	18		Walking	25		Acceptable
		Fall	19		Walking	26		Acceptable
		Winter	20		Uncomfortable	28		Acceptable
		Annual	19		Walking	27		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
58	A	Spring	23		Uncomfortable	32		Unacceptable
		Summer	16		Walking	23		Acceptable
		Fall	20		Uncomfortable	29		Acceptable
		Winter	21		Uncomfortable	31		Acceptable
		Annual	20		Uncomfortable	29		Acceptable
	B	Spring	22		Uncomfortable	30		Acceptable
		Summer	16		Walking	21		Acceptable
		Fall	20		Uncomfortable	27		Acceptable
		Winter	21		Uncomfortable	29		Acceptable
		Annual	20		Uncomfortable	28		Acceptable
59	A	Spring	23		Uncomfortable	33		Unacceptable
		Summer	19		Walking	26		Acceptable
		Fall	22		Uncomfortable	30		Acceptable
		Winter	23		Uncomfortable	33		Unacceptable
		Annual	22		Uncomfortable	31		Acceptable
	B	Spring	22		Uncomfortable	31		Acceptable
		Summer	18		Walking	24		Acceptable
		Fall	20		Uncomfortable	28		Acceptable
		Winter	22		Uncomfortable	30		Acceptable
		Annual	21		Uncomfortable	29		Acceptable
60	A	Spring	15		Standing	22		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	14		Standing	22		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	13	-12%	Standing	21		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	20		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
61	A	Spring	10		Sitting	16		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	15		Acceptable
		Winter	11		Sitting	18		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	16	+60%	Walking	23	+44%	Acceptable
		Summer	12	+71%	Sitting	17	+42%	Acceptable
		Fall	14	+56%	Standing	21	+40%	Acceptable
		Winter	18	+64%	Walking	26	+44%	Acceptable
		Annual	16	+78%	Walking	23	+44%	Acceptable
62	A	Spring	18		Walking	26		Acceptable
		Summer	15		Standing	22		Acceptable
		Fall	16		Walking	24		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	17		Walking	25		Acceptable
	B	Spring	22	+22%	Uncomfortable	31	+19%	Acceptable
		Summer	18	+20%	Walking	25	+14%	Acceptable
		Fall	21	+31%	Uncomfortable	29	+21%	Acceptable
		Winter	23	+28%	Uncomfortable	33	+27%	Unacceptable
		Annual	21	+24%	Uncomfortable	30	+20%	Acceptable
63	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	10		Sitting	16		Acceptable
	B	Spring	12	+20%	Sitting	19	+12%	Acceptable
		Summer	9	+13%	Sitting	14		Acceptable
		Fall	11	+22%	Sitting	17		Acceptable
		Winter	13	+30%	Standing	20	+18%	Acceptable
		Annual	12	+20%	Sitting	18	+13%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
64	A	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	17		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	19		Acceptable
		Annual	11		Sitting	18		Acceptable
	B	Spring	13		Standing	21		Acceptable
		Summer	10		Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	14	+17%	Standing	23	+21%	Acceptable
		Annual	13	+18%	Standing	20	+11%	Acceptable
65	A	Spring	9		Sitting	16		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	15		Acceptable
	B	Spring	8	-10%	Sitting	15		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	15	-11%	Acceptable
		Annual	8	-10%	Sitting	14		Acceptable
66	A	Spring	10		Sitting	18		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	11		Sitting	19		Acceptable
		Annual	10		Sitting	17		Acceptable
	B	Spring	12	+20%	Sitting	19		Acceptable
		Summer	11	+38%	Sitting	16	+14%	Acceptable
		Fall	11	+22%	Sitting	18	+13%	Acceptable
		Winter	12		Sitting	20		Acceptable
		Annual	12	+20%	Sitting	18		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
67	A	Spring	15		Standing	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	16		Walking	25		Acceptable
		Annual	15		Standing	22		Acceptable
	B	Spring	15		Standing	22		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	13		Standing	20		Acceptable
		Winter	16		Walking	24		Acceptable
		Annual	14		Standing	22		Acceptable
68	A	Spring	15		Standing	21		Acceptable
		Summer	13		Standing	18		Acceptable
		Fall	13		Standing	19		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	13		Standing	20		Acceptable
	B	Spring	12	-19%	Sitting	18	-13%	Acceptable
		Summer	10	-22%	Sitting	15	-16%	Acceptable
		Fall	11	-14%	Sitting	17	-10%	Acceptable
		Winter	11	-14%	Sitting	18		Acceptable
		Annual	11	-14%	Sitting	17	-14%	Acceptable
69	A	Spring	12		Sitting	20		Acceptable
		Summer	9		Sitting	15		Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	10	+11%	Sitting	16		Acceptable
		Fall	12		Sitting	19		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	19		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
70	A	Spring	20		Uncomfortable	28		Acceptable
		Summer	18		Walking	24		Acceptable
		Fall	18		Walking	26		Acceptable
		Winter	19		Walking	27		Acceptable
		Annual	18		Walking	26		Acceptable
	B	Spring	19		Walking	27		Acceptable
		Summer	17		Walking	23		Acceptable
		Fall	17		Walking	25		Acceptable
		Winter	18		Walking	26		Acceptable
		Annual	18		Walking	25		Acceptable
71	A	Spring	16		Walking	23		Acceptable
		Summer	11		Sitting	16		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	18		Walking	25		Acceptable
		Annual	16		Walking	23		Acceptable
	B	Spring	16		Walking	23		Acceptable
		Summer	11		Sitting	17		Acceptable
		Fall	14		Standing	21		Acceptable
		Winter	17		Walking	25		Acceptable
		Annual	15		Standing	23		Acceptable
72	A	Spring	7		Sitting	12		Acceptable
		Summer	6		Sitting	9		Acceptable
		Fall	7		Sitting	11		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
	B	Spring	7		Sitting	12		Acceptable
		Summer	6		Sitting	9		Acceptable
		Fall	7		Sitting	11		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			Mean Wind Speed			Effective Gust Wind Speed		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
73	A	Spring	8		Sitting	14		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	8		Sitting	13		Acceptable
74	A	Spring	15		Standing	23		Acceptable
		Summer	13		Standing	19		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	15		Standing	23		Acceptable
		Annual	14		Standing	21		Acceptable
	B	Spring	14		Standing	22		Acceptable
		Summer	11	-14%	Sitting	18		Acceptable
		Fall	13		Standing	21		Acceptable
		Winter	14		Standing	23		Acceptable
		Annual	13		Standing	21		Acceptable
75	A	Spring	8		Sitting	15		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	6	-13%	Sitting	11		Acceptable
		Fall	7	-12%	Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7	-12%	Sitting	13		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
76	A	Spring	8		Sitting	15		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	8		Sitting	14		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8		Sitting	13		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	14		Acceptable
77	A	Spring	6		Sitting	9		Acceptable
		Summer	4		Sitting	8		Acceptable
		Fall	5		Sitting	9		Acceptable
		Winter	6		Sitting	10		Acceptable
		Annual	6		Sitting	9		Acceptable
	B	Spring	6		Sitting	10	+11%	Acceptable
		Summer	5	+25%	Sitting	8		Acceptable
		Fall	6	+20%	Sitting	10	+11%	Acceptable
		Winter	6		Sitting	11	+10%	Acceptable
		Annual	6		Sitting	10	+11%	Acceptable
78	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	13		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	13		Acceptable
	B	Spring	8		Sitting	15	+15%	Acceptable
		Summer	7	+17%	Sitting	11	+10%	Acceptable
		Fall	8	+14%	Sitting	14		Acceptable
		Winter	9	+13%	Sitting	16	+14%	Acceptable
		Annual	8	+14%	Sitting	14		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
79	A	Spring	8		Sitting	15		Acceptable
		Summer	6		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	16		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	9	+13%	Sitting	16		Acceptable
		Summer	7	+17%	Sitting	12		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	10	+11%	Sitting	17		Acceptable
		Annual	9	+13%	Sitting	15		Acceptable
80	A	Spring	13		Standing	21		Acceptable
		Summer	11		Sitting	18		Acceptable
		Fall	12		Sitting	20		Acceptable
		Winter	13		Standing	21		Acceptable
		Annual	12		Sitting	20		Acceptable
	B	Spring	12		Sitting	20		Acceptable
		Summer	10		Sitting	16	-10%	Acceptable
		Fall	11		Sitting	18		Acceptable
		Winter	12		Sitting	21		Acceptable
		Annual	12		Sitting	19		Acceptable
81	A	Spring	10		Sitting	17		Acceptable
		Summer	7		Sitting	12		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	9		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	11	+10%	Sitting	18		Acceptable
		Summer	8	+14%	Sitting	14	+17%	Acceptable
		Fall	10	+11%	Sitting	17		Acceptable
		Winter	11	+22%	Sitting	19	+12%	Acceptable
		Annual	11	+22%	Sitting	18	+13%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
82	A	Spring	10		Sitting	17		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9		Sitting	16		Acceptable
		Winter	10		Sitting	17		Acceptable
		Annual	9		Sitting	16		Acceptable
	B	Spring	16	+60%	Walking	24	+41%	Acceptable
		Summer	12	+50%	Sitting	17	+21%	Acceptable
		Fall	15	+67%	Standing	22	+38%	Acceptable
		Winter	16	+60%	Walking	24	+41%	Acceptable
		Annual	15	+67%	Standing	22	+38%	Acceptable
83	A	Spring	9		Sitting	15		Acceptable
		Summer	7		Sitting	11		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	14		Acceptable
	B	Spring	15	+67%	Standing	22	+47%	Acceptable
		Summer	11	+57%	Sitting	16	+45%	Acceptable
		Fall	14	+75%	Standing	20	+43%	Acceptable
		Winter	15	+67%	Standing	22	+47%	Acceptable
		Annual	14	+75%	Standing	21	+50%	Acceptable
84	A	Spring	8		Sitting	16		Acceptable
		Summer	7		Sitting	13		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	8		Sitting	15		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	12	+50%	Sitting	21	+31%	Acceptable
		Summer	8	+14%	Sitting	15	+15%	Acceptable
		Fall	11	+38%	Sitting	18	+29%	Acceptable
		Winter	11	+38%	Sitting	20	+33%	Acceptable
		Annual	11	+38%	Sitting	19	+27%	Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
85	A	Spring	9		Sitting	16		Acceptable
		Summer	8		Sitting	13		Acceptable
		Fall	8		Sitting	14		Acceptable
		Winter	9		Sitting	15		Acceptable
		Annual	8		Sitting	15		Acceptable
	B	Spring	10	+11%	Sitting	17		Acceptable
		Summer	8		Sitting	14		Acceptable
		Fall	9	+13%	Sitting	16	+14%	Acceptable
		Winter	10	+11%	Sitting	17	+13%	Acceptable
		Annual	9	+13%	Sitting	16		Acceptable
86	A	Spring	13		Standing	19		Acceptable
		Summer	10		Sitting	15		Acceptable
		Fall	12		Sitting	18		Acceptable
		Winter	13		Standing	20		Acceptable
		Annual	12		Sitting	18		Acceptable
	B	Spring	13		Standing	20		Acceptable
		Summer	11	+10%	Sitting	16		Acceptable
		Fall	13		Standing	18		Acceptable
		Winter	14		Standing	20		Acceptable
		Annual	13		Standing	18		Acceptable
87	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
	B	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

Table 2: Pedestrian Wind Comfort and Safety Categories - Multiple Seasons

BRA Criteria			**Mean Wind Speed**			**Effective Gust Wind Speed**		
Loc.	Config.	Season	Speed(mph)	%Change	RATING	Speed(mph)	%Change	RATING
88	A	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	13		Acceptable
		Annual	7		Sitting	12		Acceptable
	B	Spring	8		Sitting	13		Acceptable
		Summer	6		Sitting	10		Acceptable
		Fall	7		Sitting	12		Acceptable
		Winter	8		Sitting	14		Acceptable
		Annual	7		Sitting	12		Acceptable

Notes: 1) Wind speeds are for a 1% probability of exceedance, and
2) %Change is based on comparison with Configuration A and only those that are greater than 10% are listed.

Configurations	Mean Wind Speed Criteria		Effective Gust Criteria	
A - No Build	Comfortable for Sitting:	≤ 12 mph	Acceptable:	≤ 31 mph
B - Build	Comfortable for Standing:	> 12 and ≤ 15 mph	Unacceptable:	> 31 mph
	Comfortable for Walking:	> 15 and ≤ 19 mph		
	Uncomfortable for Walking:	> 19 and ≤ 27 mph		
	Dangerous Conditions:	> 27 mph		

APPENDIX D – AIR QUALITY APPENDIX

AIR QUALITY APPENDIX
APPENDIX D

120 KINGSTON STREET PROJECT
BOSTON, MA

```
*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: 2776-GAR.IN (file 1, run 1).                          *
*********************************************************************
* *** Winter 2010 ***
*
* 120 Kingston Street, Boston, Massachusetts  (2010 Garage CO Analysis)
* Garage Air Quality Analysis
*

* Reading Registration Distributions from the following external
* data file: 2005_REG.D
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: MA10_IM.D
* I/M program inputs for 2010 calendar year model run
* MA31 Exhaust I/M program for Light Duty pre-1996 MY vehicles <=10,0000 lb GVWR

* Reading non-default I/M CUTPOINTS from the following external
* data file: MA10_CUT.D
* Two-Speed Idle Exhaust I/M program for Heavy Duty vehicles >10,000 lb GVWR
* OBD Exhaust I/M program for Light Duty MY 1996+ vehicles <=10,000 lb GVWR
* Gas Cap Evap I/M program thru CY 2003 for all Light Duty vehicles <=8,500 lb GVWR
* Gas Cap Evap I/M program for all MY Heavy Duty vehicles >8,500 lb GVWR
* OBD + Gas Cap Evap I/M program for MY 1996 - 2003 Light Duty vehicles <=8,500 lb GVWR starting 2004
* OBD Evap I/M program for MY 2004+
  M601 Comment:
              User has enabled STAGE II REFUELING.
```

```
* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external
* data file: MA_LEV2.D

  Reading User Supplied Tier2 Exhaust bin phase-in fractions

     Data read from file: LEV2EXH.D
  Reading User Supplied Tier2 EVAP phase-in fractions
     Data read from file: LEV2EVAP.D
  Reading User Supplied Tier2 50K certification standards

     Data read from file: LEV2CERT.D
  M616 Comment:
               User has supplied post-1999 sulfur levels.
  M614 Comment:
               User supplied diesel sale fractions.
 * # # # # # # # # # # # # # # # # # # # # # # # # # # #
* 2010 - 5 MPH Exiting Garage
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #

* Reading start SOAK distribution from the following external
* data file: MASOAK.D
  M583 Warning:
            The user supplied arterial average speed of  5.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
 HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

 LEV phase-in data read from file MA_LEV2.D
                     Calendar Year:  2010
                             Month:  Jan.
                          Altitude:  Low
               Minimum Temperature:  35.0 (F)
               Maximum Temperature:  45.0 (F)
                 Absolute Humidity:   75. grains/lb
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  Yes
                  Evap I/M Program:  Yes
                       ATP Program:  Yes
                  Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
              GVWR:                 <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.3334    0.3872    0.1521              0.0365    0.0002    0.0014    0.0854    0.0038    1.0000
  ------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     21.98     21.35     22.37     21.64     30.79     4.134     1.642     6.666     67.77    20.955
  ------------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* 2010 - 5 MPH Entering Garage
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of  5.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

 LEV phase-in data read from file MA_LEV2.D
                    Calendar Year:  2010
                            Month:  Jan.
                         Altitude:  Low
               Minimum Temperature:  35.0 (F)
               Maximum Temperature:  45.0 (F)
                 Absolute Humidity:   75. grains/lb
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  Yes
                  Evap I/M Program:  Yes
                       ATP Program:  Yes
                  Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                        ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.3334    0.3872    0.1521              0.0365    0.0002    0.0014    0.0854    0.0038    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     15.77     15.35     16.68     15.73     30.79     3.539     1.443     6.666     60.45    15.666
   ---------------------------------------------------------------------------------------------------------------------
```

INDOOR GARAGE ANALYSIS PROGRAM

PROJECT: 120 KINGSTON STREET GARAGE PEAK AM HOUR: 2010

DISTANCE IN:	130.0	METERS
DISTANCE OUT:	60.0	METERS
NUMBER OF EXIT LANES:	1	LANE(S)
TOTAL EXIT VOLUME:	19	VEH/HOUR
EXIT VOLUME PER LANE	19.0	VEH/HOUR
EXIT CAPACITY PER LANE:	300.0	VEH/HOUR
ENTRANCE VOLUME:	6	VEH/HOUR
ENTER COMPOSITE CO RATE:	15.7	GRAMS CO/MILE
EXIT COMPOSITE CO RATE:	21.0	GRAMS CO/MILE
SPEED IN GARAGE:	5.0	M.P.H.
VENT CFM:	20000.0	CFM

MOVE-IN TIME (SEC):	58.2
PARKING TIME (SEC):	100.0
TOTAL ENTER TIME PER VEH:	158.2 SEC
UNPARK TIME (SEC):	100.0
MOVE-OUT TIME (SEC):	26.8
EXCESS EXIT TIME (SEC):	.8
BASE EXIT TIME (SEC):	12.0
EXIT VOLUME/CAPACITY RATIO:	.06
TOTAL EXIT TIME PER VEH:	139.7 SEC

****
TOTAL ENTERING CO EMISSIONS (GR/MIN): .34
TOTAL EXITING CO EMISSIONS   (GR/MIN): 1.29
****

TOTAL CO EMISSIONS = 1.63 GRAMS/MIN = .03 GRAMS/SEC
TOTAL VENTILATION = 566.3 CU. M/MIN

PEAK 1-HOUR CO CONCENTRATION FROM ENTERING VEHICLES: .53 PPM
PEAK 1-HOUR CO CONCENTRATION FROM EXITING VEHICLES: 1.98 PPM

***** PEAK TOTAL 1-HOUR GARAGE CO CONCENTRATION: 2.5 PPM ******

INDOOR GARAGE ANALYSIS PROGRAM

PROJECT: 120 KINGSTON STREET GARAGE PEAK PM HOUR: 2010

DISTANCE IN:	130.0	METERS
DISTANCE OUT:	60.0	METERS
NUMBER OF EXIT LANES:	1	LANE(S)
TOTAL EXIT VOLUME:	15	VEH/HOUR
EXIT VOLUME PER LANE	15.0	VEH/HOUR
EXIT CAPACITY PER LANE:	300.0	VEH/HOUR
ENTRANCE VOLUME:	24	VEH/HOUR
ENTER COMPOSITE CO RATE:	15.7	GRAMS CO/MILE
EXIT COMPOSITE CO RATE:	21.0	GRAMS CO/MILE
SPEED IN GARAGE:	5.0	M.P.H.
VENT CFM:	20000.0	CFM

MOVE-IN TIME (SEC):	58.2
PARKING TIME (SEC):	100.0
TOTAL ENTER TIME PER VEH:	158.2 SEC
UNPARK TIME (SEC):	100.0
MOVE-OUT TIME (SEC):	26.8
EXCESS EXIT TIME (SEC):	.6
BASE EXIT TIME (SEC):	12.0
EXIT VOLUME/CAPACITY RATIO:	.05
TOTAL EXIT TIME PER VEH:	139.5 SEC

****
TOTAL ENTERING CO EMISSIONS (GR/MIN): 1.38
TOTAL EXITING CO EMISSIONS   (GR/MIN): 1.01
****

TOTAL CO EMISSIONS = 2.39 GRAMS/MIN = .04 GRAMS/SEC
TOTAL VENTILATION = 566.3 CU. M/MIN

PEAK 1-HOUR CO CONCENTRATION FROM ENTERING VEHICLES: 2.11 PPM
PEAK 1-HOUR CO CONCENTRATION FROM EXITING VEHICLES: 1.56 PPM

***** PEAK TOTAL 1-HOUR GARAGE CO CONCENTRATION: 3.7 PPM ******

09/04/07
13:29:24

```
 ***  SCREEN3 MODEL RUN  ***
 *** VERSION DATED 96043 ***

120 KINGSTON STREET PM GARAGE AND FUEL COMBUSTION CO (1-HR AVE) VOLUME SOURCE

SIMPLE TERRAIN INPUTS:
   SOURCE TYPE               =       VOLUME
   EMISSION RATE (G/S)       =      1.08000
   SOURCE HEIGHT (M)         =      45.6000
   INIT. LATERAL DIMEN (M)   =      10.1000
   INIT. VERTICAL DIMEN (M)  =      42.4000
   RECEPTOR HEIGHT (M)       =        .0000
   URBAN/RURAL OPTION        =       URBAN

THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

BUOY. FLUX =     .000 M**4/S**3;  MOM. FLUX =     .000 M**4/S**2.

*** FULL METEOROLOGY ***

**********************************
*** SCREEN AUTOMATED DISTANCES ***
**********************************

*** TERRAIN HEIGHT OF    0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES ***

  DIST     CONC             U10M   USTK  MIX HT   PLUME   SIGMA   SIGMA
   (M)   (UG/M**3)   STAB  (M/S)  (M/S)    (M)   HT (M)   Y (M)   Z (M)  DWASH
-------  ----------  ----  -----  -----  ------  ------  ------  ------  -----
     1.   .0000        0      .0     .0      .0     .00     .00     .00
   100.   141.4        5     1.0    1.6 10000.0   45.60   20.51   46.26    NO
   200.   94.23        5     1.0    1.6 10000.0   45.60   30.54   49.92    NO

MAXIMUM 1-HR CONCENTRATION AT OR BEYOND     1. M:
    23.   230.9        5     1.0    1.6 10000.0   45.60   12.63   43.35    NO

 DWASH=   MEANS NO CALC MADE (CONC = 0.0)
 DWASH=NO MEANS NO BUILDING DOWNWASH USED

     ************************************
     *** SUMMARY OF SCREEN MODEL RESULTS ***
     ************************************

 CALCULATION        MAX CONC    DIST TO   TERRAIN
  PROCEDURE        (UG/M**3)    MAX (M)    HT (M)
--------------    -----------   -------   -------
SIMPLE TERRAIN      230.9           23.        0.

**************************************************
** REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS **
**************************************************
```

:g/m^3 x 0.00087 = ppm. Therefore: Maximum 1-hr CO concentration of 230.9 :g/m^3 = 0.2 ppm.

8-hour conc. = 1-hour conc. x 0.7. Therefore: Maximum 8-hour CO concentration = 0.1 ppm.

```
*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: 2776-CO.IN (file 1, run 1).                                     *
*******************************************************************************
*
* 120 Kingston Street, Boston, Massachusetts
* *** Winter 2007 Microscale Analysis ***
*
* Reading Registration Distributions from the following external
* data file: 2005_REG.D
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: MA_IM07.D
* I/M program inputs for 2007 calendar year model run
* MA31 Exhaust I/M program for Light Duty pre-1996 MY vehicles <=10,0000 lb GVWR

* Reading non-default I/M CUTPOINTS from the following external
* data file: MA07_CUT.D
* Two-Speed Idle Exhaust I/M program for Heavy Duty vehicles >10,000 lb GVWR
* OBD Exhaust I/M program for Light Duty MY 1996+ vehicles <=10,000 lb GVWR
* Gas Cap Evap I/M program thru CY 2003 for all Light Duty vehicles <=8,500 lb GVWR
* Gas Cap Evap I/M program for all MY Heavy Duty vehicles >8,500 lb GVWR
* OBD + Gas Cap Evap I/M program for MY 1996 - 2003 Light Duty vehicles <=8,500 lb GVWR starting 2004
* OBD Evap I/M program for MY 2004+
  M601 Comment:
              User has enabled STAGE II REFUELING.


* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external
```

```
* data file: MA_LEV2.D

  Reading User Supplied Tier2 Exhaust bin phase-in fractions

     Data read from file: LEV2EXH.D

  Reading User Supplied Tier2 EVAP phase-in fractions

     Data read from file: LEV2EVAP.D
  Reading User Supplied Tier2 50K certification standards
     Data read from file: LEV2CERT.D

  M616 Comment:
               User has supplied post-1999 sulfur levels.
  M614 Comment:
               User supplied diesel sale fractions.

* # # # # # # # # # # # # # # # # # # # # # # # # #
* 2007 Idle Scenario - Winter (multiply g/mi by 2.5 mph to get g/hr)
* File 1, Run 1, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of  2.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
 HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

 LEV phase-in data read from file MA_LEV2.D
                     Calendar Year:  2007
                             Month:  Jan.
                          Altitude:  Low
               Minimum Temperature:  35.0 (F)
               Maximum Temperature:  45.0 (F)
                 Absolute Humidity:   75. grains/lb
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  Yes
                  Evap I/M Program:  Yes
                       ATP Program:  Yes
                  Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.3727    0.3586    0.1408              0.0359    0.0008    0.0014    0.0858    0.0040    1.0000
  ---------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     27.11     27.12     32.27     28.57     43.20     4.407     2.625    11.691    100.99    27.334
  ---------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* 2007 - Winter 25 MPH
* File 1, Run 1, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 25.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

 LEV phase-in data read from file MA_LEV2.D
                    Calendar Year:  2007
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  45.0 (F)
                Absolute Humidity:   75. grains/lb
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                          ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.3727    0.3586    0.1408              0.0359    0.0008    0.0014    0.0858    0.0040    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :     11.81     12.33     13.38     12.62      9.41     1.644     0.885     2.835     15.67    11.349
   ---------------------------------------------------------------------------------------------------------------------
```

```
*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: 2776-CO.IN (file 1, run 2).                           *
*********************************************************************
*
* 120 Kingston Street, Boston, Massachusetts
* *** Winter 2012 Microscale Analysis ***

* Reading Registration Distributions from the following external
* data file: 2005_REG.D
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.998     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
               0.999     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)
  M 49 Warning:
                1.00     MYR sum not = 1. (will normalize)

* Reading I/M program description records from the following external
* data file: MA12_IM.D
* I/M program inputs for 2012 calendar year model run
* MA31 Exhaust I/M program for Light Duty pre-1996 MY vehicles <=10,0000 lb GVWR

* Reading non-default I/M CUTPOINTS from the following external
* data file: MA12_CUT.D
* Two-Speed Idle Exhaust I/M program for Heavy Duty vehicles >10,000 lb GVWR
* OBD Exhaust I/M program for Light Duty MY 1996+ vehicles <=10,000 lb GVWR
* Gas Cap Evap I/M program thru CY 2003 for all Light Duty vehicles <=8,500 lb GVWR
* Gas Cap Evap I/M program for all MY Heavy Duty vehicles >8,500 lb GVWR
* OBD + Gas Cap Evap I/M program for MY 1996 - 2003 Light Duty vehicles <=8,500 lb GVWR starting 2004
* OBD Evap I/M program for MY 2004+
  M601 Comment:
              User has enabled STAGE II REFUELING.


* Reading 94+ LEV IMPLEMENTATION SCHEDULE from the following external
```

```
* data file: MA_LEV2.D

  Reading User Supplied Tier2 Exhaust bin phase-in fractions

     Data read from file: LEV2EXH.D

  Reading User Supplied Tier2 EVAP phase-in fractions
     Data read from file: LEV2EVAP.D
  Reading User Supplied Tier2 50K certification standards

     Data read from file: LEV2CERT.D

  M616 Comment:
               User has supplied post-1999 sulfur levels.
  M614 Comment:
               User supplied diesel sale fractions.

* # # # # # # # # # # # # # # # # # # # # # # # # #
* 2012 Idle Scenario - Winter (multiply g/mi by 2.5 mph to get g/hr)
* File 1, Run 2, Scenario 1.
* # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of  2.5
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
  M 48 Warning:
              there are no sales for vehicle class HDGV8b
 HDDV DEFEAT DEVICE EFFECTS ARE PRESENT. THE REBUILD FRACTION IS 0.10.

 LEV phase-in data read from file MA_LEV2.D
                     Calendar Year:  2012
                             Month:  Jan.
                          Altitude:  Low
               Minimum Temperature:  35.0 (F)
               Maximum Temperature:  45.0 (F)
                 Absolute Humidity:   75. grains/lb
               Fuel Sulfur Content:   30. ppm

               Exhaust I/M Program:  Yes
                  Evap I/M Program:  Yes
                       ATP Program:  Yes
                  Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
               GVWR:                <6000     >6000     (All)
                       ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
   VMT Distribution:    0.3121    0.4027    0.1582              0.0364    0.0002    0.0015    0.0852    0.0038    1.0000
  ------------------------------------------------------------------------------------------------------------------------
 Composite Emission Factors (g/mi):
     Composite CO  :     21.34     19.91     21.56     20.37     36.58     3.991     1.489     5.849    100.99    20.301
  ------------------------------------------------------------------------------------------------------------------------
```

```
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
* 2012 Winter 25 MPH
* File 1, Run 2, Scenario 2.
* # # # # # # # # # # # # # # # # # # # # # # # # # # #
  M583 Warning:
            The user supplied arterial average speed of 25.0
            will be used for all hours of the day.  100% of VMT
            has been assigned to the arterial/collector roadway
            type for all hours of the day and all vehicle types.
  M112 Warning:
               Wintertime Reformulated Gasoline Rules Apply
  M 48 Warning:
              there are no sales for vehicle class HDGV8b

 LEV phase-in data read from file MA_LEV2.D
                    Calendar Year:  2012
                            Month:  Jan.
                         Altitude:  Low
              Minimum Temperature:  35.0 (F)
              Maximum Temperature:  45.0 (F)
                Absolute Humidity:   75. grains/lb
              Fuel Sulfur Content:   30. ppm

              Exhaust I/M Program:  Yes
                 Evap I/M Program:  Yes
                      ATP Program:  Yes
                 Reformulated Gas:  Yes

       Vehicle Type:      LDGV    LDGT12    LDGT34      LDGT      HDGV      LDDV      LDDT      HDDV        MC   All Veh
                GVWR:                <6000     >6000     (All)
                          ------    ------    ------    ------    ------    ------    ------    ------    ------    ------
    VMT Distribution:    0.3121    0.4027    0.1582              0.0364    0.0002    0.0015    0.0852    0.0038    1.0000
   ---------------------------------------------------------------------------------------------------------------------
  Composite Emission Factors (g/mi):
      Composite CO  :      9.96      9.38      9.57      9.43      7.97     1.385     0.489     1.418     15.67     8.871
   ---------------------------------------------------------------------------------------------------------------------
```

INTERSECTION DATA FOR
ESSEX STREET/LINCOLN STREET/SURFACE ARTERY

Approach	Number of Lanes	Movements	Red Signal Time (seconds)*
Essex Street (EB)	1	Left	71
Essex Street (EB)	1	Thru	71
Essex Street (EB)	1	Right	71
Surface Artery (SB)	1	Thru/Right	61
Surface Artery (SB)	1	Thru	61
Surface Artery (SB)	1	Thru/Left	61
Lincoln Street (NB)	1	Right/Thru	71
Lincoln Street (NB)	2	Thru	71

* The red signal time is the same for the 2007 Existing, 2012 No-Build, and 2012 Build cases. Total signal time is 100 seconds for all cases.

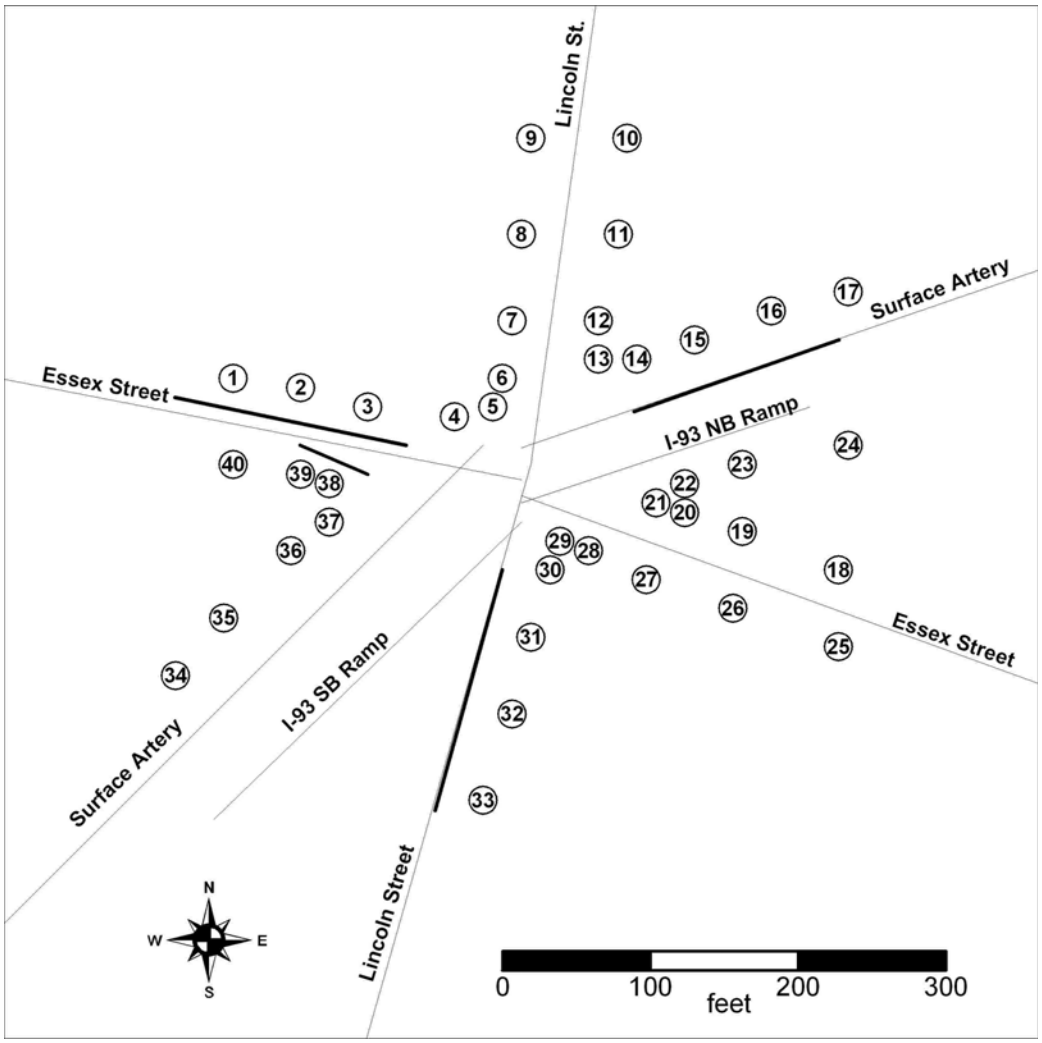


Figure: Modeled Roadways and Receptors – Essex Street/Lincoln Street/Surface Artery

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2007 EXIST 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:16

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT)				*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
	*	X1	Y1	X2	Y2	*									
1. LINCOLN N FRE FLOW	*	6.5	39.0	463.1	3287.9	*	3281.	8.	AG	304.	11.3	1.1	52.2		
2. LINCOLN S FRE FLOW	*	6.5	39.0	-897.8	-3114.7	*	3281.	196.	AG	518.	11.3	1.1	54.7		
3. ESSEX EAST FRE FLO	*	0.0	17.9	3082.9	-1104.2	*	3281.	110.	AG	388.	11.3	1.1	44.1		
4. ESSEX WEST FRE FLO	*	0.0	28.6	-3209.1	654.6	*	3270.	281.	AG	1238.	11.3	1.1	50.2		
5. SURF ART. NE FR FL	*	0.0	50.4	3102.1	1118.5	*	3281.	71.	AG	1221.	11.3	1.1	56.3		
6. SURF ART. SW FR FL	*	-26.0	52.0	-2345.9	-2267.9	*	3281.	225.	AG	1327.	11.3	1.1	58.3		
7. 93 NB RMP FREE FLO	*	0.0	13.0	195.0	78.0	*	206.	72.	AG	722.	11.3	1.1	44.1		
8. 93 SB RMP FREE FLO	*	0.0	0.0	-208.0	-201.5	*	290.	226.	AG	251.	11.3	1.1	44.1		
9. ESSEX RT QUEUE	*	-104.0	32.5	-924.5	384.1	*	893.	293.	AG	130.	100.0	1.1	11.0	1.16	45.3
10. ESSEX LT/TH QUEUE	*	-78.0	52.0	-274.4	92.9	*	201.	282.	AG	260.	100.0	1.1	22.0	0.97	10.2
11. LINCOLN ALL QUEUE	*	-13.0	-32.5	-31.0	-96.8	*	67.	196.	AG	390.	100.0	1.1	33.0	0.43	3.4
12. SURF ARTRY SB QUEUE	*	76.4	74.8	204.4	119.9	*	136.	71.	AG	335.	100.0	1.1	36.0	0.73	6.9

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2007 EXIST 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:16

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. ESSEX RT QUEUE	100	71	2.0	464	1600	68.30	2	3
10. ESSEX LT/TH QUEUE	100	71	2.0	774	1600	68.30	2	3
11. LINCOLN ALL QUEUE	100	71	2.0	518	1600	68.30	2	3
12. SURF ARTRY SB QUEUE	100	61	2.0	1221	1600	68.30	2	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. RECEPTOR NO. 1	-195.0	97.5	5.9
2. RECEPTOR NO. 2	-149.5	91.0	5.9
3. RECEPTOR NO. 3	-104.0	78.0	5.9
4. RECEPTOR NO. 4	-45.5	71.5	5.9
5. RECEPTOR NO. 5	-19.5	78.0	5.9
6. RECEPTOR NO. 6	-13.0	97.5	5.9
7. RECEPTOR NO. 7	-6.5	136.5	5.9
8. RECEPTOR NO. 8	0.0	195.0	5.9
9. RECEPTOR NO. 9	6.5	260.0	5.9
10. RECEPTOR NO. 10	71.5	260.0	5.9
11. RECEPTOR NO. 11	65.5	195.0	5.9
12. RECEPTOR NO. 12	52.0	136.5	5.9
13. RECEPTOR NO. 13	52.0	110.5	5.9
14. RECEPTOR NO. 14	78.0	110.5	5.9
15. RECEPTOR NO. 15	117.0	123.5	5.9
16. RECEPTOR NO. 16	169.0	143.0	5.9
17. RECEPTOR NO. 17	221.0	156.0	5.9
18. RECEPTOR NO. 18	214.5	-32.5	5.9
19. RECEPTOR NO. 19	149.5	-6.5	5.9
20. RECEPTOR NO. 20	110.5	6.5	5.9
21. RECEPTOR NO. 21	91.0	13.0	5.9
22. RECEPTOR NO. 22	110.5	26.0	5.9
23. RECEPTOR NO. 23	149.5	39.0	5.9
24. RECEPTOR NO. 24	221.0	52.0	5.9
25. RECEPTOR NO. 25	214.5	-84.5	5.9
26. RECEPTOR NO. 26	143.0	-58.5	5.9
27. RECEPTOR NO. 27	84.5	-39.0	5.9
28. RECEPTOR NO. 28	45.5	-19.5	5.9
29. RECEPTOR NO. 29	26.0	-13.0	5.9
30. RECEPTOR NO. 30	19.5	-32.5	5.9
31. RECEPTOR NO. 31	6.5	-78.0	5.9
32. RECEPTOR NO. 32	-6.5	-130.0	5.9
33. RECEPTOR NO. 33	-26.0	-188.5	5.9
34. RECEPTOR NO. 34	-234.0	-104.0	5.9
35. RECEPTOR NO. 35	-201.5	-65.0	5.9
36. RECEPTOR NO. 36	-156.0	-19.5	5.9
37. RECEPTOR NO. 37	-130.0	0.0	5.9
38. RECEPTOR NO. 38	-130.0	26.0	5.9
39. RECEPTOR NO. 39	-149.5	32.5	5.9
40. RECEPTOR NO. 40	-195.0	39.0	5.9

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2007 EXIST 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.3	0.7	1.1
10.	0.0	0.0	0.0	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.7	1.0
20.	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.6	1.0
30.	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	1.0
40.	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.8
50.	0.0	0.0	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.3	0.7
60.	0.0	0.1	0.1	0.4	0.5	0.2	0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.4	0.3	0.3	0.4	0.2	0.3	0.5
70.	0.2	0.3	0.4	0.8	1.0	0.7	0.3	0.2	0.2	0.1	0.2	0.3	0.6	0.9	0.8	0.6	0.7	0.1	0.2	0.3
80.	0.4	0.4	0.7	1.2	1.3	1.0	0.5	0.3	0.3	0.2	0.2	0.5	1.0	1.4	1.2	0.7	0.8	0.0	0.1	0.1
90.	0.5	0.8	0.8	1.1	1.2	1.2	0.6	0.3	0.3	0.2	0.3	0.7	1.3	1.5	1.3	0.8	0.7	0.0	0.0	0.0
100.	1.2	1.0	0.9	1.1	1.0	1.0	0.8	0.4	0.3	0.2	0.2	0.8	1.4	1.7	1.4	0.8	0.6	0.1	0.1	0.1
110.	1.6	1.3	1.1	1.1	0.9	1.0	1.0	0.5	0.2	0.2	0.3	1.0	1.4	1.7	1.4	0.8	0.5	0.2	0.2	0.2
120.	2.0	1.5	1.4	0.9	0.8	0.8	0.9	0.7	0.3	0.2	0.5	1.1	1.3	1.7	1.7	1.1	0.5	0.3	0.2	0.2
130.	2.0	1.7	1.6	0.9	0.6	0.6	0.7	0.8	0.4	0.2	0.6	1.1	1.2	1.5	1.5	1.1	0.5	0.2	0.2	0.2
140.	2.1	1.9	1.7	0.9	0.7	0.6	0.6	0.7	0.4	0.3	0.7	1.0	1.1	1.5	1.5	1.2	0.4	0.2	0.2	0.2
150.	2.0	1.8	1.8	0.9	0.7	0.6	0.5	0.5	0.5	0.4	0.7	0.9	0.9	1.4	1.5	1.2	0.4	0.2	0.2	0.2
160.	1.8	1.7	1.7	1.1	0.9	0.8	0.5	0.5	0.4	0.5	0.6	0.8	0.8	1.4	1.5	1.4	0.4	0.2	0.1	0.1
170.	1.7	1.6	1.7	1.3	0.9	0.8	0.7	0.5	0.4	0.4	0.5	0.6	0.7	1.3	1.5	1.4	0.4	0.1	0.1	0.1
180.	1.7	1.6	1.6	1.3	1.0	0.9	0.8	0.6	0.6	0.3	0.4	0.6	0.6	1.1	1.4	1.4	0.5	0.1	0.1	0.1
190.	1.7	1.6	1.6	1.4	1.1	0.8	0.9	0.5	0.5	0.5	0.7	0.7	0.9	1.1	1.5	1.4	0.6	0.1	0.1	0.1
200.	1.6	1.6	1.7	1.2	1.2	1.0	0.7	0.6	0.5	0.6	0.6	1.0	1.1	1.1	1.6	1.5	1.1	0.1	0.2	0.2
210.	1.6	1.6	1.8	1.3	1.1	1.0	0.7	0.5	0.5	0.6	0.8	0.9	1.2	1.2	1.7	1.9	1.3	0.2	0.2	0.2
220.	1.7	1.5	1.8	1.4	1.3	1.1	0.8	0.8	0.6	0.6	0.7	1.0	1.1	1.3	1.7	2.0	1.8	0.2	0.3	0.4
230.	1.7	1.4	1.7	1.4	1.3	1.0	0.8	0.7	0.4	0.6	0.6	0.9	1.1	1.2	1.7	2.0	2.0	0.3	0.5	0.6
240.	1.7	1.5	1.6	1.3	1.2	0.9	0.7	0.5	0.3	0.4	0.7	0.8	0.9	1.0	1.1	1.5	1.9	0.5	0.5	0.7
250.	1.7	1.5	1.8	1.3	1.1	0.9	0.6	0.4	0.2	0.4	0.5	0.7	0.9	1.0	0.9	0.9	1.3	0.6	0.7	0.7
260.	1.8	1.7	1.9	1.6	1.3	0.9	0.6	0.4	0.2	0.3	0.5	0.6	0.7	0.9	0.9	0.7	0.9	0.5	0.8	0.8
270.	1.7	1.6	2.0	1.7	1.2	0.9	0.5	0.3	0.2	0.3	0.4	0.5	0.7	0.8	0.7	0.5	0.6	0.6	1.1	1.2
280.	1.3	1.3	1.6	1.3	0.9	0.5	0.3	0.2	0.1	0.2	0.3	0.4	0.5	0.5	0.4	0.2	0.3	1.0	1.0	1.3
290.	0.7	0.7	0.9	0.7	0.4	0.2	0.2	0.0	0.0	0.1	0.1	0.2	0.3	0.3	0.2	0.0	0.1	0.8	0.9	1.1
300.	0.3	0.2	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.7	0.8	0.7
310.	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.5	0.4
320.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.6	0.6	0.6
330.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.6	0.7	0.7
340.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.6	0.8	0.8
350.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.5	0.8	1.0
MAX	2.1	1.9	2.0	1.7	1.3	1.2	1.0	0.8	0.6	0.6	0.8	1.1	1.4	1.7	1.7	2.0	2.0	1.0	1.1	1.3
DEGR.	140	140	270	270	80	90	110	130	180	200	210	120	100	100	120	220	230	280	270	280

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2007 EXIST 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) * REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	1.1	1.2	1.1	0.4	0.3	0.7	0.7	0.7	0.8	0.7	0.8	1.2	0.9	0.4	0.5	0.6	0.9	1.3	1.3	1.1
10.	1.0	1.2	1.2	0.3	0.2	0.7	0.7	0.8	0.9	0.8	0.7	0.8	0.7	0.4	0.5	0.6	0.9	1.2	1.4	1.1
20.	1.2	1.2	1.2	0.3	0.2	0.6	0.8	0.9	0.9	0.8	0.7	0.5	0.6	0.4	0.5	0.7	1.0	1.3	1.4	1.1
30.	1.2	1.2	1.0	0.3	0.2	0.4	0.7	1.0	1.0	0.9	0.6	0.5	0.5	0.5	0.5	0.6	0.8	1.3	1.3	1.1
40.	1.1	1.2	1.0	0.3	0.3	0.3	0.6	1.0	1.1	1.0	0.6	0.5	0.2	0.4	0.6	0.6	0.9	1.2	1.3	1.1
50.	1.0	1.0	0.7	0.4	0.3	0.3	0.6	0.9	1.2	0.9	0.6	0.4	0.2	0.8	0.8	0.9	1.1	1.4	1.4	1.3
60.	0.8	0.8	0.6	0.4	0.4	0.4	0.5	0.8	1.1	0.7	0.4	0.3	0.2	1.1	0.8	1.1	1.2	1.6	1.6	1.4
70.	0.4	0.5	0.5	0.3	0.3	0.3	0.4	0.5	0.7	0.5	0.3	0.2	0.1	1.0	1.2	1.2	1.4	1.8	1.8	1.9
80.	0.2	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.4	0.2	0.2	0.1	0.0	0.8	1.0	1.2	1.3	1.7	2.0	1.9
90.	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.0	0.8	0.9	0.9	1.2	1.4	1.6	1.6
100.	0.1	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.6	0.8	0.8	0.8	1.1	1.5	1.2
110.	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.1	0.1	0.0	0.0	0.5	0.6	0.9	0.9	0.8	1.0	0.8
120.	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.5	0.5	0.7	0.8	0.8	0.7	0.6
130.	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.5	0.5	0.6	0.8	0.7	0.7	0.5
140.	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.7	0.6	0.7	0.4
150.	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.6	0.5	0.5	0.3
160.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.4	0.4	0.3
170.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.5	0.4	0.3
180.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.6	0.6	0.6	0.6	0.5	0.4	0.3
190.	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.3	0.3	0.2	0.2	0.2	0.6	0.6	0.6	0.6	0.5	0.4	0.4
200.	0.2	0.2	0.2	0.2	0.0	0.1	0.1	0.3	0.6	0.6	0.3	0.3	0.3	0.6	0.6	0.6	0.6	0.5	0.4	0.3
210.	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.4	0.9	0.8	0.4	0.3	0.3	0.7	0.7	0.7	0.7	0.5	0.4	0.3
220.	0.5	0.4	0.4	0.3	0.1	0.2	0.2	0.7	1.3	1.2	0.6	0.4	0.4	0.7	0.6	0.6	0.7	0.4	0.4	0.2
230.	0.8	0.7	0.6	0.5	0.2	0.2	0.4	1.0	1.3	1.5	0.8	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.2	0.1
240.	0.9	0.8	0.8	0.5	0.2	0.3	0.5	1.2	1.3	1.6	1.1	0.4	0.4	0.2	0.1	0.1	0.2	0.1	0.1	0.0
250.	1.0	1.0	0.8	0.6	0.2	0.4	0.6	1.0	1.0	1.5	1.3	0.4	0.4	0.0	0.0	0.0	0.0	0.1	0.1	0.1
260.	0.9	1.1	1.2	0.8	0.2	0.5	0.7	0.8	0.8	1.3	1.4	0.4	0.4	0.0	0.0	0.0	0.0	0.1	0.2	0.1
270.	1.1	1.5	1.2	1.2	0.3	0.6	0.7	0.9	1.0	1.2	1.6	0.4	0.4	0.0	0.0	0.1	0.1	0.3	0.4	0.3
280.	1.5	1.3	1.4	1.4	0.7	1.0	1.0	1.3	1.5	1.3	1.7	0.5	0.5	0.1	0.1	0.2	0.4	1.0	0.9	0.8
290.	1.4	1.2	1.3	1.2	0.8	0.9	1.2	1.4	1.8	1.4	2.0	0.6	0.5	0.2	0.2	0.4	0.7	1.4	1.5	1.2
300.	0.9	0.8	1.0	1.1	0.9	0.9	1.0	1.2	1.6	1.4	2.2	0.9	0.7	0.2	0.3	0.6	0.9	1.7	1.8	1.3
310.	0.6	0.7	1.1	1.0	0.6	0.6	0.9	0.9	1.3	1.2	2.0	1.0	0.7	0.3	0.3	0.7	1.1	1.7	1.7	1.4
320.	0.6	0.8	1.1	0.9	0.5	0.5	0.5	0.9	0.9	0.9	1.9	1.3	0.7	0.3	0.3	0.8	1.1	1.6	1.6	1.3
330.	0.7	1.1	1.2	0.8	0.6	0.6	0.6	0.8	0.8	0.6	1.6	1.5	0.7	0.3	0.4	0.8	0.9	1.5	1.5	1.4
340.	0.8	1.2	1.2	0.7	0.6	0.7	0.7	0.7	0.7	0.8	1.2	1.3	0.6	0.3	0.5	0.7	0.9	1.4	1.5	1.2
350.	0.9	1.3	1.3	0.5	0.4	0.8	0.6	0.6	0.7	0.6	1.0	1.1	0.8	0.3	0.5	0.7	0.9	1.3	1.3	1.1
MAX	1.5	1.5	1.4	1.4	0.9	1.0	1.2	1.4	1.8	1.6	2.2	1.5	0.9	1.1	1.2	1.2	1.4	1.8	2.0	1.9
DEGR.	280	270	280	280	300	280	290	290	290	240	300	330	0	60	70	70	70	70	80	70

THE HIGHEST CONCENTRATION OF 2.20 PPM OCCURRED AT RECEPTOR REC31.

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 NO-BUILD 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:24

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. LINCOLN N FRE FLOW	*	6.5	39.0	463.1	3287.9	*	3281.	8.	AG	317.	8.9	1.1	52.2		
2. LINCOLN S FRE FLOW	*	6.5	39.0	-897.8	-3114.7	*	3281.	196.	AG	562.	8.9	1.1	54.7		
3. ESSEX EAST FRE FLO	*	0.0	17.9	3082.9	-1104.2	*	3281.	110.	AG	414.	8.9	1.1	44.1		
4. ESSEX WEST FRE FLO	*	0.0	28.6	-3209.1	654.6	*	3270.	281.	AG	1448.	8.9	1.1	50.2		
5. SURF ART. NE FR FL	*	0.0	50.4	3102.1	1118.5	*	3281.	71.	AG	1374.	8.9	1.1	56.3		
6. SURF ART. SW FR FL	*	-26.0	52.0	-2345.9	-2267.9	*	3281.	225.	AG	1482.	8.9	1.1	58.3		
7. 93 NB RMP FREE FLO	*	0.0	13.0	195.0	78.0	*	206.	72.	AG	866.	8.9	1.1	44.1		
8. 93 SB RMP FREE FLO	*	0.0	0.0	-208.0	-201.5	*	290.	226.	AG	298.	8.9	1.1	44.1		
9. ESSEX RT QUEUE	*	-104.0	32.5	-1670.7	703.9	*	1705.	293.	AG	97.	100.0	1.1	11.0	1.36	86.6
10. ESSEX LT/TH QUEUE	*	-78.0	52.0	-839.8	210.7	*	778.	282.	AG	193.	100.0	1.1	22.0	1.13	39.5
11. LINCOLN ALL QUEUE	*	-13.0	-32.5	-32.6	-102.4	*	73.	196.	AG	290.	100.0	1.1	33.0	0.47	3.7
12. SURF ARTRY SB QUEUE	*	76.4	74.8	220.5	125.6	*	153.	71.	AG	249.	100.0	1.1	36.0	0.82	7.8

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 NO-BUILD 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:24

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. ESSEX RT QUEUE	100	71	2.0	542	1600	50.80	2	3
10. ESSEX LT/TH QUEUE	100	71	2.0	907	1600	50.80	2	3
11. LINCOLN ALL QUEUE	100	71	2.0	562	1600	50.80	2	3
12. SURF ARTRY SB QUEUE	100	61	2.0	1374	1600	50.80	2	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. RECEPTOR NO. 1	-195.0	97.5	5.9
2. RECEPTOR NO. 2	-149.5	91.0	5.9
3. RECEPTOR NO. 3	-104.0	78.0	5.9
4. RECEPTOR NO. 4	-45.5	71.5	5.9
5. RECEPTOR NO. 5	-19.5	78.0	5.9
6. RECEPTOR NO. 6	-13.0	97.5	5.9
7. RECEPTOR NO. 7	-6.5	136.5	5.9
8. RECEPTOR NO. 8	0.0	195.0	5.9
9. RECEPTOR NO. 9	6.5	260.0	5.9
10. RECEPTOR NO. 10	71.5	260.0	5.9
11. RECEPTOR NO. 11	65.5	195.0	5.9
12. RECEPTOR NO. 12	52.0	136.5	5.9
13. RECEPTOR NO. 13	52.0	110.5	5.9
14. RECEPTOR NO. 14	78.0	110.5	5.9
15. RECEPTOR NO. 15	117.0	123.5	5.9
16. RECEPTOR NO. 16	169.0	143.0	5.9
17. RECEPTOR NO. 17	221.0	156.0	5.9
18. RECEPTOR NO. 18	214.5	-32.5	5.9
19. RECEPTOR NO. 19	149.5	-6.5	5.9
20. RECEPTOR NO. 20	110.5	6.5	5.9
21. RECEPTOR NO. 21	91.0	13.0	5.9
22. RECEPTOR NO. 22	110.5	26.0	5.9
23. RECEPTOR NO. 23	149.5	39.0	5.9
24. RECEPTOR NO. 24	221.0	52.0	5.9
25. RECEPTOR NO. 25	214.5	-84.5	5.9
26. RECEPTOR NO. 26	143.0	-58.5	5.9
27. RECEPTOR NO. 27	84.5	-39.0	5.9
28. RECEPTOR NO. 28	45.5	-19.5	5.9
29. RECEPTOR NO. 29	26.0	-13.0	5.9
30. RECEPTOR NO. 30	19.5	-32.5	5.9
31. RECEPTOR NO. 31	6.5	-78.0	5.9
32. RECEPTOR NO. 32	-6.5	-130.0	5.9
33. RECEPTOR NO. 33	-26.0	-188.5	5.9
34. RECEPTOR NO. 34	-234.0	-104.0	5.9
35. RECEPTOR NO. 35	-201.5	-65.0	5.9
36. RECEPTOR NO. 36	-156.0	-19.5	5.9
37. RECEPTOR NO. 37	-130.0	0.0	5.9
38. RECEPTOR NO. 38	-130.0	26.0	5.9
39. RECEPTOR NO. 39	-149.5	32.5	5.9
40. RECEPTOR NO. 40	-195.0	39.0	5.9

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 NO-BUILD 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.2	0.6	0.9
10.	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.6	0.8
20.	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.8
30.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.8
40.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.8
50.	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.6
60.	0.0	0.1	0.1	0.4	0.4	0.2	0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.4	0.3	0.2	0.3	0.2	0.2	0.5
70.	0.1	0.3	0.4	0.7	0.8	0.5	0.3	0.2	0.2	0.1	0.1	0.2	0.6	0.7	0.8	0.5	0.6	0.1	0.2	0.2
80.	0.4	0.4	0.6	1.0	1.1	0.8	0.5	0.3	0.2	0.2	0.2	0.4	0.9	1.2	1.0	0.8	0.7	0.0	0.1	0.1
90.	0.5	0.5	0.7	0.9	1.1	1.0	0.6	0.3	0.3	0.2	0.2	0.5	1.0	1.3	1.2	0.8	0.7	0.0	0.0	0.0
100.	1.0	0.9	0.8	0.8	0.8	0.9	0.7	0.4	0.2	0.2	0.3	0.7	1.1	1.4	1.2	0.8	0.5	0.1	0.1	0.1
110.	1.4	1.1	0.9	0.7	0.9	0.9	0.7	0.5	0.2	0.1	0.3	0.8	1.1	1.4	1.2	0.9	0.5	0.2	0.2	0.2
120.	1.6	1.1	1.2	0.7	0.7	0.7	0.7	0.5	0.3	0.1	0.4	0.9	1.1	1.3	1.3	1.0	0.4	0.2	0.2	0.2
130.	1.6	1.4	1.2	0.9	0.6	0.6	0.7	0.6	0.4	0.2	0.5	0.9	1.0	1.3	1.3	1.0	0.4	0.2	0.2	0.2
140.	1.7	1.5	1.3	0.9	0.7	0.6	0.6	0.5	0.4	0.3	0.6	0.8	0.9	1.2	1.2	0.9	0.4	0.2	0.2	0.2
150.	1.4	1.5	1.4	0.8	0.6	0.5	0.5	0.4	0.5	0.3	0.6	0.6	0.7	1.1	1.1	0.9	0.4	0.1	0.1	0.1
160.	1.5	1.5	1.4	0.9	0.7	0.7	0.4	0.3	0.4	0.4	0.6	0.5	0.6	1.2	1.2	1.1	0.5	0.1	0.1	0.1
170.	1.5	1.4	1.4	1.0	0.7	0.7	0.6	0.4	0.2	0.4	0.5	0.4	0.5	1.0	1.1	1.1	0.6	0.1	0.1	0.1
180.	1.5	1.4	1.4	1.2	0.9	0.9	0.6	0.6	0.4	0.3	0.4	0.4	0.5	0.8	1.0	1.0	0.8	0.1	0.1	0.1
190.	1.3	1.4	1.5	1.1	1.0	0.8	0.7	0.5	0.5	0.4	0.4	0.5	0.6	0.9	1.2	1.2	0.9	0.1	0.1	0.1
200.	1.3	1.3	1.4	1.1	1.0	0.7	0.7	0.4	0.5	0.6	0.6	0.9	0.8	0.8	1.4	1.3	1.2	0.1	0.2	0.2
210.	1.4	1.4	1.4	1.1	1.0	0.9	0.7	0.5	0.4	0.4	0.7	0.8	1.0	0.9	1.4	1.4	1.4	0.2	0.2	0.2
220.	1.4	1.3	1.4	1.3	1.1	1.0	0.7	0.5	0.4	0.5	0.6	0.7	1.1	1.1	1.4	1.7	1.7	0.2	0.3	0.4
230.	1.3	1.3	1.3	1.2	1.1	0.9	0.8	0.5	0.3	0.4	0.5	0.8	0.9	1.0	1.4	1.7	1.7	0.3	0.5	0.6
240.	1.4	1.2	1.4	1.1	1.0	0.8	0.6	0.5	0.3	0.3	0.5	0.6	0.8	1.0	1.1	1.2	1.6	0.2	0.5	0.6
250.	1.4	1.4	1.4	1.1	1.0	0.8	0.6	0.5	0.3	0.4	0.6	0.7	0.8	0.7	0.8	0.8	1.1	0.3	0.6	0.6
260.	1.7	1.5	1.6	1.4	1.1	0.8	0.6	0.5	0.3	0.4	0.6	0.6	0.8	0.9	0.6	0.7	0.9	0.4	0.6	0.7
270.	1.8	1.6	1.8	1.6	1.1	0.9	0.5	0.4	0.3	0.4	0.5	0.6	0.8	0.9	0.6	0.6	0.5	0.6	0.7	1.1
280.	1.6	1.3	1.5	1.3	1.0	0.7	0.4	0.3	0.2	0.2	0.4	0.5	0.6	0.6	0.4	0.3	0.4	1.0	1.0	1.3
290.	1.0	0.8	0.9	0.7	0.5	0.3	0.2	0.0	0.0	0.1	0.1	0.3	0.4	0.4	0.2	0.0	0.0	0.9	1.0	1.1
300.	0.4	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.6	0.5	0.7
310.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.4	0.4
320.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.5	0.5
330.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.6	0.6
340.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.6	0.7
350.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.6	0.8
MAX	1.8	1.6	1.8	1.6	1.1	1.0	0.8	0.6	0.5	0.6	0.7	0.9	1.1	1.4	1.4	1.7	1.7	1.0	1.0	1.3
DEGR.	270	270	270	270	80	90	230	130	150	200	210	200	100	100	200	220	220	280	280	280

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 NO-BUILD 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	0.8	1.1	1.0	0.4	0.3	0.5	0.7	0.6	0.7	0.7	0.7	1.1	0.7	0.3	0.5	0.5	0.7	1.0	1.0	1.0
10.	0.9	1.0	1.0	0.3	0.3	0.5	0.7	0.7	0.6	0.7	0.4	0.7	0.7	0.3	0.5	0.5	0.7	1.0	1.0	1.0
20.	0.9	1.1	1.0	0.2	0.2	0.5	0.7	0.7	0.7	0.6	0.6	0.5	0.5	0.3	0.5	0.5	0.7	1.0	1.0	1.0
30.	1.1	1.1	1.0	0.3	0.2	0.4	0.7	0.8	0.9	0.7	0.6	0.3	0.4	0.4	0.5	0.5	0.6	1.0	1.0	1.0
40.	1.0	1.0	0.9	0.3	0.2	0.3	0.6	0.9	1.0	0.9	0.6	0.4	0.2	0.4	0.4	0.6	0.7	1.0	1.0	1.0
50.	0.9	1.0	0.8	0.3	0.2	0.3	0.5	0.9	1.0	0.9	0.5	0.3	0.1	0.8	0.6	0.6	0.7	1.1	1.0	1.0
60.	0.6	0.8	0.7	0.3	0.2	0.3	0.3	0.6	0.8	0.6	0.4	0.2	0.1	0.9	0.8	0.9	1.0	1.4	1.3	1.2
70.	0.4	0.5	0.5	0.2	0.2	0.2	0.3	0.5	0.7	0.4	0.2	0.1	0.1	0.9	1.0	1.1	1.2	1.6	1.5	1.4
80.	0.2	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.4	0.2	0.1	0.1	0.0	0.7	0.6	0.9	1.0	1.4	1.7	1.7
90.	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.5	0.8	0.9	0.9	1.3	1.4	1.3
100.	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.4	0.7	0.8	0.7	1.0	1.0	1.0
110.	0.2	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.4	0.5	0.7	0.8	0.8	0.7	0.6
120.	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.6	0.6	0.7	0.6	0.4
130.	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.7	0.6	0.6	0.3
140.	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.6	0.6	0.4	0.3
150.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.6	0.5	0.4	0.3
160.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.5	0.4	0.4	0.3
170.	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.4	0.4	0.3
180.	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.4	0.4	0.3
190.	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.2	0.1	0.2	0.6	0.5	0.5	0.6	0.5	0.4	0.3
200.	0.2	0.2	0.2	0.0	0.0	0.1	0.1	0.2	0.5	0.5	0.2	0.2	0.3	0.5	0.5	0.5	0.5	0.4	0.3	0.2
210.	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.4	0.8	0.7	0.4	0.3	0.3	0.6	0.6	0.6	0.6	0.4	0.3	0.3
220.	0.4	0.4	0.4	0.2	0.1	0.1	0.2	0.6	1.0	0.9	0.5	0.3	0.3	0.6	0.5	0.5	0.6	0.4	0.3	0.2
230.	0.6	0.7	0.6	0.3	0.1	0.2	0.4	0.7	1.1	1.3	0.8	0.4	0.3	0.4	0.3	0.3	0.4	0.2	0.2	0.1
240.	0.8	0.8	0.6	0.4	0.1	0.3	0.5	0.9	1.0	1.3	1.0	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.0	0.0
250.	0.7	0.8	0.8	0.4	0.1	0.4	0.6	0.8	0.9	1.2	1.1	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1
260.	0.9	1.1	0.9	0.7	0.2	0.4	0.6	0.6	0.6	0.9	1.1	0.3	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.1
270.	1.2	1.2	1.2	1.3	0.3	0.6	0.7	0.8	0.9	1.0	1.1	0.3	0.3	0.0	0.0	0.1	0.2	0.4	0.5	0.4
280.	1.4	1.4	1.3	1.2	0.7	0.9	1.0	1.1	1.2	1.2	1.5	0.4	0.3	0.1	0.1	0.3	0.5	1.0	1.2	1.0
290.	1.2	1.1	1.2	1.2	0.8	0.9	1.2	1.5	1.5	1.4	1.7	0.7	0.5	0.3	0.3	0.6	0.8	1.5	1.6	1.5
300.	0.9	0.8	0.9	0.9	0.7	0.8	1.0	1.2	1.4	1.3	1.7	0.9	0.5	0.4	0.5	0.7	1.0	1.7	1.7	1.6
310.	0.4	0.7	1.0	0.7	0.6	0.6	0.8	0.8	1.0	1.0	1.6	1.1	0.5	0.5	0.5	0.8	1.0	1.5	1.6	1.4
320.	0.4	0.7	0.9	0.7	0.5	0.4	0.4	0.7	0.8	0.7	1.7	1.3	0.6	0.4	0.5	0.7	0.8	1.3	1.3	1.2
330.	0.6	0.8	1.0	0.6	0.5	0.4	0.3	0.6	0.8	0.5	1.3	1.2	0.6	0.4	0.5	0.6	0.8	1.2	1.3	1.0
340.	0.6	1.1	1.1	0.6	0.5	0.5	0.5	0.6	0.7	0.7	1.0	1.1	0.6	0.4	0.5	0.5	0.8	1.1	1.1	1.0
350.	0.8	1.0	1.0	0.5	0.4	0.5	0.6	0.6	0.7	0.6	0.8	1.0	0.7	0.3	0.5	0.5	0.8	1.1	1.0	1.0
MAX	1.4	1.4	1.3	1.3	0.8	0.9	1.2	1.5	1.5	1.4	1.7	1.3	0.7	0.9	1.0	1.1	1.2	1.7	1.7	1.7
DEGR.	280	280	280	270	290	280	290	290	290	290	290	320	0	60	70	70	70	300	80	80

THE HIGHEST CONCENTRATION OF 1.80 PPM OCCURRED AT RECEPTOR REC1 .

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 BUILD 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:28

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = 0.0 CM/S VD = 0.0 CM/S Z0 = 175. CM
U = 1.0 M/S CLAS = 4 (D) ATIM = 60. MINUTES MIXH = 1000. M AMB = 0.0 PPM

LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (FT) X1	Y1	X2	Y2	*	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. LINCOLN N FRE FLOW	*	6.5	39.0	463.1	3287.9	*	3281.	8.	AG	326.	8.9	1.1	52.2		
2. LINCOLN S FRE FLOW	*	6.5	39.0	-897.8	-3114.7	*	3281.	196.	AG	571.	8.9	1.1	54.7		
3. ESSEX EAST FRE FLO	*	0.0	17.9	3082.9	-1104.2	*	3281.	110.	AG	426.	8.9	1.1	44.1		
4. ESSEX WEST FRE FLO	*	0.0	28.6	-3209.1	654.6	*	3270.	281.	AG	1464.	8.9	1.1	50.2		
5. SURF ART. NE FR FL	*	0.0	50.4	3102.1	1118.5	*	3281.	71.	AG	1374.	8.9	1.1	56.3		
6. SURF ART. SW FR FL	*	-26.0	52.0	-2345.9	-2267.9	*	3281.	225.	AG	1483.	8.9	1.1	58.3		
7. 93 NB RMP FREE FLO	*	0.0	13.0	195.0	78.0	*	206.	72.	AG	871.	8.9	1.1	44.1		
8. 93 SB RMP FREE FLO	*	0.0	0.0	-208.0	-201.5	*	290.	226.	AG	303.	8.9	1.1	44.1		
9. ESSEX RT QUEUE	*	-104.0	32.5	-1728.1	728.5	*	1767.	293.	AG	97.	100.0	1.1	11.0	1.37	89.8
10. ESSEX LT/TH QUEUE	*	-78.0	52.0	-890.7	221.3	*	830.	282.	AG	193.	100.0	1.1	22.0	1.14	42.2
11. LINCOLN ALL QUEUE	*	-13.0	-32.5	-32.9	-103.5	*	74.	196.	AG	290.	100.0	1.1	33.0	0.47	3.7
12. SURF ARTRY SB QUEUE	*	76.4	74.8	220.5	125.6	*	153.	71.	AG	249.	100.0	1.1	36.0	0.82	7.8

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 BUILD 1-HR WEEKDAY AFTERNOON

DATE : 9/ 4/ 7
TIME : 13:13:28

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. ESSEX RT QUEUE	100	71	2.0	548	1600	50.80	2	3
10. ESSEX LT/TH QUEUE	100	71	2.0	916	1600	50.80	2	3
11. LINCOLN ALL QUEUE	100	71	2.0	571	1600	50.80	2	3
12. SURF ARTRY SB QUEUE	100	61	2.0	1374	1600	50.80	2	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. RECEPTOR NO. 1	-195.0	97.5	5.9
2. RECEPTOR NO. 2	-149.5	91.0	5.9
3. RECEPTOR NO. 3	-104.0	78.0	5.9
4. RECEPTOR NO. 4	-45.5	71.5	5.9
5. RECEPTOR NO. 5	-19.5	78.0	5.9
6. RECEPTOR NO. 6	-13.0	97.5	5.9
7. RECEPTOR NO. 7	-6.5	136.5	5.9
8. RECEPTOR NO. 8	0.0	195.0	5.9
9. RECEPTOR NO. 9	6.5	260.0	5.9
10. RECEPTOR NO. 10	71.5	260.0	5.9
11. RECEPTOR NO. 11	65.5	195.0	5.9
12. RECEPTOR NO. 12	52.0	136.5	5.9
13. RECEPTOR NO. 13	52.0	110.5	5.9
14. RECEPTOR NO. 14	78.0	110.5	5.9
15. RECEPTOR NO. 15	117.0	123.5	5.9
16. RECEPTOR NO. 16	169.0	143.0	5.9
17. RECEPTOR NO. 17	221.0	156.0	5.9
18. RECEPTOR NO. 18	214.5	-32.5	5.9
19. RECEPTOR NO. 19	149.5	-6.5	5.9
20. RECEPTOR NO. 20	110.5	6.5	5.9
21. RECEPTOR NO. 21	91.0	13.0	5.9
22. RECEPTOR NO. 22	110.5	26.0	5.9
23. RECEPTOR NO. 23	149.5	39.0	5.9
24. RECEPTOR NO. 24	221.0	52.0	5.9
25. RECEPTOR NO. 25	214.5	-84.5	5.9
26. RECEPTOR NO. 26	143.0	-58.5	5.9
27. RECEPTOR NO. 27	84.5	-39.0	5.9
28. RECEPTOR NO. 28	45.5	-19.5	5.9
29. RECEPTOR NO. 29	26.0	-13.0	5.9
30. RECEPTOR NO. 30	19.5	-32.5	5.9
31. RECEPTOR NO. 31	6.5	-78.0	5.9
32. RECEPTOR NO. 32	-6.5	-130.0	5.9
33. RECEPTOR NO. 33	-26.0	-188.5	5.9
34. RECEPTOR NO. 34	-234.0	-104.0	5.9
35. RECEPTOR NO. 35	-201.5	-65.0	5.9
36. RECEPTOR NO. 36	-156.0	-19.5	5.9
37. RECEPTOR NO. 37	-130.0	0.0	5.9
38. RECEPTOR NO. 38	-130.0	26.0	5.9
39. RECEPTOR NO. 39	-149.5	32.5	5.9
40. RECEPTOR NO. 40	-195.0	39.0	5.9

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 BUILD 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4	REC5	REC6	REC7	REC8	REC9	REC10	REC11	REC12	REC13	REC14	REC15	REC16	REC17	REC18	REC19	REC20
0.	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.2	0.6	0.9
10.	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.6	0.8
20.	0.0	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.8
30.	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.5	0.8
40.	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.3	0.8
50.	0.0	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.6
60.	0.0	0.1	0.1	0.4	0.4	0.2	0.2	0.1	0.1	0.0	0.0	0.1	0.2	0.4	0.3	0.2	0.3	0.2	0.2	0.5
70.	0.1	0.3	0.4	0.7	0.8	0.5	0.3	0.2	0.2	0.1	0.1	0.2	0.6	0.7	0.8	0.5	0.6	0.1	0.2	0.2
80.	0.4	0.4	0.6	1.0	1.1	0.8	0.5	0.3	0.2	0.2	0.2	0.4	0.9	1.2	1.0	0.8	0.7	0.0	0.1	0.1
90.	0.5	0.5	0.7	0.9	1.1	1.0	0.6	0.3	0.3	0.2	0.2	0.5	1.0	1.3	1.2	0.8	0.7	0.0	0.0	0.0
100.	1.0	0.9	0.8	0.9	0.8	0.9	0.7	0.4	0.2	0.2	0.3	0.7	1.1	1.4	1.2	0.8	0.5	0.1	0.1	0.1
110.	1.4	1.1	0.9	0.7	0.9	0.9	0.7	0.5	0.2	0.1	0.3	0.8	1.1	1.4	1.2	0.9	0.5	0.2	0.2	0.2
120.	1.6	1.1	1.2	0.8	0.7	0.7	0.7	0.5	0.3	0.1	0.4	0.9	1.1	1.3	1.3	1.0	0.4	0.2	0.2	0.2
130.	1.6	1.4	1.2	0.9	0.6	0.6	0.7	0.7	0.4	0.2	0.5	0.9	1.0	1.3	1.3	1.0	0.4	0.2	0.2	0.2
140.	1.7	1.5	1.3	0.9	0.7	0.6	0.6	0.5	0.4	0.3	0.6	0.8	0.9	1.2	1.2	0.9	0.4	0.2	0.2	0.2
150.	1.4	1.5	1.4	0.8	0.6	0.5	0.5	0.4	0.5	0.3	0.6	0.7	0.7	1.1	1.1	0.9	0.4	0.1	0.1	0.1
160.	1.5	1.5	1.5	1.0	0.7	0.8	0.4	0.3	0.4	0.4	0.6	0.5	0.6	1.2	1.2	1.1	0.5	0.1	0.1	0.1
170.	1.5	1.4	1.4	1.0	0.7	0.7	0.6	0.4	0.2	0.4	0.5	0.4	0.5	1.0	1.1	1.1	0.6	0.1	0.1	0.1
180.	1.5	1.4	1.4	1.2	0.9	0.9	0.6	0.6	0.4	0.3	0.4	0.4	0.6	0.8	1.0	1.0	0.8	0.1	0.1	0.1
190.	1.3	1.4	1.5	1.1	1.1	0.8	0.8	0.5	0.5	0.4	0.4	0.6	0.6	0.9	1.2	1.2	0.9	0.1	0.1	0.1
200.	1.3	1.3	1.4	1.1	1.0	0.7	0.7	0.5	0.5	0.6	0.6	0.9	0.8	0.8	1.4	1.3	1.2	0.1	0.2	0.2
210.	1.4	1.4	1.4	1.1	1.0	0.9	0.7	0.5	0.4	0.4	0.7	0.8	1.0	0.9	1.4	1.4	1.4	0.2	0.2	0.2
220.	1.4	1.3	1.4	1.3	1.1	1.0	0.7	0.5	0.4	0.5	0.6	0.8	1.1	1.1	1.4	1.7	1.7	0.2	0.3	0.4
230.	1.3	1.3	1.3	1.2	1.1	0.9	0.8	0.5	0.3	0.4	0.5	0.8	0.9	1.0	1.4	1.7	1.7	0.3	0.5	0.6
240.	1.4	1.3	1.4	1.1	1.0	0.8	0.6	0.5	0.3	0.3	0.5	0.6	0.8	1.0	1.1	1.2	1.6	0.2	0.5	0.6
250.	1.4	1.4	1.4	1.1	1.0	0.8	0.6	0.5	0.4	0.4	0.6	0.7	0.8	0.8	0.8	0.8	1.1	0.3	0.6	0.6
260.	1.7	1.5	1.6	1.4	1.1	0.8	0.6	0.5	0.3	0.4	0.6	0.6	0.8	0.9	0.6	0.7	0.9	0.4	0.6	0.7
270.	1.8	1.7	1.8	1.6	1.1	0.9	0.6	0.4	0.3	0.4	0.5	0.6	0.8	0.9	0.6	0.6	0.5	0.6	0.8	1.1
280.	1.6	1.3	1.5	1.3	1.0	0.7	0.4	0.3	0.2	0.3	0.4	0.5	0.6	0.6	0.4	0.3	0.4	1.0	1.0	1.3
290.	1.0	0.8	1.0	0.7	0.5	0.3	0.2	0.0	0.0	0.1	0.1	0.3	0.4	0.4	0.2	0.0	0.0	0.9	1.0	1.1
300.	0.4	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.7	0.5	0.7
310.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.3	0.4	0.4
320.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.5	0.5
330.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.6	0.6
340.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.6	0.8
350.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.4	0.6	0.8
MAX	1.8	1.7	1.8	1.6	1.1	1.0	0.8	0.7	0.5	0.6	0.7	0.9	1.1	1.4	1.4	1.7	1.7	1.0	1.0	1.3
DEGR.	270	270	270	270	80	90	190	130	150	200	210	200	100	100	200	220	220	280	280	280

JOB: 120 KINGSTON ST - ESSEX/LINCLN/SURF ART RUN: 2012 BUILD 1-HR WEEKDAY AFTERNOON

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-350.

WIND ANGLE (DEGR)	*	CONCENTRATION (PPM) REC21	REC22	REC23	REC24	REC25	REC26	REC27	REC28	REC29	REC30	REC31	REC32	REC33	REC34	REC35	REC36	REC37	REC38	REC39	REC40
0.	*	0.8	1.1	1.0	0.4	0.3	0.5	0.7	0.6	0.7	0.7	0.8	1.1	0.7	0.3	0.5	0.5	0.7	1.0	1.0	1.0
10.	*	0.9	1.0	1.0	0.3	0.3	0.5	0.7	0.7	0.6	0.7	0.4	0.7	0.7	0.3	0.5	0.5	0.7	1.0	1.0	1.0
20.	*	1.0	1.1	1.0	0.2	0.2	0.5	0.7	0.7	0.8	0.7	0.6	0.5	0.5	0.3	0.5	0.5	0.7	1.0	1.0	1.0
30.	*	1.1	1.1	1.0	0.3	0.2	0.4	0.7	0.8	0.9	0.7	0.6	0.3	0.4	0.4	0.5	0.5	0.6	1.0	1.0	1.0
40.	*	1.0	1.0	0.9	0.3	0.2	0.3	0.6	0.9	1.0	0.9	0.6	0.4	0.2	0.4	0.4	0.6	0.7	1.0	1.0	1.0
50.	*	0.9	1.0	0.8	0.3	0.2	0.3	0.5	0.9	1.0	0.9	0.5	0.3	0.1	0.8	0.6	0.6	0.7	1.1	1.1	1.0
60.	*	0.6	0.8	0.7	0.3	0.2	0.3	0.3	0.6	0.8	0.6	0.4	0.2	0.1	0.9	0.8	0.9	1.0	1.4	1.3	1.2
70.	*	0.4	0.5	0.5	0.2	0.3	0.3	0.3	0.5	0.7	0.4	0.2	0.1	0.1	0.9	1.0	1.1	1.2	1.6	1.5	1.4
80.	*	0.2	0.2	0.2	0.1	0.2	0.2	0.3	0.3	0.4	0.2	0.1	0.1	0.0	0.7	0.6	0.9	1.0	1.4	1.7	1.7
90.	*	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.5	0.8	0.9	0.9	1.3	1.4	1.3
100.	*	0.1	0.0	0.0	0.0	0.2	0.2	0.2	0.3	0.3	0.1	0.1	0.1	0.0	0.5	0.7	0.8	0.7	1.0	1.0	1.0
110.	*	0.2	0.1	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.0	0.0	0.4	0.5	0.7	0.8	0.8	0.7	0.6
120.	*	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.6	0.6	0.7	0.6	0.4
130.	*	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.7	0.6	0.6	0.4
140.	*	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.6	0.6	0.4	0.4
150.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.6	0.5	0.4	0.3
160.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.4	0.4	0.5	0.4	0.4	0.3
170.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.5	0.4	0.4	0.3
180.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.5	0.4	0.4	0.3
190.	*	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.3	0.3	0.2	0.1	0.2	0.6	0.5	0.5	0.6	0.5	0.4	0.3
200.	*	0.2	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.5	0.5	0.3	0.2	0.3	0.5	0.5	0.5	0.5	0.4	0.3	0.2
210.	*	0.3	0.2	0.2	0.2	0.1	0.1	0.1	0.4	0.8	0.7	0.4	0.3	0.3	0.6	0.6	0.6	0.6	0.4	0.3	0.3
220.	*	0.4	0.4	0.4	0.2	0.1	0.1	0.2	0.6	1.0	0.9	0.6	0.3	0.3	0.6	0.5	0.5	0.6	0.4	0.3	0.2
230.	*	0.6	0.7	0.6	0.4	0.1	0.2	0.4	0.7	1.1	1.3	0.8	0.4	0.3	0.4	0.3	0.3	0.4	0.2	0.2	0.1
240.	*	0.8	0.8	0.6	0.5	0.1	0.3	0.5	0.9	1.0	1.3	1.0	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.0	0.0
250.	*	0.7	0.8	0.8	0.4	0.1	0.4	0.6	0.8	0.9	1.2	1.1	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1
260.	*	0.9	1.1	0.9	0.7	0.2	0.4	0.6	0.6	0.6	0.9	1.1	0.3	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.1
270.	*	1.2	1.3	1.3	1.3	0.3	0.6	0.7	0.8	0.9	1.0	1.1	0.3	0.3	0.0	0.0	0.1	0.2	0.4	0.5	0.4
280.	*	1.5	1.4	1.3	1.2	0.7	0.9	1.0	1.1	1.2	1.2	1.5	0.4	0.4	0.1	0.1	0.3	0.5	1.0	1.2	1.0
290.	*	1.2	1.1	1.2	1.2	0.8	0.9	1.2	1.5	1.6	1.5	1.8	0.8	0.5	0.3	0.3	0.6	0.8	1.6	1.7	1.5
300.	*	0.9	0.9	0.9	0.9	0.7	0.9	1.0	1.3	1.4	1.3	1.8	1.0	0.5	0.4	0.5	0.7	1.0	1.7	1.7	1.6
310.	*	0.4	0.7	1.0	0.7	0.6	0.6	0.8	0.8	1.0	1.0	1.6	1.1	0.5	0.5	0.5	0.8	1.0	1.5	1.6	1.4
320.	*	0.4	0.7	0.9	0.7	0.5	0.4	0.4	0.7	0.8	0.7	1.7	1.4	0.6	0.4	0.5	0.7	0.8	1.3	1.3	1.2
330.	*	0.6	0.8	1.0	0.6	0.6	0.5	0.3	0.6	0.8	0.6	1.3	1.2	0.6	0.4	0.5	0.6	0.8	1.3	1.3	1.1
340.	*	0.6	1.1	1.1	0.6	0.5	0.5	0.5	0.6	0.7	0.7	1.0	1.1	0.6	0.4	0.5	0.5	0.8	1.1	1.1	1.0
350.	*	0.8	1.0	1.0	0.5	0.4	0.5	0.6	0.6	0.7	0.6	0.8	1.0	0.7	0.3	0.5	0.5	0.8	1.1	1.0	1.0
MAX	*	1.5	1.4	1.3	1.3	0.8	0.9	1.2	1.5	1.6	1.5	1.8	1.4	0.7	0.9	1.0	1.1	1.2	1.7	1.7	1.7
DEGR.	*	280	280	270	270	290	280	290	290	290	290	290	320	0	60	70	70	70	300	80	80

THE HIGHEST CONCENTRATION OF 1.80 PPM OCCURRED AT RECEPTOR REC31.

APPENDIX E – NOISE APPENDIX

NOISE APPENDIX
APPENDIX E

120 KINGSTON STREET PROJECT
BOSTON, MA

Page **Contents**

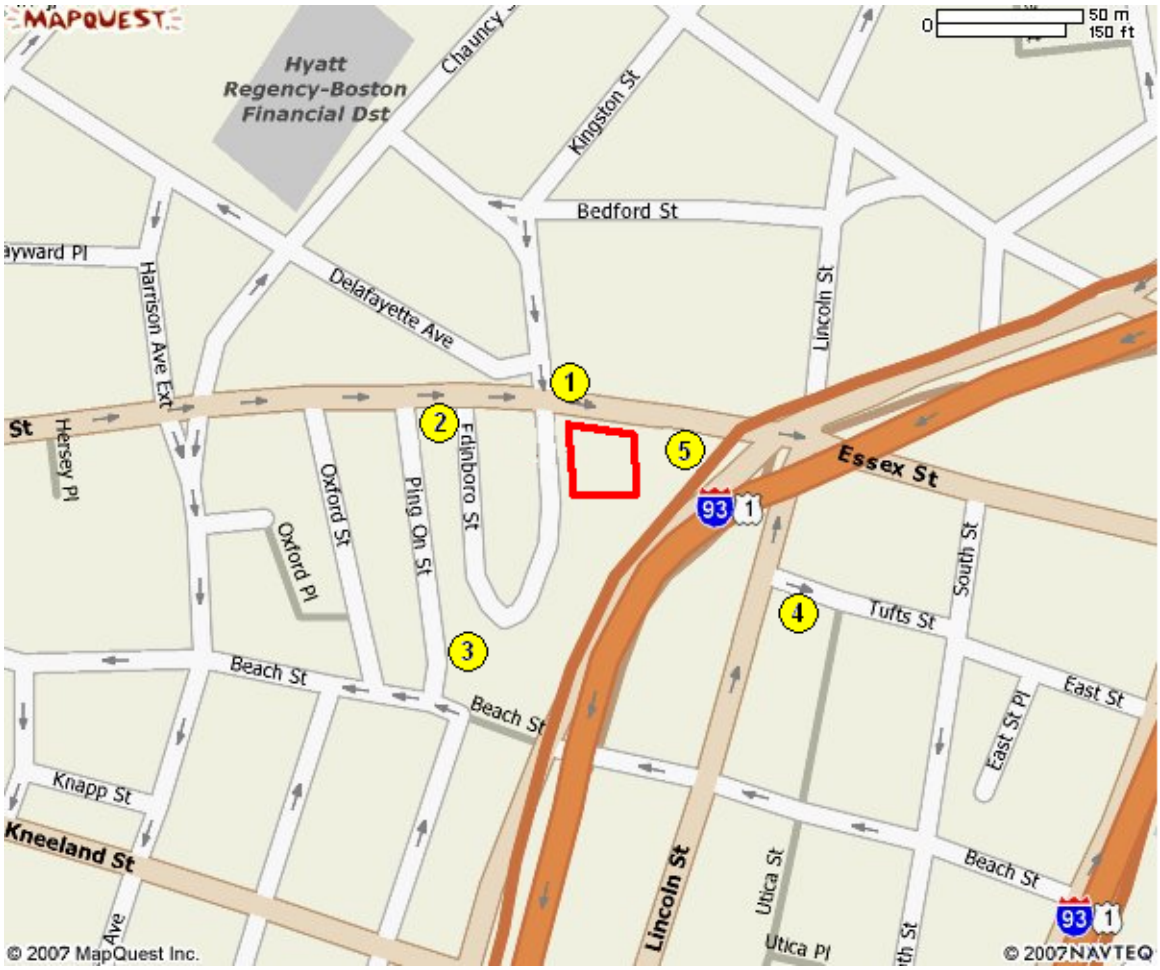


Figure 1: Noise Monitoring Locations

1 = Essex Street/Kingston Street (nighttime)
2 = Parking Lot at 81 Essex St. (nighttime)
3 = Between Edinboro Street and Beach Street (nighttime)
4 = Tufts Street near Lincoln Street (nighttime)
5 = Project Site facing the corner of Essex Street and the Surface Artery (daytime)

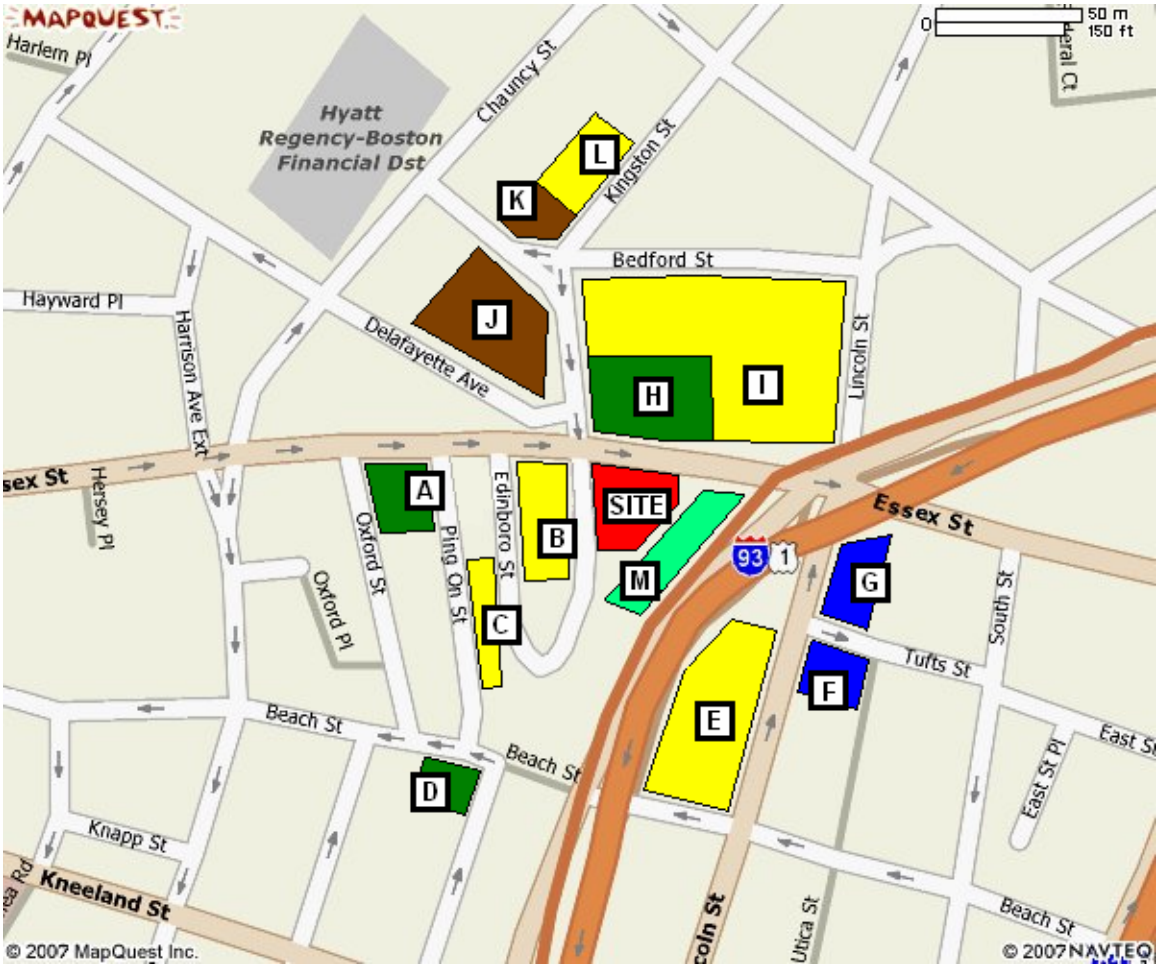


Figure 2: Noise Modeling Receptor Locations

Receptor Descriptions:

1) A: 81 Essex St. Chau Chow City Restaurant. 8 stories –with 7 stories of apartments above.
2) C: 25 Edinboro St. Mostly commercial, but could be some residential on top (6 stories)
3) G: Lincoln Plaza at 66 Lincoln Street. Ground floor retail/commercial, with residential above . 6 stories
4) H: 88 Kingston St. Lafayette Lofts new residential building. (7 stories)
5) M: Chinatown Park Property line receptor located at the southeast corner of the property

Other nearby buildings (not included due to nonresidential use or distance from Project):

B: 109-129 Kingston St. Commercial buildings. 5 stories
D: 67 Beach St. Hing Shing Pastry w/ apartments above. 4 stories
E: 109 Lincoln St. Retail/Commercial/Parking Lot. 3 stories
F: 104 Lincoln St. Mixed commercial and residential, some apartments on top floors (6 stories)
I: 1 Lincoln St. State Street Financial Center. 30-40 stories
J: 101 Essex St. STA-514 industrial building. 4 stories
K: 43 Kingston St. Industrial and commercial offices. 5 stories
L: 25 Kingston St. Commercial offices. 5 stories

TABLE 1

ESTIMATE OF TOTAL SOUND LEVELS IMPACTS AT WORST-CASE RESIDENCE (LAFAYETTE LOFTS – 88 KINGSTON STREET)

(SEE TABLES 6 - 11 FOR DETAILS ON EACH SOUND SOURCE)

(ANYTIME)

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street											
	Octave Band Center Frequency (Hz)										Calculated
Sound Source	**31**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**		**dB(A)**
Garage Vents On Essex Street Side	43	42	42	37	35	30	19	12	7		36
Garage Vents On Greenway (Chinatown Park) Side	6	5	5	0	-2	-7	-18	-25	-31		-1
Rooftop Package Air Handling Unit	48	45	38	33	28	24	14	6	-2		31
Rooftop Cooling Tower	56	53	49	45	40	34	26	20	12		42
Emergency Generator (800 kW) w/Silencer & Enclosure	39	44	48	40	32	25	14	1	-6		36
Rooftop Toilet Exhaust Fans (10,000 cfm total)	41	40	40	40	29	19	12	8	0		33
Total Sound Pressure Level (L_p), (dB)	**57**	**54**	**52**	**48**	**42**	**36**	**28**	**21**	**13**		**44**
Boston Residential (non-daytime) Noise Limits (dB)	68	67	61	52	46	40	33	28	26		50
Compliance with City of Boston Regulations?	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES

TABLE 2

ESTIMATE OF TOTAL SOUND LEVELS IMPACTS AT WORST-CASE RESIDENCE (81 ESSEX STREET)

(SEE TABLES 6 - 11 FOR DETAILS ON EACH SOUND SOURCE)

(ANYTIME)

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors											
	Octave Band Center Frequency (Hz)										Calculated
Sound Source	**31**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**		**dB(A)**
Garage Vents On Essex Street Side	4	3	3	-2	-4	-10	-21	-30	-39		-4
Garage Vents On Greenway (Chinatown Park) Side	-3	-4	-4	-9	-11	-17	-28	-36	-46		-11
Rooftop Package Air Handling Unit	34	30	21	16	11	9	2	-4	-16		14
Rooftop Cooling Tower	42	37	32	28	23	19	14	10	-2		26
Emergency Generator (800 kW) w/Silencer & Enclosure	25	29	31	23	14	10	2	-9	-20		19
Rooftop Toilet Exhaust Fans (10,000 cfm total)	27	24	23	23	12	4	0	-2	-14		16
Total Sound Pressure Level (L_p), (dB)	**43**	**38**	**35**	**30**	**24**	**20**	**15**	**10**	**-2**		**27**
Boston Residential (non-daytime) Noise Limits (dB)	68	67	61	52	46	40	33	28	26		50
Compliance with City of Boston Regulations?	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES

TABLE 3

ESTIMATE OF TOTAL SOUND LEVELS IMPACTS AT WORST-CASE RESIDENCE (LINCOLN PLAZA)

(SEE TABLES 6 - 11 FOR DETAILS ON EACH SOUND SOURCE)

(ANYTIME)

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors											
	Octave Band Center Frequency (Hz)										Calculated
Sound Source	**31**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**		**dB(A)**
Garage Vents On Essex Street Side	3	2	2	-3	-5	-10	-22	-31	-41		-5
Garage Vents On Greenway (Chinatown Park) Side	-4	-5	-5	-10	-12	-17	-29	-38	-48		-12
Rooftop Package Air Handling Unit	39	36	30	25	20	16	6	-3	-17		22
Rooftop Cooling Tower	47	44	40	37	32	26	18	10	-4		34
Emergency Generator (800 kW) w/Silencer & Enclosure	30	36	40	32	24	16	5	-8	-21		28
Rooftop Toilet Exhaust Fans (10,000 cfm total)	32	31	31	32	21	11	4	-2	-16		25
Total Sound Pressure Level (L_p), (dB)	**48**	**45**	**44**	**39**	**33**	**27**	**18**	**11**	**-3**		**35**
Boston Residential (non-daytime) Noise Limits (dB)	68	67	61	52	46	40	33	28	26		50
Compliance with City of Boston Regulations?	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES

TABLE 4

ESTIMATE OF TOTAL SOUND LEVELS IMPACTS AT WORST-CASE RESIDENCE (25 EDINBORO STREET)

(SEE TABLES 6 - 11 FOR DETAILS ON EACH SOUND SOURCE)

(ANYTIME)

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors											
	Octave Band Center Frequency (Hz)										Calculated
Sound Source	**31**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**		**dB(A)**
Garage Vents On Essex Street Side	3	2	2	-3	-5	-10	-22	-30	-41		-4
Garage Vents On Greenway (Chinatown Park) Side	-4	-5	-5	-10	-12	-17	-29	-37	-48		-11
Rooftop Package Air Handling Unit	39	36	29	24	19	15	5	-4	-17		21
Rooftop Cooling Tower	47	43	40	36	31	25	17	9	-4		33
Emergency Generator (800 kW) w/Silencer & Enclosure	29	35	39	31	23	15	4	-10	-21		27
Rooftop Toilet Exhaust Fans (10,000 cfm total)	32	30	31	31	20	10	3	-3	-16		24
Total Sound Pressure Level (L_p), (dB)	**47**	**45**	**43**	**38**	**32**	**26**	**17**	**9**	**-3**		**34**
Boston Residential (non-daytime) Noise Limits (dB)	68	67	61	52	46	40	33	28	26		50
Compliance with City of Boston Regulations?	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES

TABLE 5

ESTIMATE OF TOTAL SOUND LEVELS IMPACTS AT WORST-CASE PROPERTY LINE (CHINATOWN PARK)

(SEE TABLES 6 - 11 FOR DETAILS ON EACH SOUND SOURCE)

(ANYTIME)

Modeled Receptor - Worst-Case Property-Line: Chinatown Park											
	Octave Band Center Frequency (Hz)										Calculated
Sound Source	**31**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**		**dB(A)**
Garage Vents On Essex Street Side	16	15	15	10	8	3	-8	-15	-20		9
Garage Vents On Greenway (Chinatown Park) Side	47	46	46	41	39	34	23	16	11		40
Rooftop Package Air Handling Unit	31	27	19	13	10	9	2	-4	-16		13
Rooftop Cooling Tower	39	34	29	25	22	19	14	9	-3		24
Emergency Generator (800 kW) w/Silencer & Enclosure	22	26	29	20	14	9	1	-9	-20		17
Rooftop Toilet Exhaust Fans (10,000 cfm total)	24	21	20	20	11	4	0	-3	-15		14
Total Sound Pressure Level (L_p), (dB)	**48**	**46**	**46**	**41**	**39**	**34**	**23**	**17**	**12**		**40**
Boston Residential (non-daytime) Noise Limits (dB)	68	67	61	52	46	40	33	28	26		50
Compliance with City of Boston Regulations?	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES

TABLE 6

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE ROOFTOP PACKAGE AIR HANDLING UNIT AT ALL RECEPTORS (ANYTIME)

Rooftop Package Air Handling Unit
(On roof - surrounded by screen)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound power level (Lw), dB[1]	93	92	86	84	82	81	74	70	64	85
No Addit. Sound Transmission Loss dB[2]	0	0	0	0	0	0	0	0	0	
Net L_W, dB	93	92	86	84	82	81	74	70	64	85

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors

Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-47	-47	-47	-47	-47	-47	-47	-47	-47	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Rooftop [4]	-12	-15	-18	-21	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	34	30	21	16	11	9	2	-4	-16	**14**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors

Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption [3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Project Bldg. Roof[4]	-6	-8	-9	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	39	36	29	24	19	15	5	-4	-17	**21**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors

Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Project Bldg. Roof[4]	-6	-7	-9	-11	-13	-16	-19	-22	-24	
Sound Pressure Level (L_p), (dB)	39	36	30	25	20	16	6	-3	-17	**22**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street

Distance in feet = 110 feet
Distance in meters = 34 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-38	-38	-38	-38	-38	-38	-38	-38	-38	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-3	
Shielding by Project Bldg. Roof[4]	-7	-8	-10	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	48	45	38	33	28	24	14	6	-2	**31**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park

Distance in feet = 312 feet
Distance in meters = 95 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Roof [4]	-14	-17	-20	-23	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	31	27	19	13	10	9	2	-4	-16	**13**

Footnotes: [1] Carrier Model 48HG028 (25 ton) (Used for purpose of determining typical specs)

[2] No Credit taken for Additional Sound Transmission Loss from Penthouse Screening

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

TABLE 7

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE ROOFTOP TOILET EXHAUST FANS AT ALL RECEPTORS (ANYTIME)

Rooftop Toilet Exhaust Fans (10,000 cfm total)
(Twenty 500-cfm fans; on roof surrounded by screen)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound power level (Lw), dB[1]	86	86	88	91	83	76	72	71	65	85
No Addit. Sound Transmission Loss dB[2]	0	0	0	0	0	0	0	0	0	
Net L_W, dB	86	86	88	91	83	76	72	71	65	85

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors
Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-47	-47	-47	-47	-47	-47	-47	-47	-47	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Rooftop [4]	-12	-15	-18	-21	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	27	24	23	23	12	4	0	-2	-14	**16**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors
Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption [3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Project Bldg. Roof[4]	-6	-8	-9	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	32	30	31	31	20	10	3	-3	-16	**24**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors
Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Project Bldg. Roof[4]	-6	-7	-9	-11	-13	-16	-19	-22	-24	
Sound Pressure Level (L_p), (dB)	32	31	31	32	21	11	4	-2	-16	**25**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street
Distance in feet = 110 feet
Distance in meters = 34 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-38	-38	-38	-38	-38	-38	-38	-38	-38	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-3	
Shielding by Project Bldg. Roof[4]	-7	-8	-10	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	41	40	40	40	29	19	12	8	0	**33**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park
Distance in feet = 312 feet
Distance in meters = 95 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Roof [4]	-14	-17	-20	-23	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	24	21	20	20	11	4	0	-3	-15	**14**

Footnotes: [1] Cook Model ACE-B 500 cfm Exhaust Fans (20 units) (Used for purpose of determining typical specs)

[2] No Credit taken for Additional Sound Transmission Loss from Penthouse Screening

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

TABLE 8

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE ROOFTOP COOLING TOWER AT ALL RECEPTORS (ANYTIME)

Rooftop Cooling Tower
(On roof - surrounded by screen)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound power level (Lw), dB[1]	101	99	97	96	94	91	86	83	77	96
No Addit. Sound Transmission Loss dB[2]	0	0	0	0	0	0	0	0	0	
Net L_W, dB	101	99	97	96	94	91	86	83	77	96

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors

Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-47	-47	-47	-47	-47	-47	-47	-47	-47	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Rooftop [4]	-12	-15	-18	-21	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	42	37	32	28	23	19	14	10	-2	**26**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors

Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption [3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Project Bldg. Roof[4]	-6	-8	-9	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	47	43	40	36	31	25	17	9	-4	**33**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors

Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Project Bldg. Roof[4]	-6	-7	-9	-11	-13	-16	-19	-22	-24	
Sound Pressure Level (L_p), (dB)	47	44	40	37	32	26	18	10	-4	**34**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street

Distance in feet = 110 feet
Distance in meters = 34 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-38	-38	-38	-38	-38	-38	-38	-38	-38	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-3	
Shielding by Project Bldg. Roof[4]	-7	-8	-10	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	56	53	49	45	40	34	26	20	12	**42**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park

Distance in feet = 312 feet
Distance in meters = 95 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Building Roof [4]	-14	-17	-20	-23	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	39	34	29	25	22	19	14	9	-3	**24**

Footnotes: [1] Marley Model NC8305EL-2 Cooling Tower (Used for purpose of determining typical specs)

[2] No Credit taken for Additional Sound Transmission Loss from Penthouse Screening

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

TABLE 9

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE ESSEX STREET SIDE GARAGE VENTS AT ALL RECEPTORS (ANYTIME)

Garage Vents On Essex Street Side
(Levels L2 to L6)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound power level (Lw), dB[1]	87	86	86	79	79	78	76	63	55	82
Acoustical Louver Noise Reduction dB [2]	-12	-12	-12	-10	-12	-16	-25	-19	-15	
Net L_W, dB	75	74	74	69	67	62	51	44	40	68

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors
Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-47	-47	-47	-47	-47	-47	-47	-47	-47	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Buildings [4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	4	3	3	-2	-4	-10	-21	-30	-39	**-4**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors
Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption [3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Buildings [4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	3	2	2	-3	-5	-10	-22	-30	-41	**-4**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors
Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Buildings [4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	3	2	2	-3	-5	-10	-22	-31	-41	**-5**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street
Distance in feet = 50 feet
Distance in meters = 15 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-32	-32	-32	-32	-32	-32	-32	-32	-32	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	0	-1	
No Shielding[4]	0	0	0	0	0	0	0	0	0	
Sound Pressure Level (L_p), (dB)	43	42	42	37	35	30	19	12	7	**36**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park
Distance in feet = 70 feet
Distance in meters = 21 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-35	-35	-35	-35	-35	-35	-35	-35	-35	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-2	
Shielding by Buildings [4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	16	15	15	10	8	3	-8	-15	-20	**9**

Footnotes: [1] Five Greenheck Model GB-500-15 Fans (20,000 cfm each) (Used for purpose of determining typical specs)

[2] Sound reduction from Airolite Model 9208 Acoutical Louvers (Used for purpose of determining typical specs)

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

TABLE 10

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE GREENWAY(CHINATOWN PARK) SIDE GARAGE VENTS AT ALL RECEPTORS (ANYTIME)

Garage Vents On Greenway (Chinatown Park) Side
(Level L2)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound power level (Lw), dB[1]	80	79	79	72	72	71	69	56	48	75
Acoustical Louver Noise Reduction dB [2]	-12	-12	-12	-10	-12	-16	-25	-19	-15	
Net L_W, dB	68	67	67	62	60	55	44	37	33	61

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors

Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-47	-47	-47	-47	-47	-47	-47	-47	-47	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Buildings[4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	-3	-4	-4	-9	-11	-17	-28	-36	-46	**-11**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors

Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption [3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Buildings[4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	-4	-5	-5	-10	-12	-17	-29	-37	-48	**-11**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors

Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-48	-48	-48	-48	-48	-48	-48	-48	-48	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Buildings[4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	-4	-5	-5	-10	-12	-17	-29	-38	-48	**-12**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street

Distance in feet = 100 feet
Distance in meters = 30 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-38	-38	-38	-38	-38	-38	-38	-38	-38	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-3	
Shielding by Buildings[4]	-24	-24	-24	-24	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	6	5	5	0	-2	-7	-18	-25	-31	**-1**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park

Distance in feet = 15 feet
Distance in meters = 5 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-21	-21	-21	-21	-21	-21	-21	-21	-21	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	0	0	
No Shielding[4]	0	0	0	0	0	0	0	0	0	
Sound Pressure Level (L_p), (dB)	47	46	46	41	39	34	23	16	11	**40**

Footnotes: [1] Greenheck Model GB-500-15 Fan (20,000 cfm) (Used for purpose of determining typical specs)

[2] Sound reduction from Airolite Model 9208 Acoutical Louver (Used for purpose of determining typical specs)

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

TABLE 11

ESTIMATE OF SOUND LEVEL IMPACTS FROM THE EMERGENCY GENERATOR AT ALL RECEPTORS (ANYTIME)

Emergency Generator (800 kW) w/Silencer & Enclosure
(800 kW on roof - with critical silencer and acoustical enclosure)

	Octave Band Center Frequency (Hz)									Calculated
	31	63	125	250	500	1000	2000	4000	8000	dB(A)
Sound pressure level @ 1-m (L_p), dB[1]	76	83	88	83	78	73	66	56	52	80
No Addit. Sound Transmission Loss dB[2]	0	0	0	0	0	0	0	0	0	
Net Lp, dB	76	83	88	83	78	73	66	56	52	80

Modeled Receptor - Worst-Case Residences: 81 Essex Street Upper Floors
Distance in feet = 300 feet
Distance in meters = 91 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-39	-39	-39	-39	-39	-39	-39	-39	-39	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Project Bldg. Rooftop [4]	-12	-15	-18	-21	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	25	29	31	23	14	10	2	-9	-20	**19**

Modeled Receptor -- Worst-Case Residences: 25 Edinboro Street Upper Floors
Distance in feet = 325 feet
Distance in meters = 99 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-40	-40	-40	-40	-40	-40	-40	-40	-40	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-9	
Shielding by Project Bldg. Roof[4]	-6	-8	-9	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	29	35	39	31	23	15	4	-10	-21	**27**

Modeled Receptor -- Worst-Case Residences: Lincoln Plaza Upper Floors
Distance in feet = 330 feet
Distance in meters = 101 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-40	-40	-40	-40	-40	-40	-40	-40	-40	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-3	-9	
Shielding by Project Bldg. Roof[4]	-6	-7	-9	-11	-13	-16	-19	-22	-24	
Sound Pressure Level (L_p), (dB)	30	36	40	32	24	16	5	-8	-21	**28**

Modeled Receptor -- Worst-Case Residences: Lafayette Lofts - 88 Kingston Street
Distance in feet = 110 feet
Distance in meters = 34 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-31	-31	-31	-31	-31	-31	-31	-31	-31	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	0	-1	-3	
Shielding by Project Bldg. Roof[4]	-7	-8	-10	-12	-15	-18	-21	-24	-24	
Sound Pressure Level (L_p), (dB)	39	44	48	40	32	25	14	1	-6	**36**

Modeled Receptor - Worst-Case Property-Line: Chinatown Park
Distance in feet = 312 feet
Distance in meters = 95 meters

	31	63	125	250	500	1000	2000	4000	8000	Calculated dB(A)
Drop-off with distance (dB)	-40	-40	-40	-40	-40	-40	-40	-40	-40	
Loss from Air Absorption[3] (dB)	0	0	0	0	0	0	-1	-2	-8	
Shielding by Project Bldg. Rooftop [4]	-14	-17	-20	-23	-24	-24	-24	-24	-24	
Sound Pressure Level (L_p), (dB)	22	26	29	20	14	9	1	-9	-20	**17**

Footnotes: [1] Caterpillar 800-kW diesel generator exhaust with critical grade silencer and acoustical enclosure.

[2] No Credit for any Additional Sound Transmission Loss

[3] Air Absorption Sound Attenuation Rates from "Electric Power Plant Environmental Noise Guide" -EEI Table 5.1

Sound Attenuation Rates (dB per 100 m)

31.5	63	125	250	500	1000	2000	4000	8000
0.00	-0.01	-0.03	-0.10	-0.24	-0.44	-0.88	-2.51	-8.77

[4] Z.Maekawa, APPLIED ACOUSTICS, 1(1968), 157-173.

Summary of Sound Level Measurements

Broadband (dBA) and octave band sound level measurements were made with a CEL Model 593 environmental sound level analyzer, at each monitoring location, for a duration of approximately one-half hour. The full octave band frequency analysis was performed on the frequencies spanning 16 to 16,000 Hertz. A time-integrated statistical analysis of the data used to quantify the sound variation was also performed, including the calculation of the L_{90}, which is used to set the ambient background sound level.

The CEL 593 model is equipped with a model CEL 250 ½" precision condenser microphone and has an operating range of 5 dB to 140 dB and an overall frequency range of 3.5 Hz to 20,000 Hz. This meter meets or exceeds all requirements set forth in the ANSI S1.4-1983 Standards for Type 1 quality and accuracy and the State and City requirements for sound level instrumentation. Prior to any measurements, this sound analyzer was calibrated with an ANSI Type 1 calibrator that has an accuracy traceable to the National Institute of Standards and Technology (NIST). During all measurements, the CEL 593 was tripod mounted at approximately five feet above the ground in open areas away from vertical reflecting surfaces.

120 Kingston Street Project – Boston, MA – July 26, 2007
Nighttime Background Sound Measurement
Location #1: Corner of Kingston Street and Essex Street

CEL SoundTrack - dB2 3.0 © CEL Instruments Ltd 1998

- Run summary -

Instrument	CEL-593.C1T Version 7.21 Type 1
Instrument ID (DPB)	112240
Run mode	Octave band Environmental
Run start	07/26/2007 00:43:11
Run end	07/26/2007 01:13:25
Run duration	000 00:30:14.14
Last calibration	07/25/2007 23:54:05
Measurement range	35 - 110 dB
Microphone response	Random Incidence
Polarizing voltage	Off
Time weighting	F
Frequency weighting	L, A
Exchange rate (Q)	3
Period time	5 min
Periods too short for LNs	No
Profiles recorded	No
Profile sample interval	1 s
Number of records	6
Events enabled	No
Overload occurred	No
Low battery occurred	No
Pause was used	No

- Cumulative period results -

Number of records	6
Run start	07/26/2007 00:43:11
Run duration	000 00:30:14.14
Overload occurred	No
Overload %time	0.00
Low battery occurred	No
Pause was used	No

Band (Hz)	Fw	L_{eq} dB	SPLMAX dB	L_1 dB	L_{10} dB	L_{50} dB	L_{90} (dB)
Broadband	L	79.5	101.5	90.0	80.0	76.0	73.0
Broadband	A	69.0	95.4	79.0	69.0	62.0	58.0
16	L	63.7	85.5	73.0	65.0	61.0	58.0
32	L	71.9	90.8	81.0	75.0	69.0	66.0
63	L	76.2	101.6	87.0	77.0	72.0	69.0
125	L	71.7	98.0	81.0	71.0	66.0	63.0
250	L	68.5	93.0	81.0	67.0	62.0	59.0
500	L	65.9	94.0	75.0	65.0	58.0	56.0
1k	L	64.1	90.7	74.0	65.0	57.0	53.0
2k	L	61.5	88.7	71.0	61.0	53.0	49.0
4k	L	56.7	83.9	68.0	55.0	46.0	42.0
8k	L	51.5	78.4	63.0	49.0	38.0	---.-
16k	L	44.0	72.2	55.0	38.0	---.-	---.-

120 Kingston Street Project – Boston, MA – July 26, 2007
Nighttime Background Sound Measurement
Location #2: Parking Lot at 81 Essex St.

CEL SoundTrack - dB2 3.0 © CEL Instruments Ltd 1998

- Run summary -

Instrument	CEL-593.C1T Version 7.21 Type 1
Instrument ID (DPB)	112240
Run mode	Octave band Environmental
Run start	07/26/2007 00:05:41
Run end	07/26/2007 00:40:44
Run duration	000 00:35:03.34
Last calibration	07/25/2007 23:54:05
Measurement range	35 - 110 dB
Microphone response	Random Incidence
Polarizing voltage	Off
Time weighting	F
Frequency weighting	L, A
Exchange rate (Q)	3
Period time	5 min
Periods too short for LNs	No
Profiles recorded	No
Profile sample interval	1 s
Number of records	7
Events enabled	No
Overload occurred	No
Low battery occurred	No
Pause was used	No

- Cumulative period results -

Number of records	7
Run start	07/26/2007 00:05:41
Run duration	000 00:35:03.34
Overload occurred	No
Overload %time	0.00
Low battery occurred	No
Pause was used	No

Band (Hz)	Fw	L_{eq} dB	SPLMAX dB	L_1 dB	L_{10} dB	L_{50} dB	L_{90} (dB)
Broadband	L	77.9	94.4	87.0	81.0	75.0	72.0
Broadband	A	65.3	83.9	76.0	69.0	61.0	59.0
16	L	62.7	78.8	69.0	65.0	62.0	58.0
32	L	71.3	86.4	80.0	75.0	68.0	65.0
63	L	74.9	92.0	85.0	78.0	71.0	68.0
125	L	69.1	91.1	78.0	72.0	65.0	63.0
250	L	67.4	87.4	78.0	71.0	62.0	60.0
500	L	62.2	82.0	74.0	64.0	59.0	57.0
1k	L	60.2	77.1	71.0	64.0	56.0	53.0
2k	L	55.8	73.3	67.0	59.0	51.0	48.0
4k	L	52.5	74.7	63.0	57.0	46.0	43.0
8k	L	49.0	78.2	60.0	50.0	36.0	---.-
16k	L	41.1	73.8	51.0	39.0	---.-	---.-

120 Kingston Street Project – Boston, MA – July 26, 2007
Nighttime Background Sound Measurement
Location #3: Between Edinboro Street and Beach Street

CEL SoundTrack - dB2 3.0 © CEL Instruments Ltd 1998

- Run summary -

Instrument	CEL-593.C1T Version 7.21 Type 1
Instrument ID (DPB)	112240
Run mode	Octave band Environmental
Run start	07/26/2007 01:21:28
Run end	07/26/2007 01:51:32
Run duration	000 00:30:04.12
Last calibration	07/26/2007 01:18:41
Measurement range	35 - 110 dB
Microphone response	Random Incidence
Polarizing voltage	Off
Time weighting	F
Frequency weighting	L, A
Exchange rate (Q)	3
Period time	5 min
Periods too short for LNs	No
Profiles recorded	No
Profile sample interval	1 s
Number of records	6
Events enabled	No
Overload occurred	No
Low battery occurred	No
Pause was used	No

- Cumulative period results -

Number of records	6
Run start	07/26/2007 01:21:28
Run duration	000 00:30:04.12
Overload occurred	No
Overload %time	0.00
Low battery occurred	No
Pause was used	No

Band (Hz)	Fw	Leq (dB)	SPLMAX F (dB)	LN1.0% F (dB)	LN10.0% F (dB)	LN50.0% F (dB)	LN90.0% F (dB)
Broadband	L	72.1	85.6	79.0	74.0	71.0	69.0
Broadband	A	58.2	71.3	65.0	61.0	57.0	55.0
16	L	60.8	78.1	70.0	63.0	58.0	55.0
32	L	65.6	84.0	72.0	68.0	65.0	62.0
63	L	68.2	82.6	76.0	71.0	67.0	64.0
125	L	64.8	84.4	72.0	67.0	63.0	61.0
250	L	59.0	78.1	68.0	61.0	57.0	55.0
500	L	55.0	68.9	62.0	57.0	54.0	52.0
1k	L	53.4	70.1	60.0	56.0	52.0	50.0
2k	L	49.4	64.8	57.0	52.0	47.0	45.0
4k	L	43.3	63.3	54.0	45.0	39.0	37.0
8k	L	---.-	56.6	48.0	35.0	---.-	---.-
16k	L	---.-	52.3	36.0	---.-	---.-	---.-

120 Kingston Street Project – Boston, MA – July 26, 2007
Nighttime Background Sound Measurement
Location #4: Tufts Street near Lincoln Street

CEL SoundTrack - dB2 3.0 © CEL Instruments Ltd 1998

- Run summary -

Instrument	CEL-593.C1T Version 7.21 Type 1
Instrument ID (DPB)	112240
Run mode	Octave band Environmental
Run start	07/26/2007 01:55:50
Run end	07/26/2007 02:25:53
Run duration	000 00:30:03.64
Last calibration	07/26/2007 01:18:41
Measurement range	35 - 110 dB
Microphone response	Random Incidence
Polarizing voltage	Off
Time weighting	F
Frequency weighting	L, A
Exchange rate (Q)	3
Period time	5 min
Periods too short for LNs	No
Profiles recorded	No
Profile sample interval	1 s
Number of records	6
Events enabled	No
Overload occurred	No
Low battery occurred	No
Pause was used	No

- Cumulative period results -

Number of records	6
Run start	07/26/2007 01:55:50
Run duration	000 00:30:03.64
Overload occurred	No
Overload %time	0.00
Low battery occurred	No
Pause was used	No

Band (Hz)	Fw	L_{eq} dB	SPLMAX dB	L_1 dB	L_{10} dB	L_{50} dB	L_{90} (dB)
Broadband	L	77.3	94.8	88.0	80.0	73.0	70.0
Broadband	A	63.6	83.6	74.0	66.0	60.0	56.0
16	L	64.5	90.6	75.0	66.0	60.0	56.0
32	L	71.5	89.1	82.0	74.0	68.0	64.0
63	L	74.5	94.2	86.0	76.0	68.0	64.0
125	L	65.2	86.3	74.0	67.0	62.0	60.0
250	L	61.9	83.6	72.0	64.0	59.0	56.0
500	L	60.0	82.7	71.0	62.0	57.0	53.0
1k	L	59.2	81.9	69.0	62.0	55.0	52.0
2k	L	56.2	77.2	67.0	59.0	51.0	48.0
4k	L	51.3	70.7	63.0	54.0	45.0	41.0
8k	L	45.6	71.4	57.0	47.0	36.0	---.-
16k	L	36.8	68.4	48.0	36.0	---.-	---.-

120 Kingston Street Project – Boston, MA – July 26, 2007
Busiest Street During Rush-Hour Sound Measurement
Location #5: Project Site Facing Corner of Essex Street and Surface Artery

CEL SoundTrack - dB2 3.0 © CEL Instruments Ltd 1998

- Run summary -

Instrument	CEL-593.C1T Version 7.21 Type 1
Instrument ID (DPB)	112240
Run mode	Octave band Environmental
Run start	07/26/2007 07:42:21
Run end	07/26/2007 08:12:24
Run duration	000 00:30:03.36
Last calibration	07/26/2007 07:33:54
Measurement range	45 - 120 dB
Microphone response	Random Incidence
Polarizing voltage	Off
Time weighting	F
Frequency weighting	L, A
Exchange rate (Q)	3
Period time	5 min
Periods too short for LNs	No
Profiles recorded	No
Profile sample interval	1 s
Number of records	6
Events enabled	No
Overload occurred	No
Low battery occurred	No
Pause was used	No

- Cumulative period results -

Number of records	6
Run start	07/26/2007 07:42:21
Run duration	000 00:30:03.36
Overload occurred	No
Overload %time	0.00
Low battery occurred	No
Pause was used	No

Band (Hz)	Fw	L_{eq} dB	SPLMAX dB	L_1 dB	L_{10} dB	L_{50} dB	L_{90} (dB)
Broadband	L	85.3	101.1	93.0	88.0	83.0	80.0
Broadband	A	75.3	101.7	85.0	77.0	70.0	66.0
16	L	70.4	82.8	78.0	73.0	69.0	65.0
32	L	79.3	92.7	87.0	83.0	77.0	73.0
63	L	81.5	96.8	90.0	85.0	79.0	74.0
125	L	77.2	96.6	86.0	80.0	74.0	70.0
250	L	73.0	96.5	82.0	75.0	69.0	65.0
500	L	70.6	96.2	79.0	73.0	66.0	62.0
1k	L	71.6	100.7	79.0	72.0	66.0	62.0
2k	L	67.7	95.5	77.0	70.0	62.0	58.0
4k	L	62.2	84.7	73.0	65.0	56.0	51.0
8k	L	58.8	89.5	69.0	59.0	48.0	---.-
16k	L	54.6	85.8	64.0	51.0	---.-	---.-

APPENDIX F – TRANSPORTATION APPENDIX

The Transportation Appendix is bound in a separate volume and available upon request.