AUGUST 18, 2017

The Back Bay/ South End Gateway Project

SUPPLEMENTAL INFORMATION DOCUMENT



PREPARED BY

vhb

SUBMITTED TO
Boston Planning & Development Agency

SUBMITTED BY
BP Hancock LLC

THROUGH ITS AFFILIATE
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Michael A. Cantalupa
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August 18, 2017

Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
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Boston

Los Angeles

New York

San Francisco

Washington, DC

Re: The Back Bay / South End Gateway Project

Dear Director Golden:

BP Hancock LLC, through its affiliate, Boston Properties Limited Partnership (the "Proponent"), is pleased to submit the enclosed Supplemental Information Document (the "SID") pursuant to Article 80B of the Boston Zoning Code, for The Back Bay / South End Gateway Project, which includes the redevelopment of four distinct air rights development parcels situated above and adjacent to the MBTA's Back Bay / South End Station (the "Project"). The SID responds directly to the Boston Planning and Development Agency's (the "BPDA") Request for Supplemental Information dated July 5, 2017 on the Draft Project Impact Report ("DPIR"), submitted January 31,2017.

The Project is conceived as a holistic and transformative, mixed-use, transit-oriented redevelopment which will revitalize an underutilized urban site and transform the adjacent public realm, integrate and connect the surrounding Back Bay, South End, and Bay Village historic neighborhoods, and create an attractive and appealing place worthy of this prominent location within the City of Boston.

The Project's design is responsive to the planning principles and goals outlined in the recently adopted Stuart Street District zoning and it offers myriad benefits to the surrounding community, the adjacent neighborhoods, and the City, including but not limited to:

- High-quality architecture and a diverse mix of uses thoughtfully designed and located adjacent to a multi-modal transit hub.
- Significant pedestrian realm and accessibility improvements within the Project Site activated by continuous high-quality street frontage and engaging ground floor uses.

- New entrances and weather-protected accessible connections to the Station from Stuart and Clarendon Streets, increasing neighborhood connectivity and improving public safety.
- A variety of new, high-quality housing opportunities, in compliance with the applicable Inclusionary Development Program of the City of Boston.
- Innovative new workplace opportunities for a variety of business types.
- New and diverse retail opportunities for neighborhood residents, transit customers and the public at large.
- Approximately $15.3 million in new real estate tax revenues for the City of Boston.
- Approximately 2,500 construction jobs and approximately 3,200 permanent jobs across all four air rights parcels.
- Approximately $5,500,000 in housing linkage and $1,100,000 in jobs linkage payments made pursuant to the terms and provisions of Section SOB-7 of the Boston Zoning Code.

The Project is comprised of up to approximately 1.26 million square feet of mixed-use redevelopment, consisting of a new office building with ground floor retail, two new residential buildings, a one-story vertical retail expansion of the existing Station building, and the partial redevelopment of the existing 100 Clarendon Street Parking Garage. This transformational development will deliver up to approximately 592,000 square feet of commercial office space, up to approximately 62,000 square feet of retail and restaurant space, and up to approximately 600 residential units, in addition to Project-related parking, loading and service uses, as well as improved access to the existing on-site public transit services.

There have been no significant changes to the Project since previous BPDA review. Following the DPIR filing and upon receiving comments and feedback from the community, the Citizen's Advisory Committee (the "CAC"), the Boston Civic Design Commission, the Boston Transportation Department, the BPDA and other city and state agencies and interested parties, several minor refinements have been made to the Project, as further described in Section 1.5.2 of the attached SID.

Our vision for the Project will deliver significant social, economic and public realm improvements, representing further significant commitment by Boston Properties to the City of Boston. We look forward to continuing to work collaboratively with you, interested members of the community, the CAC, your staff, and other City and State agencies.

Requests for copies of the SID should be directed to Kyle Greaves at (617) 607-2988 or via email at kgreaves@vhb.com. If you have any questions or need any additional information, please don't hesitate to contact me or Melissa Schrock, Senior Project Manager, Boston Properties, at (617) 236-3300 or via email at mcantalupa@bostonproperties.com or mschrock@bostonproperties.com.

Sincerely,

Michael A. Cantalupa
Senior Vice President, Boston Properties

cc: Teresa Polhemus, BPDA
David Carlson, AIA BPDA
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Michael Rooney, BPDA

The Back Bay/ South End Gateway Project

Boston, Massachusetts

SUBMITTED TO **Boston Planning & Development Agency**
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Boston, MA 02201

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Through its affiliate **Boston Properties Limited Partnership**
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August 18, 2017

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Project Description and Updates

In accordance with Article 80B of the City of Boston Zoning Code and Enabling Act (the "Code"), BP Hancock LLC, through its affiliate, Boston Properties Limited Partnership (the "Proponent"), respectfully submits this Supplemental Information Document ("SID") to the Boston Planning and Development Agency ("BPDA"), in response to the BPDA's Request for Supplemental Information on the Draft Project Impact Report ("DPIR").

This chapter provides additional information and updates on the following topics:

- Massachusetts Department of Transportation I-90 On-Ramp closure;
- Status of State and City review;
- Project description and summary of Project refinements since DPIR;
- Station Concourse renovation;
- Description of alternatives considered;
- Anticipated permits and approvals;
- Summary of Project-related public benefits;
- Ongoing agency coordination and community outreach; and
- Legal information.

1.1 Project Overview

The Proponent is proposing a mixed-use redevelopment project encompassing four distinct sites and comprising up to approximately 1.26 million square feet, and consisting of a new office building with ground floor retail, two new residential buildings, and a one-story vertical retail expansion of the existing Massachusetts Bay Transportation Authority's ("MBTA") Back Bay/South End Station (the "Station"). The Project will also result in the partial redevelopment of the existing 100 Clarendon Street Parking Garage (the "Garage"). This transformational development will deliver up to approximately 592,000 square feet of commercial office space, up to approximately 62,000 square feet of retail and restaurant space, and up to approximately 600 residential units, in addition to project-related parking, loading and service uses (the "Project"). Notably, as certain components of the Project are delivered, they will also create improved access to the Station.

Located primarily over active transportation infrastructure, including the I-90 Extension of the Massachusetts Turnpike ("I-90") and the track and concourse levels of the Station, the Project is roughly bounded by Dartmouth Street to the west, Stuart Street and Trinity Place to the north, Trinity Place and Clarendon Street to the east, and the southern property line of the Station to the south (the "Project Site" or

"Site"). The approximately 5.2-acre Project Site is shown in Figure 1.1, Figure 1.2 and Figures 1.3a-b.

The Proponent occupies and utilizes the majority of the Project Site pursuant to an existing Ground and Air Rights Lease with the Commonwealth of Massachusetts Department of Transportation ("MassDOT") (the "MassDOT Lease"). In addition, the Proponent holds the fee interest of two terra firma parcels which sit immediately adjacent to and partially under the northern façade of the Garage. See Figure 1.7c. The MassDOT lease authorizes four future ground and air rights development parcels as shown in Figure 1.7d in part over I-90 and the Station, and in part over a modest amount of terra firma (the "Air Rights Development Parcels"). The precise vertical and horizontal dimensions of the Air Rights Development Parcels will be finalized in consultation with MassDOT as the design of the Project is further advanced.

1.2 Site Context and Existing Conditions

1.2.1 Project Site and Existing Conditions

The Project Site is located between Boston's Back Bay and South End neighborhoods and in proximity to the Bay Village neighborhood. For over a century, it has been the site of significant transportation infrastructure, today principally consisting of a major Boston railroad station and a primary multi-lane interstate highway and associated on-ramp (the "I-90 On-Ramp", or "On-Ramp"). The Station site, located on the southern side of the Project Site, originally housed a New York, New Haven and Hartford Railroad station which opened there in the 1880's. It was redeveloped several times until the current Station, designed by Kallmann, McKinnell and Wood, opened in 1987. The current Station structure occupies approximately half of the Station site between Dartmouth and Clarendon Streets; the other portion of the Station site being occupied by a bus drop-off located on top of a concrete deck bridging the seven rail lines below.

The Project Site's significance as a transportation node was further reinforced with the construction of I-90 in the 1950's, which runs below the northern portion of the Site. The existing 8-story Garage, constructed primarily on air rights over I-90, was completed in 1970. Two concrete drums located on terra firma just to the north of I-90 serve as entry and exit points to the Garage. See Figures 1.4a-d for existing site photographs, Figure 1.5 for the Existing Conditions Survey, and Figures 1.6a-b for the Proposed Conditions Site Plans.

1.2.2 Project Site Context and Challenges to Redevelopment

The existing transportation uses, together with the Project Site's location on concrete decking above I-90 and the railroad tracks, create a form of physical isolation, separating the Site from the adjacent neighborhoods. Coupled with the limited on-site activity during non-rush hour periods, this isolated condition creates

a "blighted open area"[1] on the Project Site. The Project Site meets the criteria of "blighted open area" and may appropriately be characterized as a "blighted open area" given: its location over both I-90 and active rail lines and transportation infrastructure which is isolated from the adjacent neighborhoods; its ownership, which is in both private and public ownership, again over and subject to intricate transportation infrastructure, the functionality of which will need to be maintained during construction; the lack of terra firma on the Site which makes construction highly costly and challenging and which, with the added burden of the active transportation system beneath, requires extensive and expensive foundation systems and complex and protracted construction management strategies.

In this situation, maintenance of infrastructure may also potentially be deferred due to the difficulty in accessing it. These factors and others would support the use of the development tools of M.G.L. c. 121A and/or M.G.L. c. 121B to enable the Proponent to transform the Site into the Project, which unifies the urban fabric, is reflective of the City's urban design goals and beneficial to the adjacent abutters and neighborhoods.

Although redevelopment has occurred all around it, the majority of the Project Site has not been altered since its original development in the 1970's and 1980's. As was described in further detail in Chapter 7, *Infrastructure*, of the joint Draft Environmental Impact Report and Draft Project Impact Report ("DEIR/DPIR"), the engineering challenges resulting from the impact of I-90, the Station, the Orange Line, and the commuter and passenger rail lines, all of which traverse the Project Site, limit its development potential and require extensive and expensive foundation systems and complex and protracted construction management strategies. Accordingly, the Proponent may explore the possibility of utilizing urban redevelopment mechanisms, approvals or funding established pursuant to M.G.L. Chapter 121A and 121B for tax stabilization and title clearing purposes and/or I-Cubed funding for infrastructure updates.

Despite the major financial, engineering and logistical challenges, the Project Site is uniquely situated in the heart of one of Boston's most significant cultural and mixed-use downtown areas. The Project offers a unique opportunity to animate and dramatically improve an existing important city block and to help connect the Back Bay, South End and Bay Village neighborhoods to both the Project Site and each other, creating an inviting and seamless urban fabric.

The Proponent is genuinely committed to creating intelligent transit-oriented development and has a record of successfully executing projects on or adjacent to

[1] According to relevant Massachusetts law and regulation, specifically including M.G.L c. 121A and M.G.L. c. 121B, a "blighted open area" is defined as " *a predominately open area which is detrimental to the safety, health, morals, welfare or sound growth of a community because it is unduly costly to develop it soundly through the ordinary operation of private enterprise by reason of the existence of ledge, rock, unsuitable soil, or other physical conditions, or by reason of the need for unduly expensive excavation, fill or grading, or by reason of the need for unduly expensive foundations ….or for unduly expensive measures incident to building around or over rights of way through the area, or for otherwise making the area appropriate for sound development, or by reason of obsolete, inappropriate or otherwise faulty platting or subdivision, deterioration of site improvements or facilities, division of the area by rights of way, diversity of ownership of plots, or inadequacy of transportation facilities or other utilities, ….*"

significant urban public transit nodes including: The Prudential Center; The Hub on Causeway; Kendall Center in Kendall Square; Times Square Tower in New York City; and Salesforce Tower in San Francisco.

1.3 I-90 On-Ramp Closure Update

As described in detail in the DEIR/DPIR, MassDOT was studying the safety and utility of the I-90 On-Ramp at Clarendon Street in order to prepare an Interchange Modification Report ("IMR") on its potential closure for review by the Federal Highway Authority ("FHWA"). Given the uncertainty of the On-Ramp's future existence, the DEIR/DPIR included a transportation analysis of two alternate schemes for the Garage West Parcel (one where the On-Ramp remains open and one where it is closed), pending the findings of MassDOT's study and submittal of an IMR to the FHWA for review. Both schemes have nearly identical development programs and, therefore, have functionally identical anticipated environmental impacts. The potential On-Ramp closure as well as the two alternate development schemes and their potential impacts and benefits are further described in Section 1.5.

The Proponent understands that MassDOT has now completed the analysis for the IMR and has reviewed a draft of it recommending the closure of the On-Ramp with the Boston Transportation Department ("BTD"). BTD provided positive feedback and MassDOT anticipates submitting the IMR to FHWA requesting an expedited review on or before August 18, 2017. However, as the IMR is still to be approved by the FHWA, MassDOT's potential closure of the On-Ramp is yet to be confirmed. Therefore, this SID continues to include both the Garage West Base Scheme and the Garage West Alternate Scheme (as defined below).

1.4 Status of State and City Review

1.4.1 MEPA Review Overview

On April 15, 2016, in accordance with MEPA, the Proponent submitted an Environmental Notification Form ("ENF") that initiated a 20-day public comment period, which was subsequently extended by the Proponent, to be coterminous with the public comment period for the BPDA Project Notification Form ("PNF"), described below. On June 24, 2016, MEPA issued a Certificate on the ENF that required the filing of a DEIR.

On January 31, 2017, in response to the Massachusetts Department of Energy and Environmental Affairs ("EEA") Secretary's Certificate, the Proponent submitted a joint DEIR/DPIR. The filing initiated a 30-day public comment period, which was again extended with the Proponent's agreement, and ultimately closed on April 17, 2017. On April 25, 2017, the Secretary issued a Certificate on the DEIR that required the filing of a Final Environmental Impact Report ("FEIR").

On June 30, 2017, in response to the EEA Secretary's Certificate, the Proponent submitted an FEIR. The FEIR addressed the scope presented in the EEA Secretary's

Certificate. In addition, it responded to the agency and public comments received on the DEIR. The Proponent anticipates that the Secretary's Certificate on the FEIR will be issued on August 18, 2017.

1.4.2 Boston Planning and Development Agency Review Overview

On March 29, 2016, the Proponent submitted a PNF to the Boston Redevelopment Authority now doing business as the BPDA, initiating Large Project Review under Article 80B the Code. This filing was followed by a 30-day public comment period, which was extended by the Proponent, and ultimately closed on June 17, 2016. The BPDA reviewed the PNF pursuant to the Code and issued a Scoping Determination on August 30, 2016 that required the filing of a DPIR.

On January 31, 2017, the Proponent submitted a joint DEIR and DPIR to the BPDA, as described above. The filing initiated a 75-day public comment period, which closed on April 17, 2017. The BPDA issued a Request for Supplemental Information on July 5, 2017.

In response to the BPDA's Request for Supplemental Information, the Proponent is submitting the present SID as well as a draft amendment to Planned Development Area ("PDA") No. 2 (as further described below), initiating a 45-day public comment period. In addition, the present document responds to the many public comments received on the DPIR. A detailed response to all agency and public comments received can be found in Chapter 3, *Response to Comments on the DPIR,* and the BPDA Request for Supplemental Information can be found in Appendix A.

1.5 Project Description

As described above and shown in Figure 1.7c, the Proponent occupies and utilizes a majority of the Project Site pursuant to the MassDOT Lease, which authorizes future air rights development and subdivides the Project Site into four Air Rights Development Parcels as illustrated in Figure 1.7d. These Air Rights Development Parcels include adjacent terra firma controlled by the Proponent, creating the following four parcels: Garage West, Garage East, Station East and Station West. As shown in Figures 1.8a-s and 1.9a-d, consistent with this parcelization, the Project has been planned and designed as four distinct and severable but interconnected components described as follows:

› **Garage West Parcel**, located at the corner of Dartmouth and Stuart Streets, includes the demolition of the westernmost Garage entry drum and a portion of the existing Garage and the construction of a new 26-story building containing a new entrance and pedestrian connection to the Station from Stuart Street, up to approximately 592,000 square feet[2] of commercial office space, up to

[2] Unless labeled otherwise, all areas provided herein are described in gross floor area as such term is used in the definition of "Floor Area Ratio" in the Code; therefore, such areas specifically exclude floor area devoted to garage use, whether or not in the basement of a building or serving residential uses, mechanical equipment, storage, service and loading areas, and areas serving as access to, egress from or use by public transit services, whether directly or indirectly as part of the overall Project.

approximately 26,500 square feet of ground floor retail fronting on Dartmouth and Stuart Streets, and the reconstruction of approximately 200,000 gross square feet of the Garage. The reconfigured Garage will contain parking spaces to serve all uses in the Project.

The potential closure of the On-Ramp, as described above, primarily affects the Garage West Parcel and, therefore, two alternate development schemes have been prepared by the Proponent. The first assumes the On-Ramp will remain open and functioning as it does today (the "Garage West Base Scheme") and the second assumes, as an outcome of the MassDOT IMR, the On-Ramp will be closed (the "Garage West Alternate Scheme").

With the demolition of the existing Garage entry and exit drums (described above and below), a replacement Garage exit will be necessary to avoid negative traffic impacts to the surrounding neighborhoods as further described in Section 2.1.2.3. The location of the new Garage exit is dependent on whether the On-Ramp remains open.

- **Garage East Parcel**, located on Clarendon Street, involves the demolition of the easternmost Garage exit drum and the construction of a new 28-story residential building containing up to approximately 240 units and up to approximately 222,000 square feet along the eastern end of the Garage, which will remain. Irrespective of the potential On-Ramp closure, it is anticipated that the existing vehicular access from Clarendon Street which passes under the Garage will remain, and therefore, only one scheme is presented for this parcel.
- **Station East Parcel**, located on the existing bus drop-off along Clarendon Street, involves the relocation of the terminus of Bus 39 and the removal of the existing MBTA ventilation tower, subject to MBTA approval, in order to construct a new 35-story residential building containing a new entrance and pedestrian connection to the Station from Clarendon Street, up to approximately 360 units and up to approximately 382,000 square feet of residential space, and up to approximately 5,000 square feet of ground and second floor retail space. In addition, with the construction of the Station East Parcel, the Project includes the creation of a new approximately 11,000 gross square foot public plaza off Clarendon Street and the addition of a new redundant elevator to the Orange Line adjacent to the existing elevator within the Station. The possible reactivation of the Commuter Rail head house located on the south side of Columbus Avenue in order to provide redundant elevators to Tracks 1/3 and Track 2, if determined to be feasible, is also contemplated as part of the development of the Station East Parcel.
- **Station West Parcel**, located on Dartmouth Street above the existing Station Concourse, involves the vertical expansion of the Station, creating up to approximately 30,000 square feet of additional retail opportunities to serve both transit customers and the adjacent neighborhoods. In coordination with the

Please note that given the fact that the majority of the Project Site is on and over air rights, it is not possible to reconstruct parking spaces beneath one or more of the buildings, and thus this filing and PDA No.2 as amended will expressly exclude the square footage allocated to such parking for the purposes of calculating FAR.

separate Station Concourse Improvements project described below, the Project adds a single level of retail space on either side of the Station's central hall connected to the Station Concourse below. In addition, with the construction of the Station West Parcel, the Project includes the relocation and expansion of the existing pedestrian crosswalk and the upgrading of the open space in front of the Station on Dartmouth Street to create a welcoming an inviting public plaza at the terminus of the Southwest Corridor Park.

1.5.1 Proposed Development Program

Development Program

The proposed development program is provided in Table 1-1 below. The Garage West square footage has been very slightly increased since the DEIR/DPIR. This increase accounts for 1) a small reduction of 200 square feet due to the public realm improvements described in Section 1.5.2 and 2) a modest increase of 1,500 square feet to include the square footage associated with the Trinity Place pedestrian bridge connection, resulting in a net increase of 1,300 square feet:

TABLE 1-1 PROPOSED DEVELOPMENT PROGRAM

	Garage West (base)	Garage West (alternate)	Garage East	Station East	Station West
Lot Area	68,846	68,846	52,966	38,413	64,676
Total (SF)[1]	607,700[6]	619,700[6]	222,100	387,000	30,000
Height (FT) [2]	365	365	305	400	42
# Stories	26	26	28	35	1
Office (SF)	582,500[6]	591,800[6]	-	-	-
Retail (SF)	23,700[6]	26,400[6]	-	5,100	30,000
Trinity Place Pedestrian Connection (SF)	1,500[6]	1,500[6]			
Residential (SF)	-	-	222,100	381,900	-
Residential Units	-	-	240	360	-
Garage (SF)[3]	207,770	205,620	-	-	-
Parking (Spaces)	Up to 2,013 spaces to be provided Site-wide under all alternatives				
FAR[4]	8.83	9.00	4.19	10.07	0.46
FAR Total (across all sites): 5.54[5]					

1 Unless labeled otherwise, all areas provided herein are described in gross floor area as such term is used in the definition of "Floor Area Ratio" in the Code; therefore, such areas specifically exclude floor area devoted to garage use, whether or not in the basement of a building or serving residential uses, mechanical equipment, storage, service and loading areas, and areas serving as access to, egress from or use by public transit services, whether directly or indirectly as part of the overall Project. Please note that given the fact that the majority of the Project Site is on and over air rights, it is not possible to reconstruct

parking spaces beneath one or more of the buildings, and thus this filing and PDA No.2 as amended will expressly exclude the square footage allocated to such parking for the purposes of calculating FAR.

2 Notwithstanding the definition of "Building Height" set forth in the Code, with respect to each of the Air Rights Development Parcels, the following shall be the "grade" for each: (i) Garage West: 20'-6" BCB; (ii) Garage East: 19'-2" BCB; (iii) Station East: 31'-6" BCB; (iv) Station West: 29'-2" BCB; and the "Building Height" shall be the vertical distance from said "grade" to the top of the structure of the last occupied floor; Provided further that any elevator penthouse, stairway bulkhead or any other roof structure built for the purpose of accessing a roof deck or roof terrace as well as the said roof decks and roof terraces and other roof top amenities themselves, shall be excluded from the calculation of building height under the PDA.

3 Garage areas are provided in gross square feet, and represent only the areas of the reconstructed parking Garage.

4 Floor Area Ratio.

5 FAR Total provided is for Base Scheme only. FAR total for Alternate Schemes is 5.60.

6 Areas presented in the DEIR/DPIR: Total (SF): Base Scheme - 606,400 (+1,300), Alternate Scheme - 618,400 (+1,300); Office (SF): Base Scheme - 582,600 (-100), Alternate Scheme - 591,900 (-100); Retail (SF): Base Scheme - 23,800 (-100), Alternate Scheme - 26,500 (-100)

1.5.2 Project Refinements since the DPIR

The following section summarizes minor refinements to the Project since the DEIR/DPIR filing. There have been no significant changes to the Project since previous BPDA review.

› **Public Realm Improvements – Sidewalk Dimensions**: In response to comments received on the DEIR/DPIR and in connection with design review with the Boston Civic Design Commission ("BCDC"), the dimensions and articulation of the pedestrian zones have been advanced. Specifically, along Dartmouth Street, the Garage West building footprint at the ground floor has been pushed in two (2) feet, allowing for a widened pedestrian zone of 17 feet (previously 15 feet in the DEIR/DPIR) and increasing the overall sidewalk width from 21.5 feet to 23.5 feet. Please refer to Figure 1.10a and Figures 2.7c and 2.7f.

In addition, the Garage West building footprint at the ground floor along Stuart Street has been pushed in one (1) foot, while the furnishing zone has been reduced from 6.5 feet to 4 feet, reflecting the fact that terra firma exists along this street and that the street trees may be planted in soil. These adjustments allow for a large increase of the pedestrian zone on Stuart Street, which is now 14.5 feet (previously 11 feet in the DEIR/DPIR). The overall sidewalk width will be 18.5 feet, which is a dramatic increase from the 8-foot sidewalk that exists there today. Please refer to Figure 1.10b and Figures 2.7c and 2.7f.

At the intersections of Stuart Street and Dartmouth Street, and Stuart Street and Trinity Place, the furnishing zone has been decreased to 12 feet (previously 18.5 in the DEIR/DPIR), allowing for a widened pedestrian zone of 18.5 feet (previously 11 feet in the DEIR/DPIR) and additional space for queuing at the crosswalk. Please refer to Figures 2.7c and 2.7f.

› **Public Realm Improvements – Phasing**: In response to comments received on the DEIR/DPIR, the Proponent has considered additional options related to the phasing of specific public realm improvements scheduled to be delivered with specific parcels. Accordingly, if the Station East Parcel is developed before the Garage West Parcel, an outdoor lift or elevator will be delivered near the corner

of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any code-required accessibility improvements will be made to the existing Stuart Street connector. Furthermore, the proposed sidewalk improvements under the Garage along Clarendon Street and the realigned crosswalk at Clarendon and Stanhope Streets will be delivered with either the Garage East or Station East Parcel, whichever is developed first. Please refer to Section 5.2 and Figures 2.7a-f for updated public realm improvement phasing plans.

Lastly, per conversations with BTD, with the development of the Station East Parcel, the Proponent has additionally agreed to improve the sidewalk adjacent to the existing Orange Line head house to remain on the east side of Clarendon Street. Please refer to Section 2.2 and Figures 2.7a-f for updated public realm improvement phasing plans.

› **Pedestrian Bridge Connections**: As described in the DEIR/DPIR, the Project includes certain pedestrian bridge connections. The first pedestrian bridge spans across Trinity Place between the through-block connector at the Garage West Parcel and the second floor of the proposed 40 Trinity building. Please refer to Figures 1.6a-b for plans and Figure 1.8e for a rendering of the Trinity Place pedestrian bridge.

The second pedestrian bridge connects the second floor of the 40 Trinity building across Stuart Street to the 200 Clarendon building, thereby connecting 200 Clarendon to the Station and further enhancing transit access, pedestrian safety, and neighborhood connectivity. Since filing the DEIR/DPIR, however, the Proponent has decided that the Stuart Street bridge will require further study and analysis in order to achieve the design and functional intent of this critical pedestrian connection. Therefore, this bridge has been removed from the current Project design, and will be pursued by the Proponent at a later date.

› **Square Footage Reduction**: Due to the Garage West footprint reductions described above, the overall square footage of the Garage West building has been increased by approximately 1,300 SF in both the Base and Alternate Schemes as explained in detail in Section 1.5.1.

1.5.3 Anticipated Project Schedule/Phasing

Four Parcel Approach to Severable Project Phases

As documented in the DEIR/DPIR, the FEIR and in this SID, the Proponent has undertaken a comprehensive review of the Project's environmental impacts in accordance with MEPA and Article 80B of the Code, so that the entirety of the Project at full build may be assessed, Project impacts can best be evaluated and mitigated, and major discretionary permits can be obtained in one comprehensive review process at both the State and City levels. As noted above in Section 1.5 the Proponent contemplates the development of the Project in as many as four air Rights Development Parcels, containing a mix of uses, each a "Project Component" for the purposes of this Project review. Each of these Air Rights Development Parcels

may, in the future, be owned and developed by individual developers who will separately execute the required City agreements, abide by the relevant City and State approval and permit requirements, and obtain the requisite certifications of consistency and/or compliance, as the case may be, when subsequent developers will be deemed to be successors in interest to the Proponent for purposes of this SID, and abide by the obligations set forth herein. After the major discretionary permits for the Project have been obtained, the development of each of these Air Rights Development Parcels as a distinct Project Component may proceed as the Proponent (which term shall include each and every successor in interest to the original Proponent) in its sole discretion determines is appropriate due to market conditions or other factors.

Summary and Evaluation of Phasing Scenarios

The Project is designed to accommodate a variety of phasing scenarios, while allowing the development to progress in a thoughtful and responsible manner. Essentially, each Project Component has the ability to be developed independently of the others and the mix of both commercial and residential uses allows the Project to remain responsive to evolving market conditions. The flexibility of sequencing is critical to the Project's economic viability and, therefore, success.

If demand for commercial office space allows the Garage West Parcel to be developed first, it will provide a new Garage exit in anticipation of the future demolition of the exit drum that will be removed to accommodate the Garage East residential building. In addition, a new through block connection from Stuart Street to the Station will be provided to enhance the pedestrian connection from the Site to Copley Square in anticipation of the relocation of the Bus 39 terminus associated with the development of the Station East residential building. Either the Garage East or Station East Parcels could be developed subsequently.

If demand for residential space is stronger than that for commercial space, either the Station East or the Garage East Parcels could be developed first. If the Station East Parcel is developed first, it can occur without impacting the operation of the Garage today. It will provide a new public plaza, Station entrance and redundant Station elevators and will require the relocation of the Bus 39 terminus as described above. If the Garage East Parcel is developed first, the Proponent would reverse the direction of the entry drum located on the Garage West Parcel so that it becomes an exit drum with access to Trinity Place. This would allow the Garage East Parcel to be developed without substantial disruption to existing traffic patterns.

Due to its relatively small size, it is anticipated that the retail development on the Station West Parcel will be delivered coincident with either the Garage West or Station East Parcels.

1.5.4 Station Concourse Renovation Update

As described in detail in Appendix E of the DEIR/DPIR, a Station Concourse renovation is currently being designed by the Proponent and a consultant team in

consultation with the MBTA and other rail services serving the Station. The renovation includes restoring primary architectural elements to their original condition; improving access to and egress from the Station by doubling the number of entry doors; creating new and expanded waiting areas and substantially increased seating; introducing new lighting and improving passengers' thermal comfort; clarifying signage and wayfinding elements; completely renovating the public restrooms; and creating additional retail amenities for transit customers and the neighborhood, all the while preserving the Station's original architectural expression (the "Station Concourse Improvements").

Since the DEIR/DPIR filing, there has been a minor change to the design of the Station Concourse Improvements - the commuter rail and regional train service ticket windows have been relocated. The position of the ticket window has moved west to a location on the corner of the Central Hall, which offers a more direct view from (and towards) the waiting areas and the Dartmouth Street entry. This new arrangement also provides protected queuing space by setting the ticket windows back. Please refer to Appendix B of this SID for a plan showing the revised ticket window location.

Certain of the Station Concourse Improvements are already underway, including the restoration of the exterior wooden arches and a complete restroom renovation and expansion, which is expected to be complete by early Fall 2017. In addition, the first phase of the MBTA-led ventilation project, which involves pressurizing the stairs/escalators leading to Tracks 1/3 and Track 2 has been designed and is expected to begin construction by the end of 2017. A public meeting on the ventilation project was held on May 3, 2017. Overall, the Station Concourse Improvements and the MBTA-led ventilation project will dramatically improve the customer experience and improve Site operation and efficiency.

1.6 Summary of Development Alternatives

The BPDA's Request for Supplemental Information on the DPIR called for a description of Project alternatives that have been considered, and a summary of the primary differences between these alternatives. The following sections provide a description of alternatives described in the ENF as well as those documented in Chapter 2, *Alternatives Analysis* of the DEIR/DPIR and those studied in response to the Massachusetts Historical Commission's ("MHC") comment letter on the DEIR. Where applicable, a summary of their public benefits and environmental impacts are compared to those of the Project.

1.6.1 ENF and PNF Development Alternatives

Prior to submitting the ENF and PNF, the Proponent considered numerous alternatives, including studying the potential impacts to the MassDOT and MBTA infrastructure located beneath the Project Site. The ENF included a brief description of the following development alternatives considered, including:

- **No-Build Alternative** - The No-Build Alternative would maintain the existing configuration of the Garage and the Station.
- **Reduced Build Alternative** - The Reduced Build Alternative would involve the construction of a significantly smaller building on one or more of the parcels compared to the buildings proposed in the ENF and PNF Preferred Alternative. As described in the ENF, this alternative is not financially feasible due to the high costs involved with the foundation and structural systems, and complex construction logistics procedures required to build over the active transportation infrastructure present at the Project Site. These factors render a smaller development infeasible based on cost.
- **Increased Build Alternative** - The Increased Build Alternative would include a taller multi-story building on the Station West Parcel in place of the modest one-story vertical addition proposed in the Preferred Alternative. This alternative would require significant additional foundation, structural and vertical transportation systems, the construction of which would prove too disruptive to Station operations, impair public access to transit during construction and potentially significantly modify the Station's configuration. For these reasons, this Alternative is not being further pursued.
- **Garage West Parcel "Bridge Alternative"** - The Garage West Parcel "Bridge Alternative" would involve the reorientation of the office building proposed for this parcel from an east-west orientation to a north-south orientation. This orientation would require the significant elongation of the building along its longest dimension in order to span the mainline of I-90 and the northernmost track at the Station. Structural elements would be required to pass through both the Station Concourse and track level to the foundation below. The Proponent determined this alternative to be infeasible and cost-prohibitive due to the impacts to space and circulation within the Station associated with the necessary structural elements. In addition, the resulting building would be quite long and undesirable from an urban design and marketability perspective.
- **ENF and PNF Preferred Alternative** - The Preferred Alternative described previously in the ENF and PNF included the construction of two residential buildings, one 26-story office building with ground floor retail and a one to two-story vertical retail expansion of the existing Station. The Preferred Alternative also considered two different development plans for the Garage West Parcel in response to the potential closure of the I-90 On-Ramp. Since the overall program and associated impacts are nearly identical, the ENF and PNF considered both the Garage West Base Scheme and the Garage West Alternate Scheme.

1.6.2 DEIR/DPIR Development Alternatives

In accordance with the Secretary's Certificate on the ENF and the BPDA's Scoping Determination on the PNF, the Proponent considered two additional development alternatives, which are described below, and are presented in detail in Chapter 2,

Alternatives Analysis of the DEIR/DPIR, alongside an analysis of their public benefits and environmental impacts compared to those of the Project.

- **As-Of-Right-Zoning Alternative** - The As-Of-Right Alternative would involve a development that meets all the dimensional criteria of underlying zoning, in this case, the Stuart Street Zoning District (the "SSD"). As described in the BPDA Scoping Determination on the PNF, the Preferred Alternative is "exemplary in its strong adherence to the Stuart Street Design Guidelines." Therefore, the As-Of-Right Alternative would be extremely similar to the Preferred Alternative. As described in Section 2.2.1 of the DEIR/DPIR, the Proponent has determined this alternative is not financeable because the high costs related to the foundation and structural systems, as well as the expensive and lengthy construction techniques required to construct over the active I-90 infrastructure, would render a smaller development financially infeasible and, therefore, unachievable.

  At the same time, the water use, wastewater, daylight obstruction, trips generated and wind impacts by the Project would be substantially similar to the Preferred Alternative. Therefore, the As-Of-Right Alternative would significantly reduce the public benefits of the Project, produce substantially similar environmental impacts, and be financially infeasible. For these reasons, this Alternative was not pursued.
- **Third Residential Building Alternative** - The Third Residential Building Alternative would construct a 34-story, 296,448 square foot residential building in place of the 26-story, 618,400 square foot commercial building on the Garage West Parcel. The remainder of the Project would be unchanged. Due to its greatly reduced size and residential program, the Third Residential Building Alternative would generate significantly less revenue than the proposed commercial building, and therefore would not be able to support the partial demolition and reconstruction of the Garage, leaving the existing Garage and entry drum in place along Dartmouth and Stuart Streets. In addition, this Alternative would not be able to provide the through block connector from Stuart Street, due to both economic and physical obstacles.

  At the same time, the water use, wastewater, daylight obstruction and wind impacts by the Project would be substantially similar to the Preferred Alternative. Due to the residential rather than commercial use, there would be a reduction in the number of Project-generated trips. However, this reduced impact is outweighed by the loss of the substantial transit-related and urban design benefits to be delivered with the Preferred Alternative. Therefore, the Third Residential Building would significantly reduce the public benefits of the Project, produce substantially similar environmental impacts and be financially infeasible. For these reasons, this Alternative was not pursued.
- **DEIR/DPIR Preferred Alternative** - The Preferred Alternative, or the Project, proposes the construction of two residential buildings of 28 and 35 stories, one 26-story office building with ground floor retail and a one-story vertical retail expansion of the existing Station. The Project also considers two different

development plans for the Garage West Parcel in response to the potential closure of the I-90 On-Ramp.

1.6.3 Other Development Alternatives Studied

As further discussed in Sections 1.9.1 and 2.3 below, in response to the MHC's comment letter on the DEIR, the Proponent studied additional development alternatives as described below.

- **Realigned Building Alternative** – The Realigned Building Alternative rotates the Garage West building so that its axis is oriented in a north-south direction parallel with Dartmouth Street. This has the effect of shortening the length of the northern façade which faces many of the historic resources in the vicinity of the Project Site, and was expected to reduce the related shadow impacts on these resources. In order to create a leasable floor plate and not add any new load to the existing structural deck spanning I-90 (which is prohibited by MassDOT), the Realigned Building Alternative would have to bridge I-90 entirely, and land large structural piers in the northern portion of the Station. This results in very long east and west facades for the Garage West building.[3] Compared to the Project, the north-south orientation of the Garage West building in the Realigned Building Alternative could allow for approximately 20 percent more square footage, 25 percent larger typical floor plates, and a taller building by approximately 55 feet while still complying with the two (2) hour shadow restriction on Copley Square.

  The Realigned Building Alternative is similar to the Garage West Parcel "Bridge Alternative" that was studied early on by the Proponent. Despite the opportunity for a significantly larger building, the Proponent abandoned this option, as the negative impacts on the Station infrastructure were too great, and the resulting massing was undesirable from an urban design perspective.
- **Reduced Building Height Alternative** – The Reduced Building Height Alternative would significantly reduce the height of all three Project components as shown in Table 1-2.

[3] Due to the severe constraints discussed in detail above, it is not possible to realign or rotate either the Garage East or the Station East buildings. Therefore, this was not studied as part of the Realigned Building Alternative.

TABLE 1-2 BUILDING HEIGHT REDUCTION

Building	DEIR/DPIR Building Height (Feet)	Reduced Building Height Alternative Building Height (Feet)	Change in Height (Feet)
Garage West	365	155	(210)
Garage East	305	133	(168)
Station East	400	185	(212)

While the Reduced Building Height Alternative is successful in eliminating and/or reducing net new shadow on many of the historic resources in the vicinity of the Project Site, as requested by the MHC, it is not a viable project. The Proponent has concluded this alternative is not financeable as the high costs involved in the foundation and structural systems, as well as the expensive and lengthy construction techniques needed to construct over the active I-90 and train infrastructure, require significantly more development to absorb these fixed costs and provide an acceptable risk-adjusted rate of return. A development of this reduced size would be financially infeasible and, therefore, not prudent on this challenging Site.

1.6.4 Conclusion

Overall, the Project avoids or minimizes environmental impacts while providing maximum public benefit. It has been designed to comply to the greatest extent possible with the planning recommendations and community concerns established in the SSD to provide uses in appropriate and carefully considered locations that reinforce the mixed-use character of the existing area, create a sustainable development centered on an important transit node, and thereby encourage the use of non-automotive means of transportation. Further, the Project strongly supports the economic development and sustainable goals of the City of Boston and the Commonwealth. Analysis of the Project, including its existing Project Site characteristics, development costs, and mitigation requirements, did not identify a practical alternative that would significantly reduce the environmental impacts of the development while still meeting the Project goals.

The Project offers greater public and environmental benefits that are expected to extend to the broader community, City, and region, providing new opportunities and serving as a catalyst for regional growth creating new jobs and tax revenues.

1.7 Summary of Key Findings and Project Benefits

The Project will substantially revitalize the Project Site and serve to integrate and connect the surrounding Back Bay, South End, and Bay Village historic neighborhoods through the creation of a vibrant, sustainable, mixed-use and transit-oriented development. The Project will deliver numerous public benefits, including

considerable urban design, accessibility and public realm improvements, a mix of new housing and job opportunities, and new tax revenues.

Additional public benefits for the surrounding neighborhoods and the City are summarized in the following subsections.

This section also summarizes the key findings and benefits of the impact assessments presented in the DEIR/DPIR in order to demonstrate how the Project will meet applicable regulatory and performance standards.

Urban Design and Public Realm

Improved Street and Pedestrian Environment –

- The Project will create a high-quality continuous street frontage activated by vibrant and engaging ground floor uses, such as retail and restaurant spaces, and residential and commercial building lobbies. Through the use of glass facades wherever possible, the Project will provide transparency and create an inviting and safe ground-level experience for pedestrians.
- The Project will provide a greatly improved street-level experience with the removal of the two existing concrete parking drums on the Garage West and East Parcels, the removal of a section of deck along Stuart Street, and the rationalization of the existing service and parking area located under the Garage at the rear of abutting properties along Stuart Street.
- The Project will provide a significantly upgraded streetscape on all parcels, including new sidewalks, crosswalks, street lighting, landscaping and other public amenities along Dartmouth, Stuart and Clarendon Streets, consistent with BTD's Complete Streets guidelines (refer to Section 2.2 and Figures 2.7a-f for public realm improvement phasing plans).
- With the development of the Garage West Parcel, the Project will create a new Station entrance on Stuart Street and a new indoor, weather-protected accessible through-block connection to the Station from Stuart Street, flanked by new retail improvements, thus increasing neighborhood connectivity and improving public safety within the district.
- With the development of the Garage East or Station East parcel (whichever is first), the Project will reconfigure the crosswalks at Stanhope and Clarendon Streets, reduce and realign the existing Garage drive width, and increase the pedestrian zone under the existing Garage overhang.
- With the development of the Station East Parcel, the Project will create a new Station entrance on Clarendon Street and a new indoor, weather-protected accessible through-block connection to the Station from Clarendon Street, flanked by new retail improvements, thus increasing neighborhood connectivity and improving public safety within the district.
- With the development of the Station East Parcel, a new 11,000 gross square foot public plaza will be delivered off Clarendon Street, adding to the

neighborhood's inventory of open space and creating connections to other area parks, including the Southwest Corridor Park and Freida Garcia Park.

- With the development of the Station East Parcel, the sidewalk immediately adjacent to the existing Orange Line head house on Clarendon Street will be improved.
- With the development of the Station West Parcel, the existing open space on Dartmouth Street will be improved to offer an attractive public plaza connected to an expanded and relocated crosswalk, dramatically improving the connection with the Southwest Corridor Park and creating a welcoming civic entrance to the Station.

Improved Accessibility –

- The Project will enhance accessibility throughout the Site by regrading sidewalk slopes where possible, providing generous sidewalk widths that meet or exceed BTD's Complete Street Guidelines, and delivering the aforementioned fully-enclosed, accessible connections from Stuart and Clarendon Streets to the Station with the development of the Garage West and Station East Parcels, respectively.
- With the development of the Garage West Parcel, the Project will create a new accessible drop-off lane along Stuart Street, in proximity to the future new Station entrance.
- With the development of the Station East Parcel, the Project will create a new accessible drop-off lane serving both the Project and the Station, in proximity to the future new Station entrance.
- With the development of the Station East Parcel, accessibility to the Station will be significantly improved through the addition of redundant elevators to the MBTA Orange Line and Commuter Rail tracks 1/3 and 2, where feasible.
- With the development of the Station East Parcel, should it be developed in advance of the Garage West Parcel, a new outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place along with cosmetic and code-required accessibility improvements to the existing Stuart Street connector.
- With the development of the Station West Parcel, the Project will enlarge the Dartmouth Street crosswalk, significantly improving pedestrian safety and enhancing the link between the Station and the Southwest Corridor Park.

Architecture –

- The Project proposes high quality architecture that is responsive to the surrounding context, while creating signature buildings that add to Boston's inventory of progressive architecture.
- The Project reinforces the urban "high spine" planning strategy, while designing the buildings to minimize wind and shadow impacts on surrounding neighborhood public open space resources such as Copley Square, the Southwest Corridor Park, and Frieda Garcia Park.

Social and Economic

Housing and Job Creation –

- Provide a variety of new high-quality housing opportunities, in compliance with the applicable Inclusionary Development Policy of the City of Boston.
- Create approximately 2,500 construction jobs and approximately 3,200 permanent jobs across all four Air Rights Development Parcels.
- Contribute approximately $5,500,000 in housing linkage and $1,100,000 in jobs linkage payments in accordance with the terms and provisions of Section 80B-7 of the Code.

Enhanced Tax Revenues – Generate approximately $15.3 million annually in new real estate tax revenues for the City of Boston across all four Air Rights Development Parcels upon stabilization.[4]

Innovative Office Space – Provide innovative new workplace opportunities for a variety of business types.

Enhanced Retail Opportunities – Provide new and diverse retail opportunities for neighborhood residents, transit customers and the public at large.

Transit and Transportation

Transit Oriented Development – The Project exemplifies transit-oriented development by developing high density housing, retail and office uses above and adjacent to a multi-modal transit hub served by multiple public transportation services, including MBTA Commuter Rail, Orange Line and local bus routes, and AMTRAK, resulting in a high proportion of transit trips rather than vehicle trips.

Transit Mitigation –

With the development of the Garage West Parcel, the Project will deliver:

- A new Station Entrance from Stuart Street linked to the Station via a through-block connector, providing transit customers an accessible and weather-protected path.
- A dedicated bus pull-off area adjacent to the new Station entrance, making commuter connections safer and more convenient.
- A new Hubway station to be located off-site, in proximity to the Project Site at a location to be jointly agreed upon with BTD, adding to the multi-modal nature of the Station.

With the development of the Station East Parcel, the Project will deliver:

- A new Station Entrance from Clarendon Street linked to the Station via a through-block connector, providing transit customers an accessible and weather-protected path.

[4] This estimate assumes stabilization of all four Project Components in 2022

- A new public plaza serving as a forecourt to the new Station entrance, reinforcing the civic nature of the new Station entrance.
- Improved sidewalk immediately adjacent to the existing Clarendon Street Orange Line exit head house.
- A new Hubway station located in proximity to the new Station entrance from Clarendon Street, adding to the multi-modal nature of the Station.
- A new stair and fare gates to the Orange Line adjacent to the new Station Entrance.
- A new redundant elevator to the Orange Line adjacent to the existing elevator, doubling the existing capacity and increasing reliability for transit customers. New redundant elevators will also be delivered to Tracks 1/3 and Track 2, if determined to be feasible.

With the development of the Station West Parcel:

- The existing Dartmouth Street crosswalk will be relocated and expanded to align with the future Station entrance, improving commuter safety and access to the Station.
- The existing open space on Dartmouth Street will be enhanced to create an inviting public plaza that welcomes transit customers and reinforces the civic nature of the existing Station entrance, enhancing the link between the Station and the Southwest Corridor Park.

Roadway Improvements – The Proponent has evaluated potential roadway improvements that will increase the overall performance of the mitigated intersections and improve the flow of vehicles in the roadway network, including intersection signal timing modifications, and other possible mitigation options for further evaluation in coordination with BTD. Please refer to Section 2.1.6.1, Table 2-4 and Figure 2.5 for a description of the phasing of potential roadway improvements to be implemented in association with each Parcel.

MBTA Revenue – The Project-generated transit trips are estimated to contribute approximately $4.6 to 5.8 million in additional annual revenue for the MBTA based on current fare levels.

Station Concourse Improvements – Through a separate but related project, the Proponent has begun making significant functional and aesthetic improvements to, and has assumed property management responsibilities of the Station Concourse in an effort to dramatically improve customer experience, comfort, and safety.

Pedestrians – The Project will improve the pedestrian environment significantly through the enhancement of sidewalks in the vicinity of the Project Site, the creation of new open space, and the introduction of new pedestrian connections including the new station entrances on Stuart and Clarendon Streets and the pedestrian bridge connection across Trinity Place.

Bicycle Accommodations and Parking –

- The Project will incorporate bicycle accommodations in compliance with BTD's guidelines to encourage cycling and walking, as strong transportation modes.
- As described above, with the development of the Station East Parcel, the Project will locate a new Hubway station on the Clarendon Street Plaza near the new Station Entrance.
- As described above, with the development of the Garage West Parcel, the Project will locate a new Hubway station off-site, in proximity to the Project Site.

Transportation Demand Management ("TDM") Program – The Project will implement a robust program of TDM strategies to take full advantage of its multiple mobility options and its synergy with the surrounding vibrant mixed-use neighborhoods.

No Net New Parking –

- The capture of internal trips between different uses will result in the reduction of vehicle trips and opportunities to limit parking through sharing of parking spaces for different users by time of day.
- Due to the measures cited above as well as the capacity of the existing Garage and potential modifications to its operations resulting from the Project, no new net parking is proposed as part of the Project.

Transportation Monitoring Program – The Proponent will conduct an annual Transportation Monitoring Program, that will confirm that the post-development impacts of the Project are consistent with the forecast estimates and ensure that the mitigation measures are completed and/or maintained.

Sustainability/Environmental

Sustainable and high-performance building strategies are at the core of the design for the Project.

Area Revitalization – The Project revitalizes an underutilized urban site, uses land efficiently by increasing density in immediate proximity to public transportation, and encourages the use of non-automotive modes of transportation.

LEED Certification – In addition to compliance with the City of Boston Article 37 Green Building and Climate Resiliency Guidelines ("Article 37"), the Project will certify each building under the Leadership in Energy and Environmental Design® ("LEED") Version 3 rating system which provides verification of green building design.

Resource Conservation – By utilizing sustainable design strategies, the Project will exceed code requirements for reducing energy and water consumption as well as minimize impacts to regional infrastructure and water resources.

Greenhouse Gas Emissions –

- Based on preliminary building energy models, the Project will achieve an estimated 18.2 percent reduction in stationary source CO_2 emissions by reducing

overall energy consumption by approximately 21.8 percent through the implementation of energy optimizing building design and systems. (Note, the percentages of energy use are different than emission reductions due to emissions conversion factors.)

- The proposed TDM measures are anticipated to result in a two percent reduction in Vehicle Miles Travelled from Project-generated trips.
- When coupling the proposed TDM measures and proposed roadway improvements, the Project is projected to reduce mobile source CO_2 emissions by approximately 60 to 65 percent in both the Base and Alternate Schemes.

Air Quality – The Project will conform to the National Ambient Air Quality Standards, as well as with local, state, and federal air quality requirements on a mesoscale level, and will not have an adverse impact on local air quality.

Verification and Benchmarking – Monitoring and verification of ongoing energy and water performance will also be possible through the enrollment of each building in ENERGY STAR Portfolio manager, EnerNOC's Energy Intelligence Software ("EIS") platform and the Proponent's own internal sustainability data management system.

Renewable Energy – The Proponent has investigated the feasibility of clean and renewable energy sources, including photovoltaic ("PV") panels, solar thermal, wind turbines, and cogeneration, and found that cogeneration and roof PV may be cost-effective potential strategies. Refer to Section 5.4.3 of the DEIR/DPIR for that analysis, and to the Energy Analysis Report in Appendix D of this SID for additional information on potential CHP systems. Refer to Appendix C of this SID for updated LEED Narratives. The viability of implementing these systems will continue to be evaluated as the Project design develops.

Improved Wellness – Through a variety of design strategies, the Project will promote health and wellness, assist in improving indoor air quality, and reduce the urban heat island effect. The Project will provide improved pedestrian facilities and bicycle accommodations to support heathy alternate modes of transport.

Climate Resilience – The Project will integrate strategies that reduce vulnerability to future climate change impacts related to flooding, severe precipitation and extreme heat. A detailed climate resiliency analysis was provided in Section 5.5 of the DEIR/DPIR.

Stormwater Management –

- The Project will comply with the MassDEP Stormwater Management Standards, in accordance with the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.00) and Water Quality Certification Regulations (314 CMR 9.00);
- The Project will implement a treatment train of BMPs to improve water quality, reduce runoff volumes, and reduce peak discharge rates of runoff in comparison to pre-development conditions for the Garage West, Garage East and Station East Parcels;
- Provision for groundwater recharge by installing a recharge system designed to infiltrate clean stormwater runoff, in accordance with the standards articulated in

the Groundwater Conservation Overlay District requirements, for the Garage West and Garage East Parcels;

- Provision of phosphorous removal for stormwater runoff from the Project Site, in accordance with Boston Water and Sewer Commission's design guidelines, for the Garage West and Garage East Parcels; and
- Potential provision for on-site retention and water reuse applications in lieu of on-site provisions for groundwater recharge for the Station East Parcel;
- Potential opportunities for reasonable off-site mitigation options in lieu of on-site provisions for groundwater recharge for the Station West Parcel; and
- The Project will comply with the requirements of the Boston Water and Sewer Commission's 4:1 I/I mitigation program.

1.8 Regulatory Context

This section lists the anticipated permits and approvals as well as the local planning and regulatory controls applicable to the Project.

1.8.1 City of Boston Zoning

Stuart Street Zoning District

The entire Project Site is located within the SSD established in accordance with Article 48 of the Code and as set forth on Zoning Map 1S. According to Zoning Map 1S, the Project Site is located in Area 4 of the SSD, and in part within an area designated as a PDA. Specifically, this portion of the Project Site, and the site of the adjacent office building owned by the Proponent and known as and numbered 200 Clarendon Street are located within PDA No. 2, which was first established in July, 1968 as later amended in August, 1982.

Given a number of factors, including the scale and complexity of the Project, mix of uses, possible multiple ownerships, number of parcels, and timeframe for completion of construction and development contemplated, amending and restating PDA No. 2 is the most appropriate method to obtain the required zoning approval for the Project in accordance with the Code. The BPDA previously approved this approach to the Project's permitting. An Amended and Restated Development Plan for PDA No. 2, is being submitted simultaneously with this SID to the BPDA for review. It sets forth the relevant use, dimensional and other requirements applicable to the development of the Project in full compliance with the Code, including any relief which may be required from any of the Overlay Districts described below.

The Project as described herein was designed to be highly responsive to the many planning goals and requirements which would otherwise be applicable to development in the SSD without the benefit of the PDA No. 2 which is operative here. As described above, PDA Plan approval of the Project in accordance with Article 80C is being coordinated with Large Project Review in accordance with Article 80B of the Code. See Figure 1.7a, Site Boundary.

Other

The entire Project Site is within the Groundwater Conservation Overlay District ("GCOD") and the Restricted Parking Overlay District ("RPOD").

1.8.2 City of Boston Zoning Code Article 80B, Large Project Review

Because the Project exceeds 50,000 square feet of gross floor area and is located in a downtown zoning district, it is subject to Large Project Review by the BPDA pursuant to Article 80B of the Code. The Large Project Review process was commenced by the filing of a Letter of Intent with the BPDA on December 29, 2015, a copy of which is was included in Appendix A of the PNF filed on March 29, 2016. Refer to Section 1.4 for more information on the status of City review.

Development Impact Project

The Project is a Development Impact Project, as defined in Article 80B-7 of the Code, because it requires Zoning Relief and will "erect a structure or structures having a total gross floor area of more than one hundred thousand (100,000) square feet." Please refer to Table 1-1 for the Proposed Development Program.

1.8.3 MEPA

The Project is subject to review pursuant to MEPA because the proposed development involves a land transfer from the Commonwealth in the form of the future MassDOT air rights leases, requires one or more state agency permits and exceeds review thresholds established under the MEPA implementing regulations (301 CMR 11.03). These thresholds are:

- 11.03(1)(b)6: May require approval in accordance with M.G.L. c. 121A of a New urban redevelopment project consisting of 100 or more dwelling units or 50,000 or more sf of non-residential space.
- 11.03(4) a: New discharge or Expansion in discharge to a sewer system of 100,000 or more gpd of sewage.
- 11.03(6)(a)6: Generation of 3,000 or more New adt on roadways providing access to a single location.
- 11.03(10)(b)1: Demolition of an exterior part of a structure listed in the Inventory of Historic and Archaeological Assets of the Commonwealth;

A concurrent review process in accordance with the MEPA M.G.L. c. 30, Sections 61-62I and the regulations promulgated thereunder set forth at 301 CMR 11.00 is nearly complete as of the date of this SID. Refer to Section 1.4 for more information on the status of State review.

Public Benefits Determination

The Project Site is located in landlocked tidelands. Accordingly, a Public Benefits Determination for the Project has been requested from MEPA under 301 CMR 13.02.

1.8.4 List of Anticipated Permits and Approval

Table 1-3 lists the permits and approvals from federal, state and local governmental agencies, which are anticipated to be required for the Project. It is possible that only some of the permits and approvals identified below will be required, and also that there are other permits and approvals which will be identified in the course of approval of the Project.

TABLE 1-3 - LIST OF ANTICIPATED PERMITS AND APPROVALS

Agency/Department	Permit/Approval/Action	Status
Federal		
Federal Aviation Administration	▪ Determinations of No Air Hazard to Air Navigation	To be obtained prior to construction
U.S. Environmental Protection Agency	▪ NPDES[1] General Permit	To be obtained prior to construction
Housing and Urban Development	▪ Community Development Block Grant	If requested
U.S. Department of Transportation	▪ Transportation Infrastructure Finance & Innovation Act ▪ Railroad Rehabilitation & Improvement Financing	If requested If requested
Commonwealth of Massachusetts		
Department of Transportation ("MassDOT")	▪ Indirect/Direct Access Permit ▪ Permit for Construction in accordance with M.G.L. c. 40, Section 54A (if required) ▪ MBTA approvals and/or consent (if required) ▪ Finalization and execution of Air Rights Lease(s)	Each to be obtained as required
Executive Office of Administration and Finance	▪ Approval of Infrastructure Investment Incentive (I-Cubed) Program funding (in coordination with Mass Development and the City of Boston) ▪ District Improvement Financing (in coordination with Mass Development and the City of Boston)	If requested If requested
Executive Office of Housing and Economic Development	▪ MassWorks Infrastructure Program	If requested
Department of Public Safety	▪ Building Permits or Approvals	To be obtained as required
Department of Environmental Protection	▪ Fossil Fuel Utilization Permit ▪ Pre-Construction Notice	Each to be obtained as required
Department of Housing and Community Development	▪ Urban Center Housing – Tax Increment Financing	If requested
Executive Office of Energy and Environmental Affairs (MEPA Office)	▪ Review under the Massachusetts Environmental Policy Act ▪ Public Benefits Determination	Ongoing To be issued
Massachusetts Historical Commission	▪ State Register Review, including Determination of No Adverse Effect or Memorandum of Agreement	Ongoing
MassHousing	▪ Workforce Housing Program	If requested

Agency/Department	Permit/Approval/Action	Status
Massachusetts Office of Business Development	▪ Economic Development Incentive Program	If requested
Massachusetts Water Resources Authority	▪ Construction Dewatering Permit (if required) ▪ Temporary Construction Dewatering Permit (if required) ▪ Sewer Use Discharge Permit (if required)	Each to be obtained as required
Architectural Access Board	▪ Variance for existing sidewalk grades (if required)	To be obtained as required
City of Boston		
Boston Air Pollution Control Commission	▪ Parking Freeze Permit Modification	To be modified as necessary
Boston Assessing Department	▪ Negotiation of 6A Contract	If requested
Boston Civic Design Commission	▪ Review and approval pursuant to Article 28 of the Code	Ongoing
Boston Public Safety Commission, Committee on Licenses	▪ Parking Garage Permit ▪ License for Storage of Inflammables	Each to be obtained or modified as necessary
Boston Fire Department	▪ Fuel storage permit	To be obtained
Boston Inspectional Services Department	▪ Building Permit (Long Form) ▪ Demolition Permit ▪ Certificate of Occupancy	Each to be obtained
Boston Landmarks Commission	▪ Review pursuant to Article 85 of the Code for demolition of the Garage	Not Required[2]
Boston Parks and Recreation Commission	▪ Commission approval, in accordance with City Ordinance 7-4.112[3]	To be obtained
Boston Public Improvement Commission/ Department of Public Works	▪ License for installation of groundwater monitoring wells ▪ Specific Repair Approvals ▪ Discontinuances (if required) ▪ Permit for sign, awning, hood, canopy, or marquee, or other incursion over public right of way (if required) ▪ Street Layout (if required) ▪ Street and Sidewalk Occupation Permits ▪ Tieback/Earth Excavation Approvals (if required) ▪ Air Rights Discontinuance (if required)	Each to be obtained as required
Boston Planning and Development Agency	▪ Review under Article 80, including Large Project Review, as required pursuant to Article 80B of the Code and PDA[4] Review, as required pursuant to Article 80C of the Code ▪ Green Building Report(s) and Resiliency Checklist(s) as Part of Article 80 Review ▪ Development Impact Project Agreement(s) pursuant to Article 80B-7 of the Code	Ongoing Ongoing To be obtained

Agency/Department	Permit/Approval/Action	Status
Boston Planning and Development Agency (*Continued*)	▪ Cooperation Agreement(s) ▪ Affordable Housing Agreement(s) ▪ Boston Residents Construction Employment Plan Agreement(s) ▪ Certification(s) of Consistency and Compliance ▪ M.G.L. c. 121A approval and attendant documentation and agreements (if required) ▪ M.G.L. c. 121B approval (if required)	To be obtained To be obtained To be obtained To be obtained To be obtained as required To be obtained as required
Office of Jobs and Community Service	▪ Permanent Employment Agreement	To be obtained
Boston Employment Commission	▪ Boston Residents Construction Employment Plan Agreement(s)	To be obtained
Boston Public Works Department	▪ Curb Cut Permits ▪ Street Opening Permits ▪ Street/Sidewalk Occupancy Permits	Each to be obtained
Boston Transportation Department	▪ Transportation Access Plan Agreement ▪ Review and approval of a Construction Management Plan	Each to be obtained
Boston Water and Sewer Commission	▪ Sewer Extension/Connection Permit ▪ Sewer Use Discharge Permit ▪ Site Plan Approval ▪ Consent to construction or easement (if required) ▪ Temporary Construction Dewatering Permit ▪ Cross Connection/Backflow Prevention Approval	Each to be obtained as required
Boston Zoning Commission	▪ Zoning Approval subject to BPDA recommendation and approval under Article 80C of the Code, including PDA Modification Approval	To be obtained
Boston Zoning Board of Appeal	▪ Zoning and Building Code variance(s) (if required)	To be obtained as required
Boston Departments & Agencies	▪ Comments for Article 80B review ▪ General Operational Permits, Licenses (if required)	Each to be obtained

1. NPDES National Pollutant Discharge Elimination System
2. Preliminary consultation with the Boston Landmarks Commission (BLC) staff has confirmed that given the location of the Project and that only partial demolition is contemplated required, Article 85 review is not likely to be required.
3. Because the Project Site is located within 100 feet of Frieda Garcia Park and the Southwest Corridor
4. PDA - Planned Development Area

1.8.5 Compliance with Applicable Regulatory and Performance Standards

The studies conducted as part of the DEIR/DPIR and FEIR demonstrate how the Project will comply with applicable regulatory and performance standards, including; transportation, parking, air quality, greenhouse gas emissions, infrastructure, historic resources, and construction. Table 1-3 above provides the status of each permit and approval anticipated to be required for the Project. Section 1.7 summarizes the key findings and benefits of the impact assessment in order to demonstrate how the

Project will meet applicable regulatory and performance standards, consistent with the FEIR.

1.9 Agency Coordination/Community Outreach

Prior to and subsequent to filing the ENF and PNF, the DEIR/DPIR, the FEIR and this SID, the Proponent met with and received feedback from multiple State and City Agencies, elected officials, abutters and community stakeholders, including but not limited to MassDOT, the MBTA, the EEA (including MEPA), the BPDA, BCDC, BTD, the Boston Water and Sewer Commission (BWSC), the Groundwater Trust ("BGwT"), the Disability Commission, the Public Improvements Commission, the Inter-Agency Green Building Committee, the Boston Preservation Alliance, Walk Boston, the Charles River Watershed Association ("CRWA"), the Neighborhood Association of the Back Bay, the St. Botolph Neighborhood Association, the Bay Village Neighborhood Association, Ellis South End Neighborhood Association, the Back Bay Association, the Greater Boston Convention Center and Visitors Bureau, the Boston Public Library, YWCA Boston, The University Club of Boston, Tent City, New Old South Church and Trinity Church. During the public comment period on the ENF and PNF, three (3) public meetings were held on May 11 and May 18, 2016 (two (2) meetings held on May 18). During the public comment period on the DEIR/DPIR, two (2) additional public meetings were held on March 1 and April 4, 2017.

A Citizens Advisory Committee ("CAC") comprised of 17 members representing a wide range of community groups was formed by the City in consultation with MassDOT, elected officials and community groups to review the Project's impacts and provide recommendations for mitigation. A total of eight (8) CAC meetings were held during the review of the ENF and PNF, and five (5) additional CAC meetings were held during the review of the DEIR/DPIR from February to April 2017, all of which were open to the public. These meetings covered a diverse range of topics including urban design and public realm, environmental impacts such as traffic, wind and shadow, sustainability, and the related Station Concourse Improvements and MBTA-led ventilation project.

The Proponent looks forward to continuing to receive feedback on the Project and coordinating with the relevant agencies, abutters and community representatives as the Project progresses.

1.9.1 Massachusetts Historical Commission Consultation Update

The MHC has review authority over projects requiring state or federal funding, licensing, permitting and/or approvals, in order to evaluate potential direct or indirect impacts to properties listed or eligible for listing in the National and State Registers of Historic Places, in compliance with State Register Review requirements under M.G.L. Chap. 9, sections 26-27c and Section 106 of the National Historic Preservation Act of 1966, as amended (if necessitated by a federal undertaking). The filing of the ENF on April 15, 2016 initiated MHC review under both the MEPA and MHC State Register Review processes.

On June 15, 2016, MHC issued a comment letter on the ENF requesting additional information to determine what effects the Project might have on surrounding historic resources. Specifically, MHC requested new pedestrian level perspectives of the Project in the vicinity of the Project Site, and shadow studies that examined the impacts of new shadow on the facades of historic buildings, which were included in the DEIR/DPIR filed on January 31, 2017.

On April 13, 2017, MHC issued a determination that the Project would have an "adverse effect" (950 CMR 71.05(c) and 950 CMR 71.07(2)(b)(3)) on Trinity Church, Boston Public Library – McKim Building, New Old South Church, YWCA Boston, Youth's Companion Building, Back Bay Historic District, South End Historic District, and the Park Square – Stuart Street Historic District "*through the introduction of new shadow*" and "*new visual elements that are out of character with and alter the setting of the surrounding State and National Register of Historic places listed and eligible historic properties.*"

In its determination letter, MHC initiated the consultation process pursuant to 950 CMR 71.07(3) and requested that alternatives be explored "*that would eliminate, minimize, or mitigate the adverse effect of the proposed construction shadow impacts*." It further requested a study of "*alternatives that would eliminate or decrease new shadow on the nearby historic properties, including but not limited to the reduction in the height and size of all three proposed buildings and/or the realignment of the proposed buildings.*"

On May 17, 2017, the Proponent submitted an extensive memorandum with the requested studies to MHC that actively examined two new design alternatives, which are in addition to the alternative massings already presented in the DEIR/DPIR that MHC previously reviewed. The design alternative evaluations presented in the May 2017 letter included conceptual massing studies, corresponding plan and façade shadow studies, and analysis of the feasibility of each alternative.

On June 16, MHC issued a comment letter on the design alternatives presented in the May 17 memorandum and requested three (3) additional design alternatives, all drastically reducing the height of the Garage West building and varying the height of the Garage East building.

On July 31, 2017 the Proponent submitted a letter acknowledging MHC's ongoing concerns and requesting the opportunity to meet with MHC staff in the interest of continuing the consultation process in accordance with 950 CMR 71.00. As of the date of this filing, the Proponent has received no response to the request for a meeting.

In addition, to better understand the concerns raised, the Proponent has consulted with many architectural and engineering professionals, including building envelope engineers, historic preservationists, and wind engineering specialists. These consultations have provided valuable insight into the science of building envelope performance that must be considered in relation to the concerns of adverse effect. Please refer to Section 2.3 and Appendix F for more information.

1.9.2 Boston Civic Design Commission Consultation Update

Since filing the DEIR/DPIR, the Proponent has had three (3) meetings with the BCDC on April 11, 2017, May 30, 2017 and June 13, 2017. The BCDC meetings have focused on a number of topics, including general public realm design, sidewalk widths and amenities, pedestrian flows and level of service, pedestrian bridges, shadow and wind impacts, the Station Concourse Improvements, and the new through block connectors from Stuart and Clarendon Streets.

As a result of these consultations, a description of refinements to the dimensions and articulation of the pedestrian zones, and proposed pedestrian bridges can be found in Section 1.5.2 and Figures 1.10a-b, Figures 2.7c and 2.7f. Additional information on the Proponent's response to the BPDA's Planning and Urban Design comments can be found in Chapter 2, *Supplemental Information* and Chapter 3, *Response to Comments on the DPIR* (BPDA Planning and Urban Design comments are delineated as "Letter 88").

1.9.3 Boston Transportation Department Consultation Update

Since filing the DEIR/DPIR, the Proponent has coordinated closely with BTD, and met with BTD staff on May 19, 2017 to discuss their comment letter on the DEIR/DPIR. The meeting focused on a number of topics, including:

- Review of car and bike-sharing services;
- Review of parking rates and electric vehicle charging stations; and
- Review of bicycle parking infrastructure.

A complete description of roadway improvements and public realm improvements, and their phasing can be found in Sections 2.1 and 2.2 of Chapter 2, *Supplemental Information*. Additional information on the Proponent's response to BTD comments can be found in Chapter 2, *Supplemental Information*, and Chapter 3, *Response to Comments on the DPIR* (BTD comments are delineated as "Letter 3").

1.9.4 Boston Groundwater Trust Consultation Update

Since filing the DEIR/DPIR, the Proponent met with BGwT on June 6, 2017, BWSC on June 13, 2017, and CRWA on June 21, 2017 to discuss groundwater recharge. As discussed with these entities, in order to provide groundwater recharge, to the maximum extent practicable, the proposed stormwater management system will include injection wells designed to infiltrate runoff over a 72-hour period for the Garage West and Garage East Parcels. In addition, the proposed recharge systems will provide stormwater treatment for these parcels in the form of phosphorous removal, in accordance with BWSC design guidelines.

Both the Station East and Station West Parcels are Air Rights Development Parcels over existing Station facilities, (track and/or concourse levels) and both parcels are further constrained by the absence of any terra firma on-site, and their frontage on the bridge sections of Dartmouth and Clarendon Streets.

Therefore, and as discussed with BGwT, BWSC, and the CRWA, it is not feasible to provide on-site infiltration for groundwater recharge for the two Station parcels. For the Station East and Station West Parcels, potential options are being considered in lieu of providing on-site groundwater recharge, as outlined in Section 2.4.1.

Given space limitations for the Station Concourse, it will not be possible to provide on-site retention or water reuse for the Station West Parcel. The Proponent may explore opportunities for reasonable off-site mitigation options for the Station West Parcel through coordination with the entities outlined above.

The Proponent will provide the BPDA, BWSC and BGwT a letter stamped by a professional engineer registered in Massachusetts that details how the GCOD criteria will be achieved to the maximum extent practicable for each of the Project Components prior to the issuance of a building permit in compliance with the requirements of PDA No. 2. Additional information on the Proponent's response to the BGwT can be found in Chapter 2, *Supplemental Information*, and Chapter 3, *Response to Comments on the DPIR* (BGwT comments are delineated as "Letter 8").

1.9.5 Boston Water and Sewer Commission Consultation Update

As described in Section 1.9.4, the Proponent met with BWSC on June 13, 2017. In addition to discussing groundwater recharge, sewer system infiltration and inflow ("I/I") mitigation for the Project was also discussed. BWSC requires all new sewer connections or expansions of existing connections that exceed 15,000 gallons per day of wastewater to mitigate the impacts of the development by removing four (4) gallons of I/I for each new gallon of wastewater flow. BWSC prefers all major projects to meet this requirement by contributing to the system-wide I/I mitigation fund rather than developing a project-specific solution. This allows BWSC to expend these funds in a way that is most beneficial to the overall function of the City-wide system. The Proponent will comply with this BWSC preference and develop an I/I mitigation payment plan for each Project Component through coordination with BWSC.

1.10 Legal Information Updates

1.10.1 Legal Judgments or Actions Pending Concerning the Proposed Project

The Proponent is not aware of any legal judgments or pending legal actions concerning the Project.

1.10.2 History of Tax Arrears on Property Owned in Boston by the Proponent

The Proponent does not own any property which is in arrears on the payment of taxes due and owing to the City of Boston.

1.10.3 Site Control/Public Easements

The Project Site is owned in fee by each of the following: the Commonwealth of Massachusetts acting by and through MassDOT; the MBTA, and the Proponent. The conveyance by each of MassDOT's and the MBTA's interests in the Project Site to the Proponent to enable the development of each of the Air Rights Development Parcels is the subject of the MassDOT Lease, defined and described above. See Figure 1.7b, Parcel Ownership Diagram, Figure 1.7c, Fee Ownership and Lease and 1.7d, Development Parcel Diagram.

There are easements which provide for continued rail service and trackage rights within the Project Site. There is a water line easement from MassDOT to the City of Boston, acting by and through the BWSC, which affects a portion of the Project Site. These rights and easements to public or quasi-public parties will be observed and amended or modified as appropriate.

Others private parties have rights of passage, shared facilities and utilities, loading and parking on portions of the Project Site, which rights will be observed, amended or modified as appropriate to enable the Project to proceed.

1.10.4 Potential Public Funding Sources

As described above and in the DEIR/DPIR, from an execution perspective, the air rights Project is both highly complex and costly due to the intrinsic engineering and logistical difficulties that accompany construction over existing and active transportation infrastructure and also highly ambitious in its goals to deliver myriad transit infrastructure, accessibility, and public realm improvements. The Proponent's focus on placemaking is evident in the Project's design, which is intended to create a seamless and integrated development by stitching three prominent and historic Boston neighborhoods together (Back Bay, South End and Bay Village), and delivering multiple public benefits to the existing Station, the surrounding neighborhoods, and the City of Boston. Due to the highly ambitious and complex nature of the Project in this regard, public financing may be required to defray certain engineering and infrastructure premiums and to enable the creation of all of the public benefits that are being proposed. At this time, no public funding has been sought, but as the Project develops, the Proponent may consider all appropriate forms of local, state and federal public financing to deliver the public goods associated with the Project. Possible sources are still being investigated by the Proponent for their potential applicability to the Project and if sought, would be the subject of appropriate public disclosures and/or processes at the time of application. These sources may include, but are not limited to the following:

› District Improvement Financing: This program is a form of tax increment financing commonly used at the City level to enable cities and towns to fund public works and infrastructure projects by allocating future real estate tax revenue generated from a proposed redevelopment or a defined district to paying down the subsidy. The district can consist of one or more parcels or lots of land, which need not be contiguous, or one or more buildings, which also

need not be contiguous. It is established through a public hearing process, and either a public or private entity can be designated to oversee the development plan and district. Various debt structures can be used depending on the specific needs of the project and time frames for debt service and project completion.

- I-Cubed (Infrastructure Investment Initiative): This program is a State-led initiative used to fund public infrastructure improvements through the generation of new State sales and income taxes that arise from private development, made possible only through significant investment in public infrastructure. Funding is generated via bonds that are issued by MassDevelopment following a stringent underwriting process. The debt service of the bonds is supported by future State income and sales tax generation resulting from new business and job creation. The public infrastructure improvements must fall between $10-50 million and the project must be consistent with sustainable development principles and have projected annual state tax revenues that will be at least 1.5 times greater than the annual debt service. Several projects have utilized this program successfully to bring key transportation and infrastructure improvements to the City of Boston.
- MassWorks: The MassWorks Infrastructure Program is a grant, administered by the Executive Office of Housing and Economic Development and, awarded to cities and towns is used to help fund a range of infrastructure improvements designed to unlock local economic development priorities, job creation and public benefit that including transit oriented development ("TOD") and the provision of affordable housing opportunities. Since 2011, the program has successfully invested more than $350 million in funding for over 180 projects.
- Economic Development Incentive Program ("EDIP"): This program is administered by the Massachusetts Office of Business Development and designed to stimulate business growth, foster job creation and attract and retain businesses by having companies enter agreements with the state and/or municipalities to hire workers in return for various types of tax relief. Most projects require the generation of significant out of state sales. For real estate, if a company makes a significant investment in a property that raises the assessed value, it can take advantage of Tax Increment Financing arrangements with municipalities to lower its annual property taxes.
- Transportation Infrastructure Finance & Innovation Act ("TIFIA"): This program is a Federal funding program that seeks to attract substantial private and other non-Federal co-investment in critical improvements to the nation's surface transportation system. Assistance comes in the form of low cost, flexible financing, loan guarantees and lines of credit. In order to qualify for TIFIA funding, the project must present transit-oriented improvements totaling $10M or more which seek to promote greater transit ridership, walkability and increased private investment.
- Railroad Rehabilitation & Improvement Financing ("RRIF"): This program is a Federal funding program that seeks to fund the improvement and development of railroad infrastructure through low-cost financing and Federal loan guarantees. An RRIF loan can be used to finance transit-oriented development

that incorporates private investment, is located near (or functionally related) to a passenger rail station and demonstrates new sources of revenue for the rail station through increased ridership, tenant lease payments or other revenue generation activities that support the cost.

- MassHousing – Workforce Housing Program: This program is a new, $100M fund set up to facilitate the creation of workforce housing, increasing rental housing opportunities for households earning 61%-120% of area median income ("AMI") who may have incomes too high for subsidized housing but are priced out of affordable market rents as housing costs in Massachusetts continue to rise. The program provides up to $100,000 of subsidy per workforce housing unit in order to target the generation of 1,000 new units of workforce housing statewide and ensures workforce housing units will be deed restricted for an extended period of time, generally 30 years or longer.
- Urban Center Housing – Tax Increment Financing ("UCH-TIF"): This program, administered by DHCD authorizes cities and towns to promote housing and commercial development, including affordable housing, in commercial centers through tax increment financing. Eligible commercial centers are those areas used primarily for the sale of goods and services and with higher population density then the surrounding developed area. The tax financing allows a 20-year real estate tax exemption on the increased value of the property. The affordable housing component requires the developer to meet one of three thresholds: (i) 15% affordable units for families at or below 80% of AMI; (ii) 25% affordable for families at or below 110% of AMI; or (iii) in compliance with an existing inclusionary zoning ordinance or bylaw of city or town related to UCH-TIF agreements and affordable housing.
- Community Development Block Grant ("CDBG"): This program is administered through HUD to help cities and towns implement housing, community, and economic development projects that assist low and moderate-income residents, or that revitalize areas of slum or blight. Cities with over 50,000 residents receive funds directly from HUD to then give grants to eligible projects. Those projects may include housing rehabilitation or development, infrastructure, micro-enterprise and other business assistance, downtown or area revitalization, community/public facilities, and public social services. A private applicant can seek out CDBG funds in the City of Boston through the various agencies and departments that the City allocates its CDBG funds to for the purposes highlighted above.

As described above, given the Project's complexity and considerable proposed public goods to be delivered, the Proponent continues to explore the potential applicability of a variety of public funding sources which may include, but aren't limited to the list above. If public financing is sought, it would be the subject of appropriate public disclosures and/or processes at the time of application.

1.11 Development Team

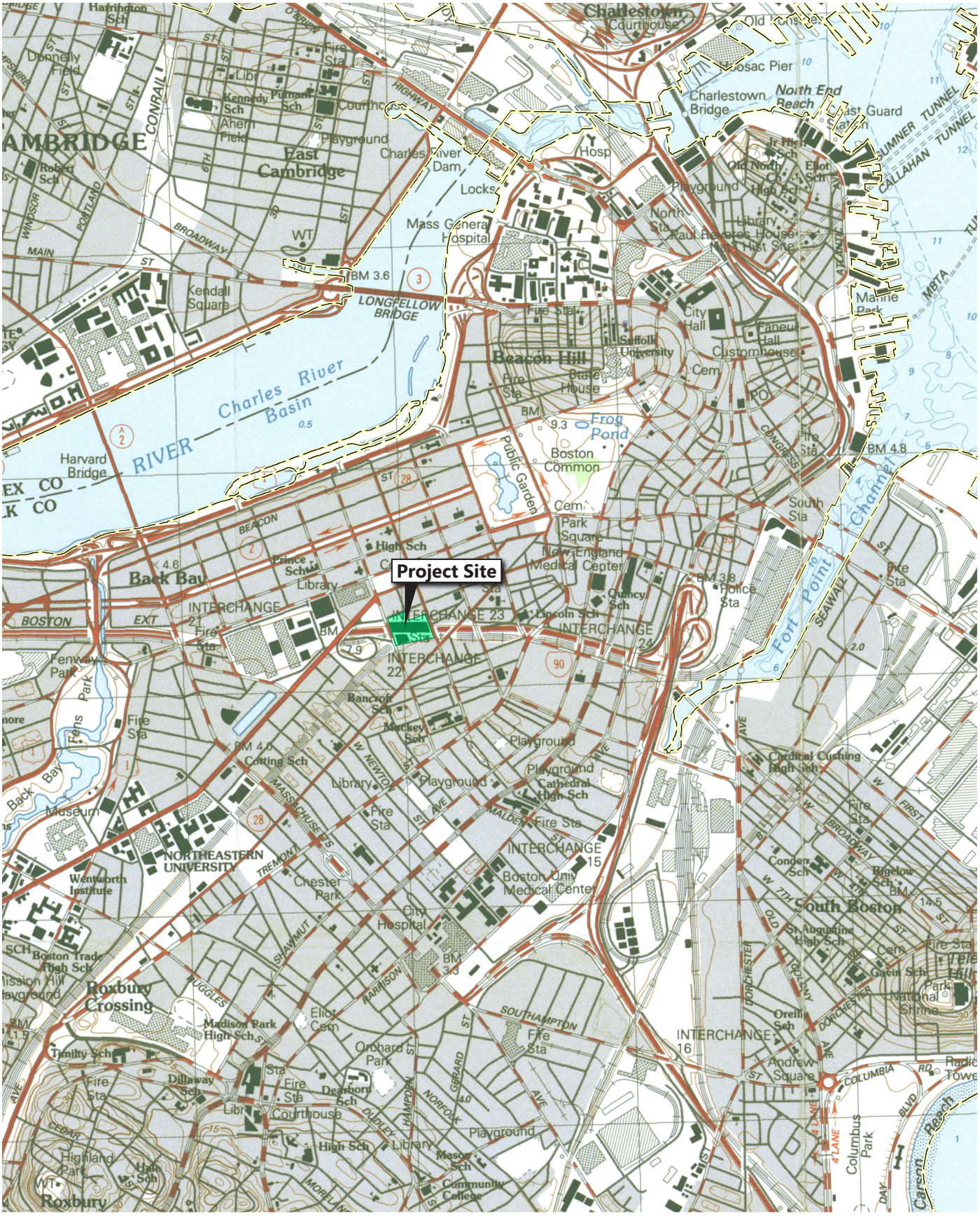
Table 1-4 identifies the members of the design and consulting team (the "Project Team") and provides their primary contact information.

TABLE 1-4 – DEVELOPMENT TEAM CONTACT INFORMATION

Development Team Contact Information	
Proponent	BP Hancock LLC c/o Boston Properties Limited Partnership 800 Boylston Street, Suite 1900 Boston, MA 02199 617.236.3300 *Contact: Michael Cantalupa, Melissa Schrock*
Legal Counsel	Nutter McClennen & Fish Seaport West 155 Seaport Boulevard Boston, MA 02210 617.439.2000 *Contact: Mary Marshall, James Ward*
Permitting & Transportation	VHB 99 High Street, 10th Floor Boston, MA 02110 617.728.7777 *Contact: Elizabeth Grob, Kyle Greaves*
Civil	WSP | Parsons Brinckerhoff 75 Arlington Street Boston, MA 02116 617.348.2950 *Contact: Andy Boyd*
Survey	Feldman Land Surveyors 112 Shawmut Avenue Boston, MA 02118 617.357.9740 *Contact: Paul Foley*
Sustainable Design	ARUP 955 Massachusetts Avenue Cambridge, MA 02139 617.864.2987 *Contact: Brian Swett*
Landscape Architecture	The Office of James Burnett 150 Staniford St #5, Boston, MA 02114 *Contact: Simon Beer*
Geotechnical Engineer & Environmental Engineer	Haley & Aldrich 465 Medford Street, Suite 2200 Boston, MA 02129 Tel: 617.886.7400 *Contact: Rebecca Higgins*

Residential Market Consultant	The Collaborative Companies 20 Park Plaza, Suite 833 Boston, MA 02116 617.236.0060 *Contact: Sue Hawkes*
Community Engagement	The Strategy Group 40 Court Street, 11th Floor Boston, MA 02108 617.263.3311 *Contact: Susan Tracy, David Newman*
Public Relations	Denterlein 3 Post Office Square, Suite 701 Boston, MA 02109 617.482.0042 *Contact: Geri Denterlein, Diana Pisciotta*
Code Compliance	JENSEN HUGHES 1661 Worcester Road, Suite 501 Framingham, MA 01701 508.620.8900 *Contact:* Eric H. Cote, PE
Garage West / Garage East / Station East Development Team	
Architect	Pelli Clarke Pelli Architects 322 8th Avenue 11th Floor New York, NY 10001 212.417.9496 *Contact: Rafael Pelli*
Structural Engineer	Magnusson Klemencic Associates 1301 Fifth Avenue, Suite 3200 Seattle, WA 98101 206.292.1200 *Contact: Ron Klemencic, Peter Somers* WSP | Parsons Brinckerhoff 75 Arlington Street Boston, MA 02116 617.348.2950 *Contact: Mohammad Haidar*
MEP Engineer	Bard, Rao + Athanas Consulting Engineers 10 Guest Street, 4th Floor Boston, MA 02135 617.254.0016 *Contact: Allan Ames, Kenneth Moore*
Station West Development Team	
Architect	Arrowstreet, Inc. 10 Post Office Square Boston, MA 02109 617.623.5555 *Contact: Jim Batchelor, Claes Andreasen*
Structural Engineer	McNamara Salvia 160 Federal Street, 5th Floor Boston, MA 02110 617.737.0040 *Contact: Adam McCarthy*

MEP Engineer	AHA Consulting Engineers, Inc. 700 Technology Square, Suite 402 Cambridge, MA 02139 781.372.3000 *Contact: Dan Campia*



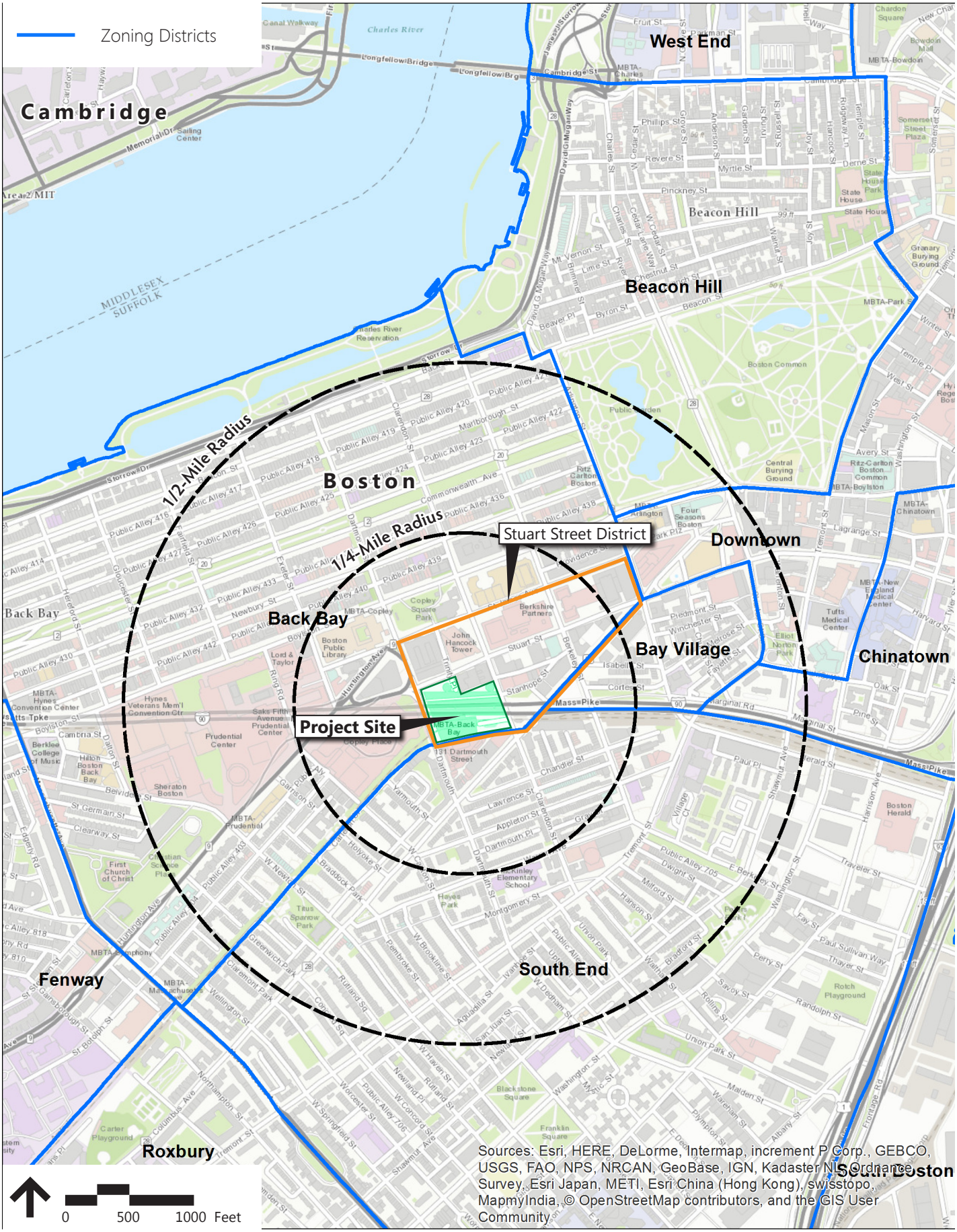
0 1000 2000 Feet

Source: MassGIS USGS

The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Locus Map

Figure 1.1



Source: ESRI World Topo Map

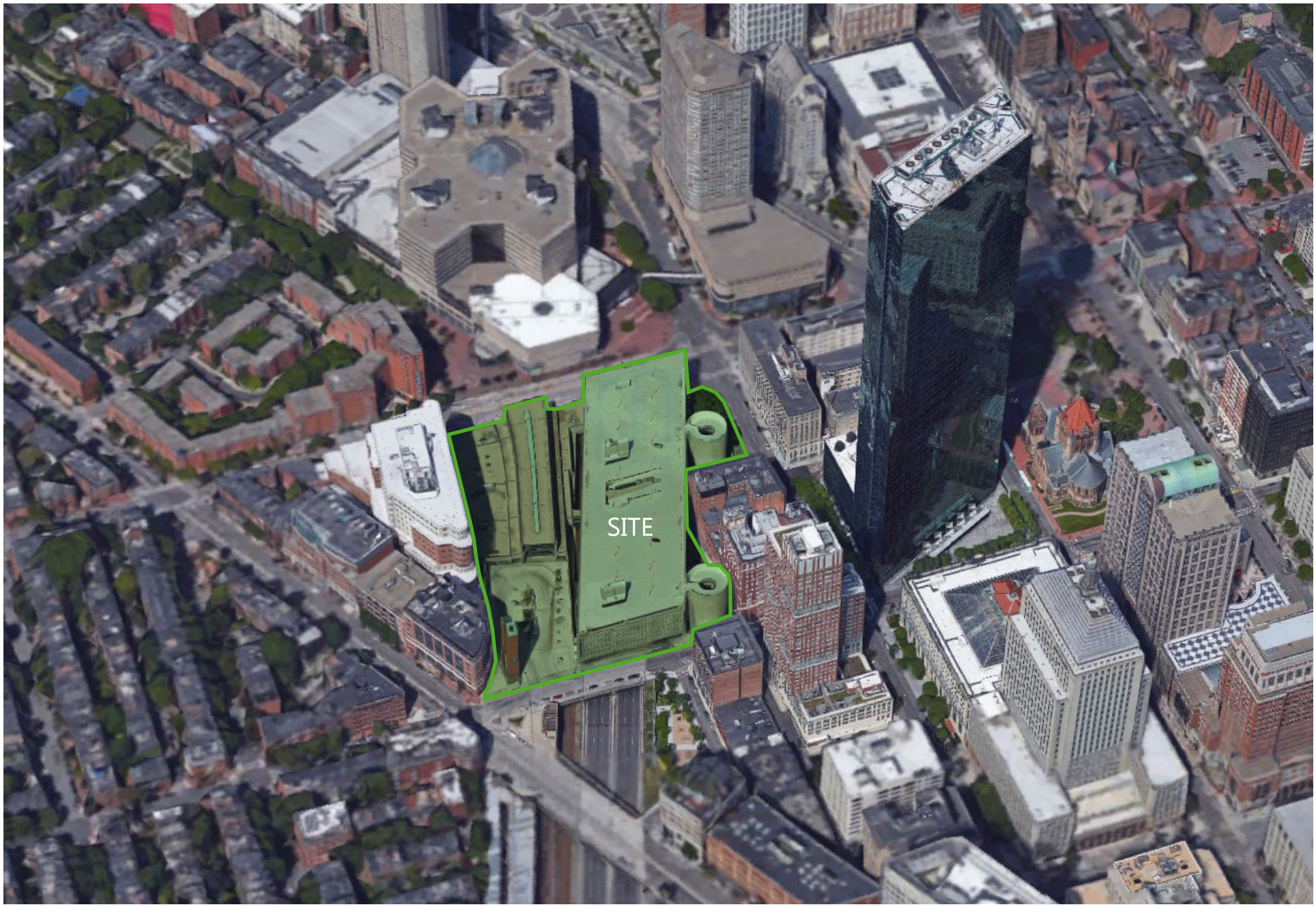


The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Project Site Context
Aerial Photo Looking East

Figure 1.3a

Pelli Clarke Pelli Architects



Aerial Photo: Google Maps







Source (top photo): Bing Maps







Source (Top Photo): Bing Maps





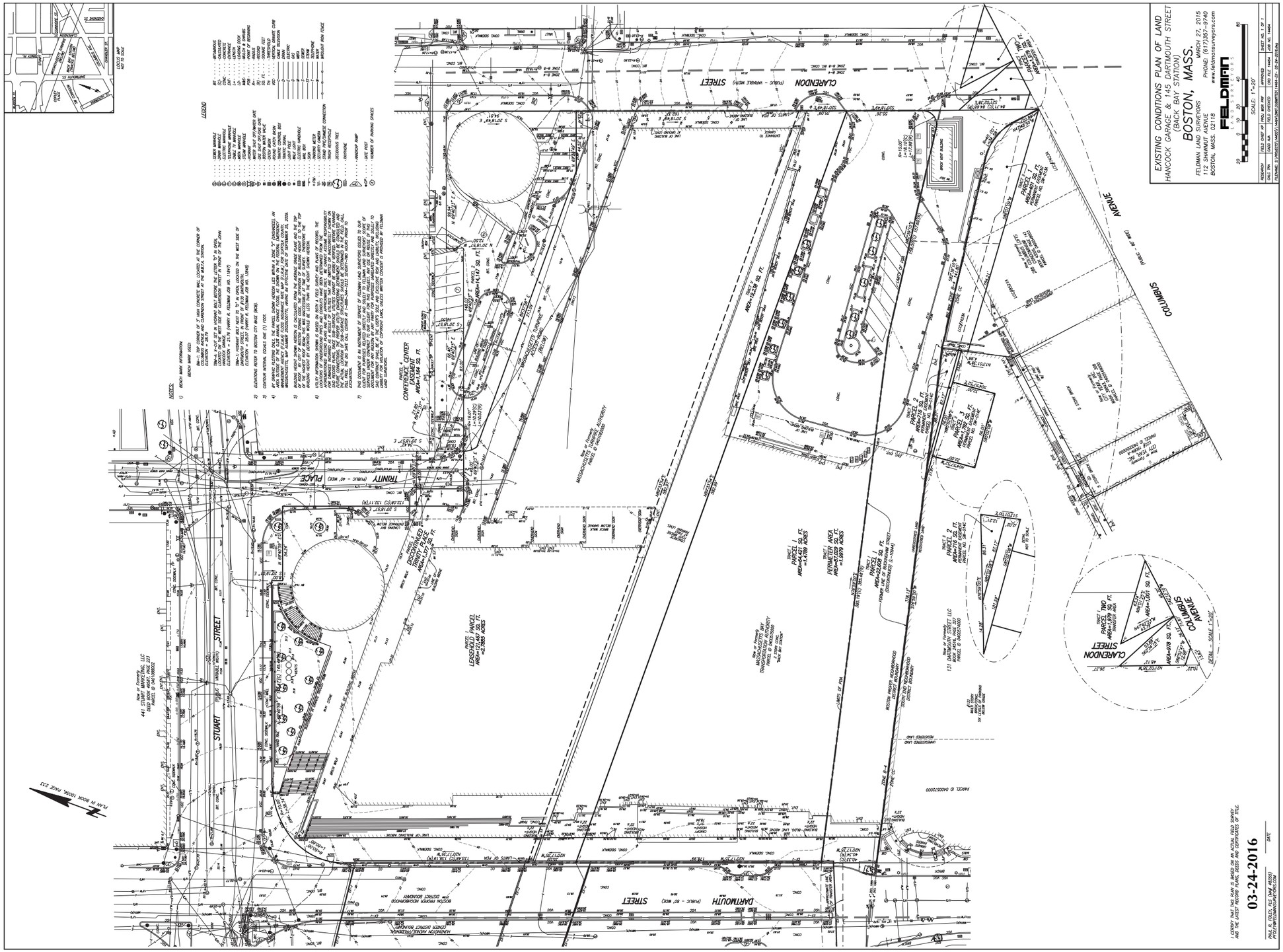


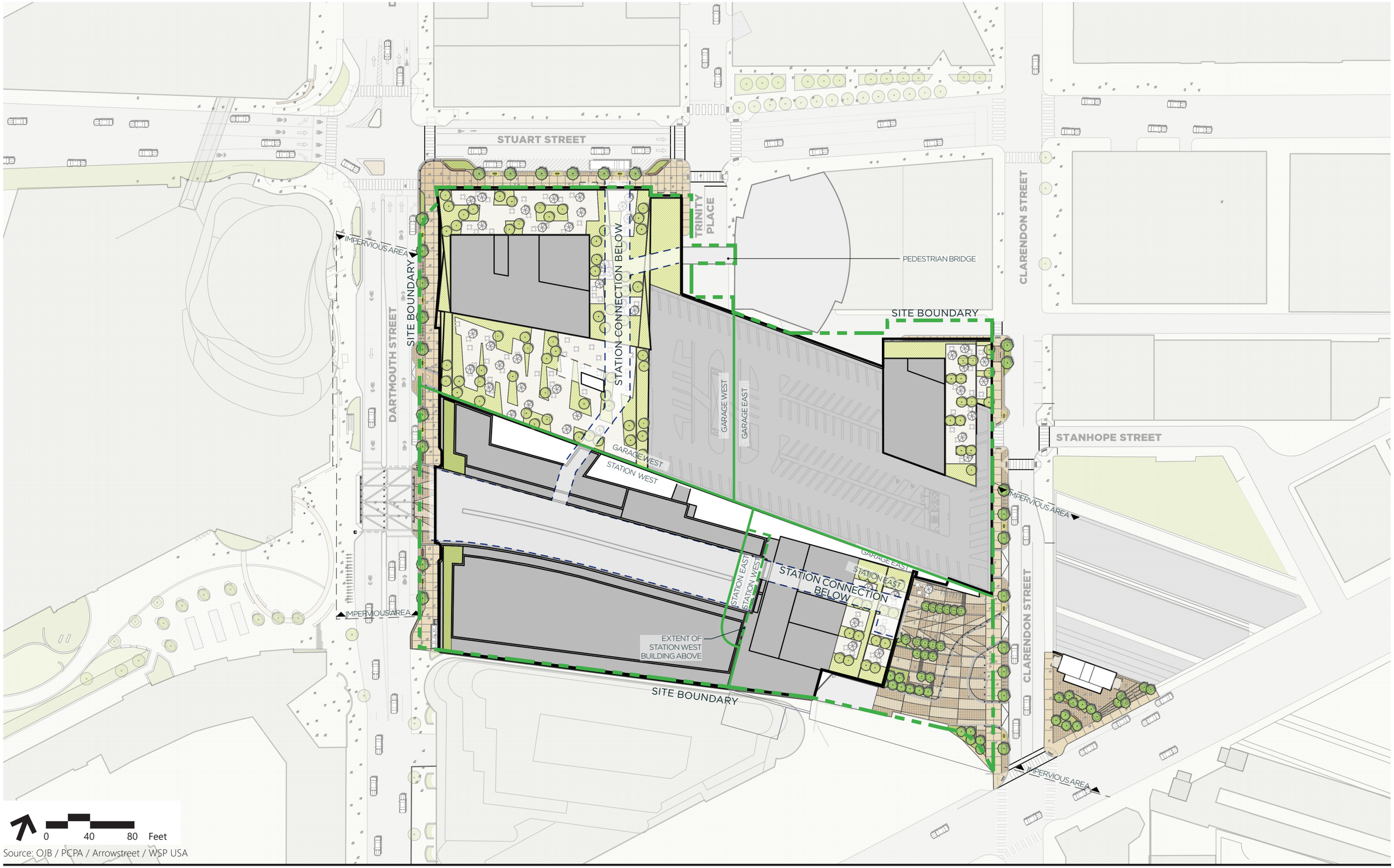
Source (Top Photo): Google Maps


SERVICE.
BACK BA
HAVE YOUR BACK.
SCHOOL BUS


Surprisingly
GOOD SERVICE.
BACK BAY, WE HAVE YOUR BACK.
TAXICAB 829-4222


WELCOME TO
BANKING REIMAGINED
ORANGE LINE


EXISTING CONDITIONS PLAN OF LAND
HANCOCK GARAGE & 145 DARTMOUTH STREET
(BACK BAY STATION)
BOSTON, MASS.
MARCH 27, 2015
FELDMAN LAND SURVEYORS
112 SHAWMUT AVENUE
BOSTON, MASS. 02118
PHONE: (617)357-9740
www.feldmansurveyors.com
FELDMAN
LAND SURVEYORS
SCALE: 1"=20'
CLARENDON STREET (PUBLIC - VARIABLE WIDTH)
DARTMOUTH STREET (PUBLIC - 80' WIDE)
TRINITY PLACE (PUBLIC - 40' WIDE)
STUART STREET (PUBLIC - 80' WIDE)
COLUMBUS AVENUE (PUBLIC - 80' WIDE)
PARCEL 1 CONFIRMATORY EASEMENT AREA=11,164 SQ. FT.
PARCEL 1 LEASEHOLD AREA=2.7865 ACRES
PARCEL 1 AREA=14,789 SQ. FT.
PARCEL 1 PERIMETER AREA=57,059 SQ. FT. =1.3099 ACRES
PARCEL 1 AREA=4,668 SQ. FT.
PARCEL 1 AREA=718 SQ. FT.
PARCEL 2 AREA=778 SQ. FT.
PARCEL 3 AREA=778 SQ. FT.
PARCEL 4 AREA=1,001 SQ. FT.
PARCEL 5 AREA=478 SQ. FT.
PARCEL 6 AREA=12,228 SQ. FT.
PARCEL 7 AREA=1,164 SQ. FT.
PARCEL 8 AREA=1,164 SQ. FT.
PARCEL 9 AREA=1,164 SQ. FT.
PARCEL 10 AREA=1,164 SQ. FT.
PARCEL 11 AREA=1,164 SQ. FT.
PARCEL 12 AREA=1,164 SQ. FT.
PARCEL 13 AREA=1,164 SQ. FT.
PARCEL 14 AREA=1,164 SQ. FT.
PARCEL



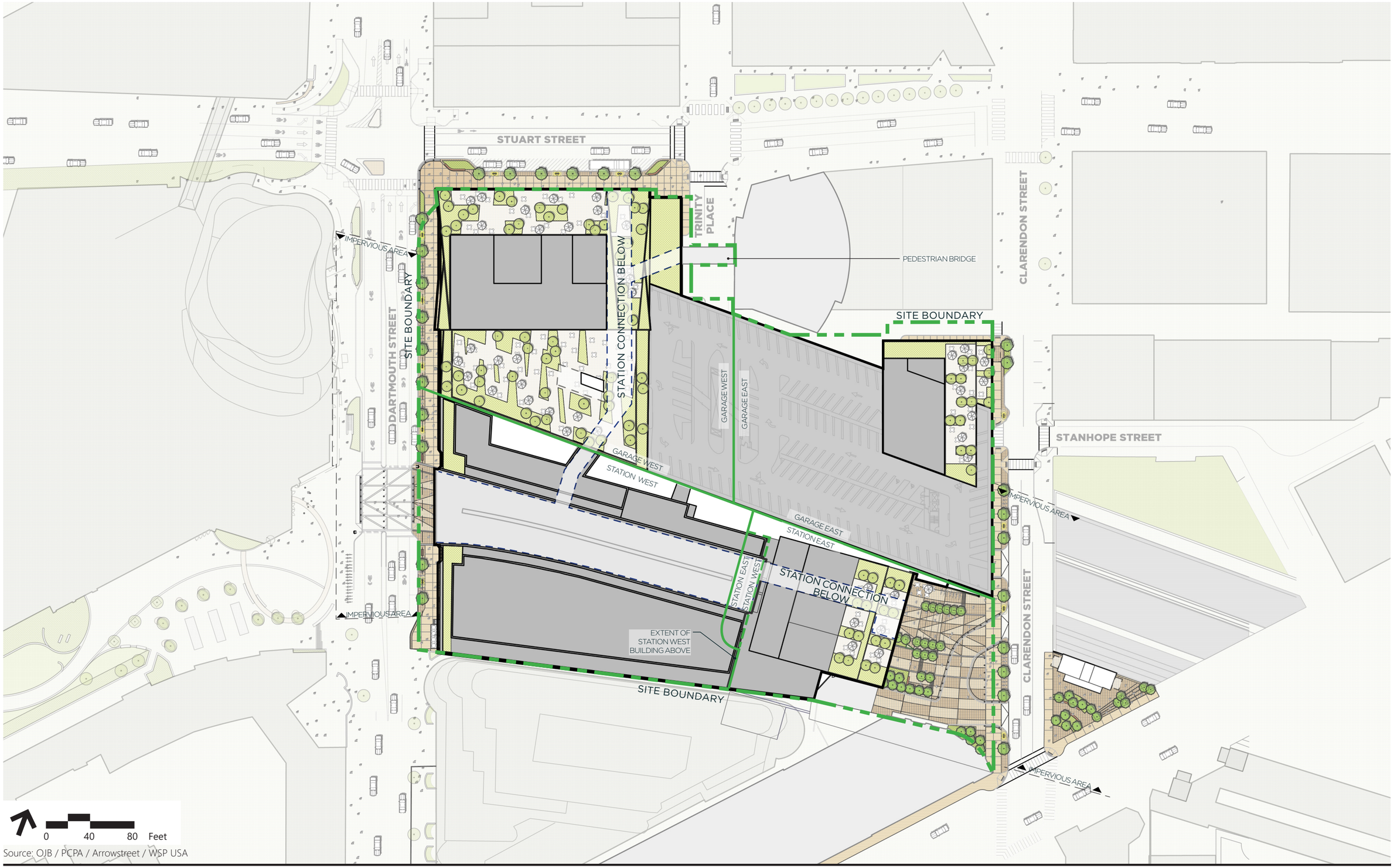
Source: OJB / PCPA / Arrowstreet / WSP USA

The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Proposed Conditions Site Plan - Base Scheme

Figure 1.6a

OJB



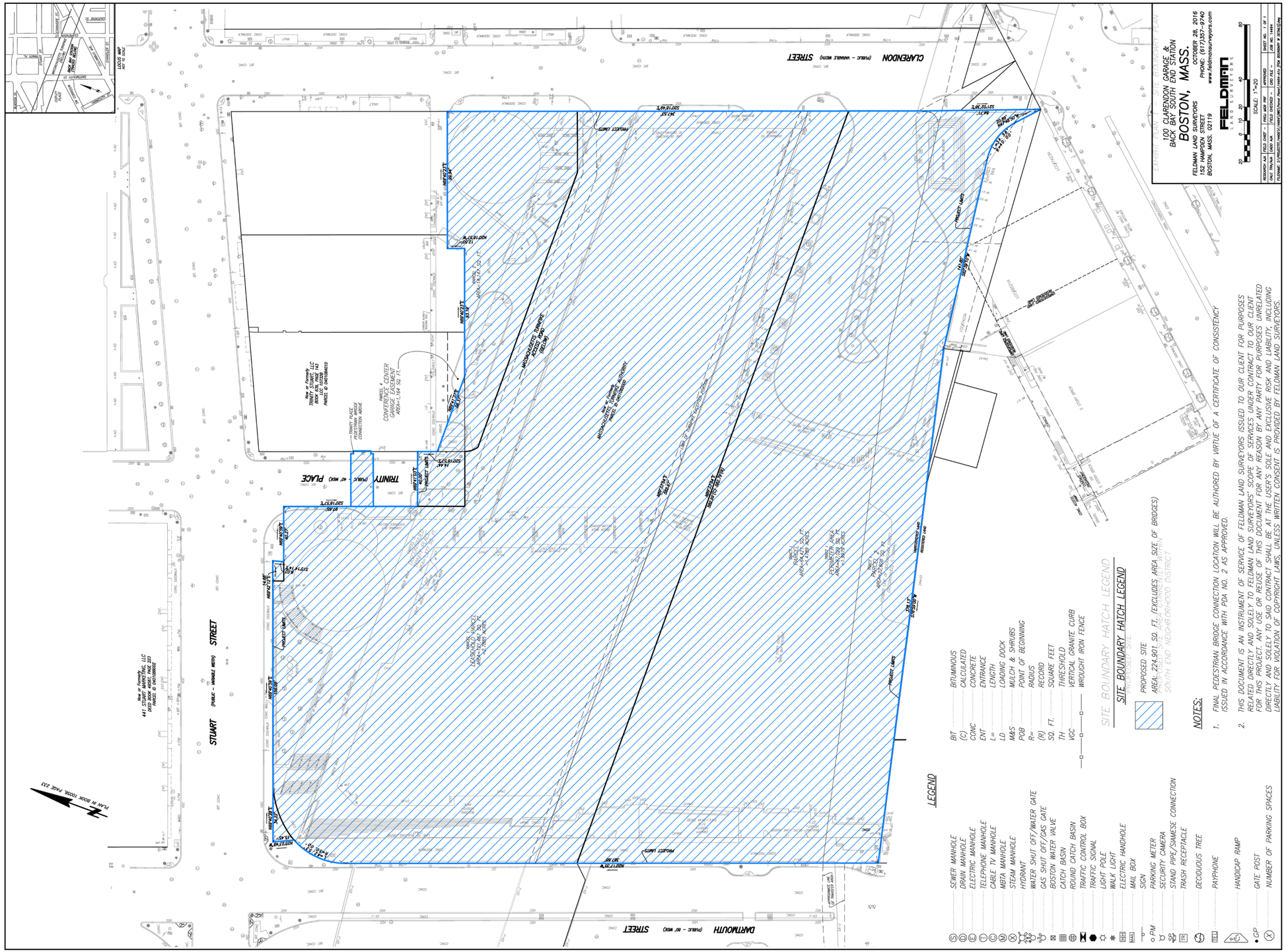
Source: OJB / PCPA / Arrowstreet / WSP USA

The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Proposed Conditions Site Plan - Alternate Scheme

Figure 1.6b

OJB


100 CLARENDON GARAGE &
BACK BAY/SOUTH END STATION
BOSTON, MASS.
OCTOBER 28, 2016
FELDMAN LAND SURVEYORS
PHONE: (617)357-9740
www.feldmansurveyors.com
FELDMAN
LAND SURVEYORS
SCALE: 1"=20
SHEET NO. 1 OF 1
JOB NO. 14454
CLARENDON STREET (PUBLIC - VARIABLE WIDTH)
STUART STREET (PUBLIC - VARIABLE WIDTH)
DARTMOUTH STREET (PUBLIC - 80' WIDE)
TRINITY PLACE (PUBLIC - 40' WIDE)
PROJECT LIMITS
PROJECT LAND
MASSACHUSETTS TURNPIKE AUTHORITY PARCEL 4 RECORDED
MASSACHUSETTS TURNPIKE AUTHORITY PARCEL 4 RECORDED
PARCEL 1 GROUND LEASE AREA=24,425 SQ. FT. ±
PARCEL 2 GROUND LEASE AREA=2,026 SQ. FT. ±
PARCEL 3 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL 4 GROUND LEASE AREA=22,258 SQ. FT. ±
PARCEL 5 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL 6 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL 7 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL 8 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL 9 GROUND LEASE AREA=2,769 SQ. FT. ±
PARCEL



Source: Feldman Surveyors



Source: Feldman Surveyors


EXHIBIT PLAN 4 - DEVELOPMENT PARCEL PLAN
100 ARLINGTON STREET, 10
BACK BAY / SOUTH END
BOSTON, MASS.
OCTOBER 28, 2016
FELDMAN LAND SURVEYORS
1 LEE MEMORIAL DRIVE
BOSTON, MASS. 02119
PHONE: (617) 357-9740
www.feldmansurveyors.com
FELDMAN
LAND SURVEYORS
SCALE: 1"=20
CLARENDON STREET (PUBLIC - VARIABLE WIDTH)
TRINITY PLACE (PUBLIC - 40' WIDE)
STUART STREET (PUBLIC - VARIABLE WIDTH)
DARTMOUTH STREET (PUBLIC - 80' WIDE)
MASSACHUSETTS TURNPIKE AUTHORITY PARCEL 8 RECORDED
MASSACHUSETTS TURNPIKE ACCESS ROAD (ABUTTER)
PROJECT LIMITS
PARCEL 1 LEASEHOLD AREA=64,421 SQ. FT. =1.4789 ACRES
PARCEL 1 PERIMETER AREA=87,029 SQ. FT. =1.9979 ACRES
PARCEL 2 AREA=23,808 SQ. FT. =0.5466 ACRES
CONFERENCE CENTER GARAGE EASEMENT AREA=1,164 SQ. FT.
TRINITY PLACE BOSTON BRIDGE CONNECTION ABOVE PROJECT LIMITS IN DEVELOPMENT PARCEL 1/ TOTAL AREA CALCULATION
DEVELOPMENT PARCEL AREA=1,618 SQ. FT.
DEVELOPMENT PARCEL AREA=1,164 SQ. FT.



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

View From Southwest Corridor Park - Project Rendering
Garage West Base Scheme

Figure 1.8a

ARROWSTREET
Pelli Clarke Pelli Architects



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

View From Southwest Corridor Park - Project Rendering
Garage West Alternate Scheme

Figure 1.8b

ARROWSTREET
Pelli Clarke Pelli Architects


SHOPS AT BACK BAY
BACK BAY - SOUTH END
STATION RESTAURAN
COFFEE
COFFEE
SHOPS AT BACK BAY


165
165
MASS & CO.
COMPANY


SWISS MADE
SWISS MADE
CRUMBLE
CRUMBLE
165


SWISS MADE
CRUMBLE
CRUMBLE
BACK BAY SOUTH END STATION
GLOBAL GROUP


SWISS MADE
CRUMBLE
BACK BAY SOUTH
ORANGE LINE
COMMUTER RAIL
AMTRAK
HOTEL



The Back Bay / South End Gateway Project
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Public Stuart Street Through-Block Connector Looking South - Project Rendering

Figure 1.8h

Pelli Clarke Pelli Architects



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Public Stuart Street Through-Block Connector Looking North - Project Rendering

Figure 1.8i

Pelli Clarke Pelli Architects


BACK BAY RESIDENCES


BEST SWISS
CLUB PIZZA
LE SPORT
BACK BAY SOUTH END STATION


BACK BAY SOUTH END STATION
BEST SWISS
CLUB NIZZA
LE SPORT
2:45PM NEEDHAM HEIGHTS : ON TIME



The Back Bay / South End Gateway Project
FEIR
BOSTON PROPERTIES

View toward Station from Clarendon Street Through-block Connector

Figure 1.8m

ARROWSTREET



The Back Bay / South End Gateway Project
FEIR
BOSTON PROPERTIES

View of New Winter Garden and Clarendon Street Station Entry

Figure 1.8n

ARROWSTREET


RESIDENTIAL
RESIDENTIAL AMENITY
(RETAIL)
MECHANICAL/BOH
ORANGE LINE
FRONT PAGE NEWS
FRONT PAGE NEWS
TRACKS 1 & 3



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

View From Dartmouth Street and Columbus Avenue - Project Rendering

Figure 1.8p

Pelli Clarke Pelli Architects



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Supplemental Information Document
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View From The Boston Public Library - Project Rendering

Figure 1.8q


WESTIN

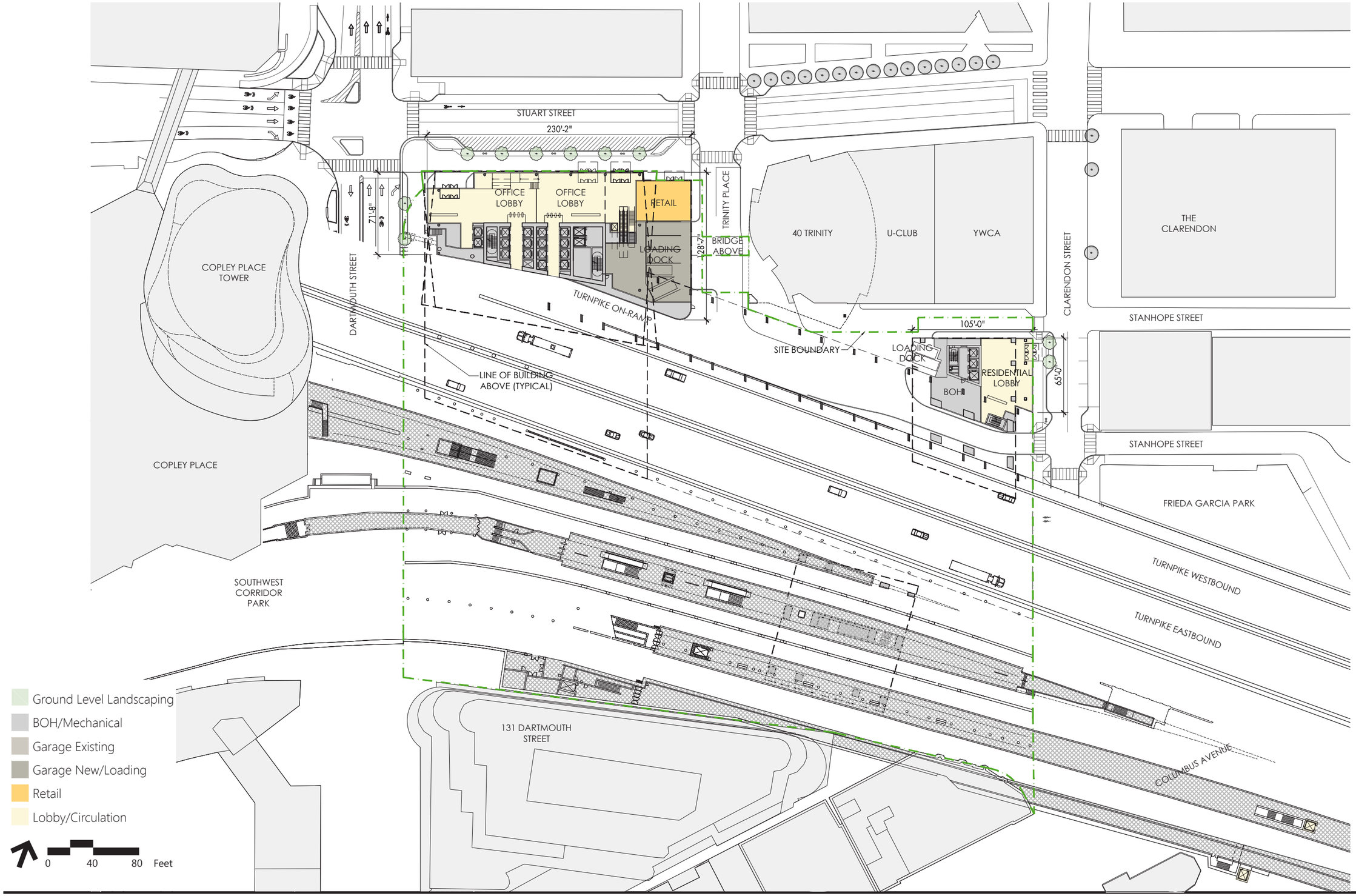


The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

View From Newbury Street - Project Rendering

Figure 1.8s

Pelli Clarke Pelli Architects

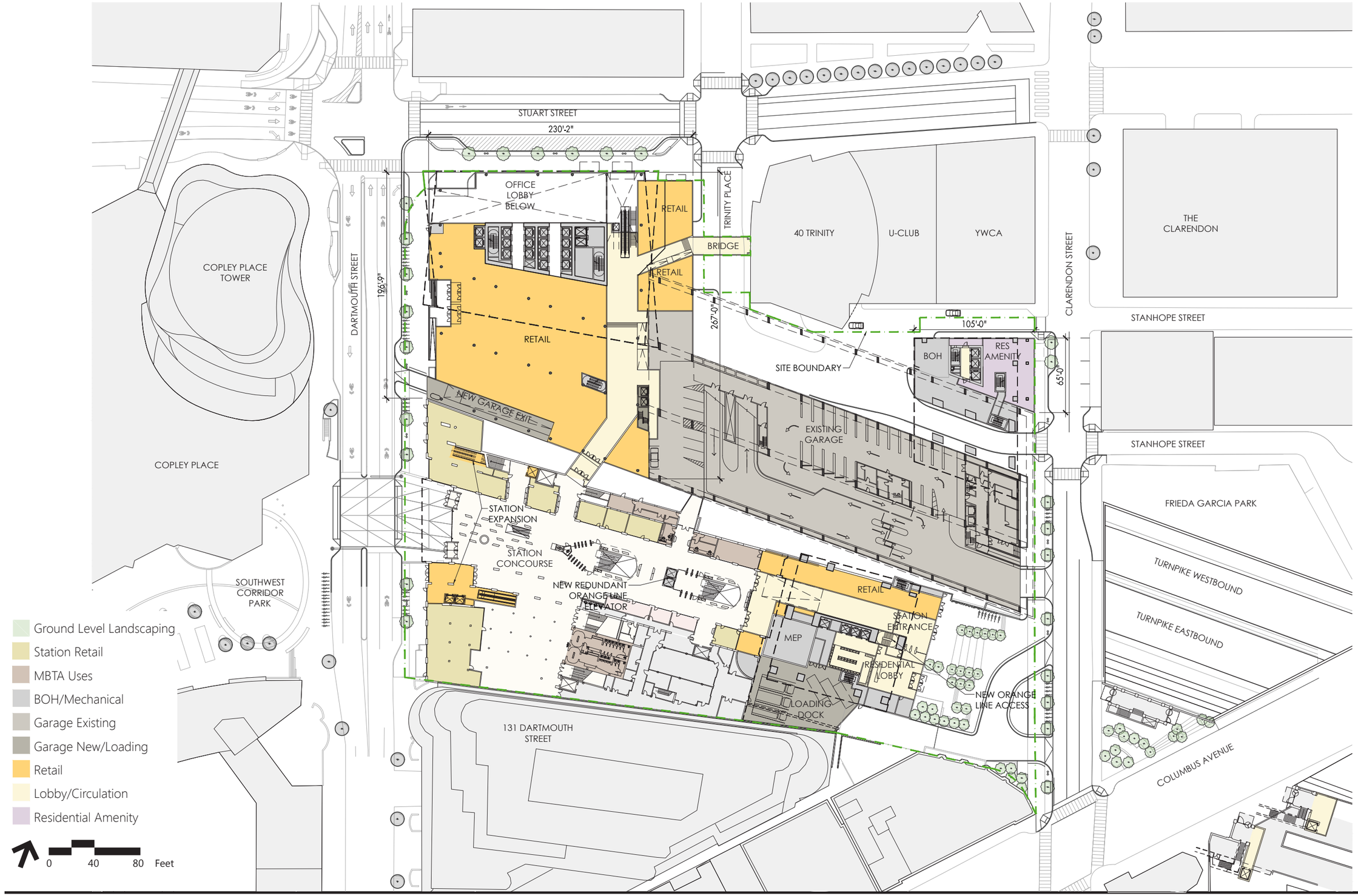


The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Overall Plan - Garage West Base Scheme
GW: Stuart Street Level • GE: Clarendon Street Level • SE: Platform Level • SW: Platform Level

Figure 1.9a

Pelli Clarke Pelli Architects

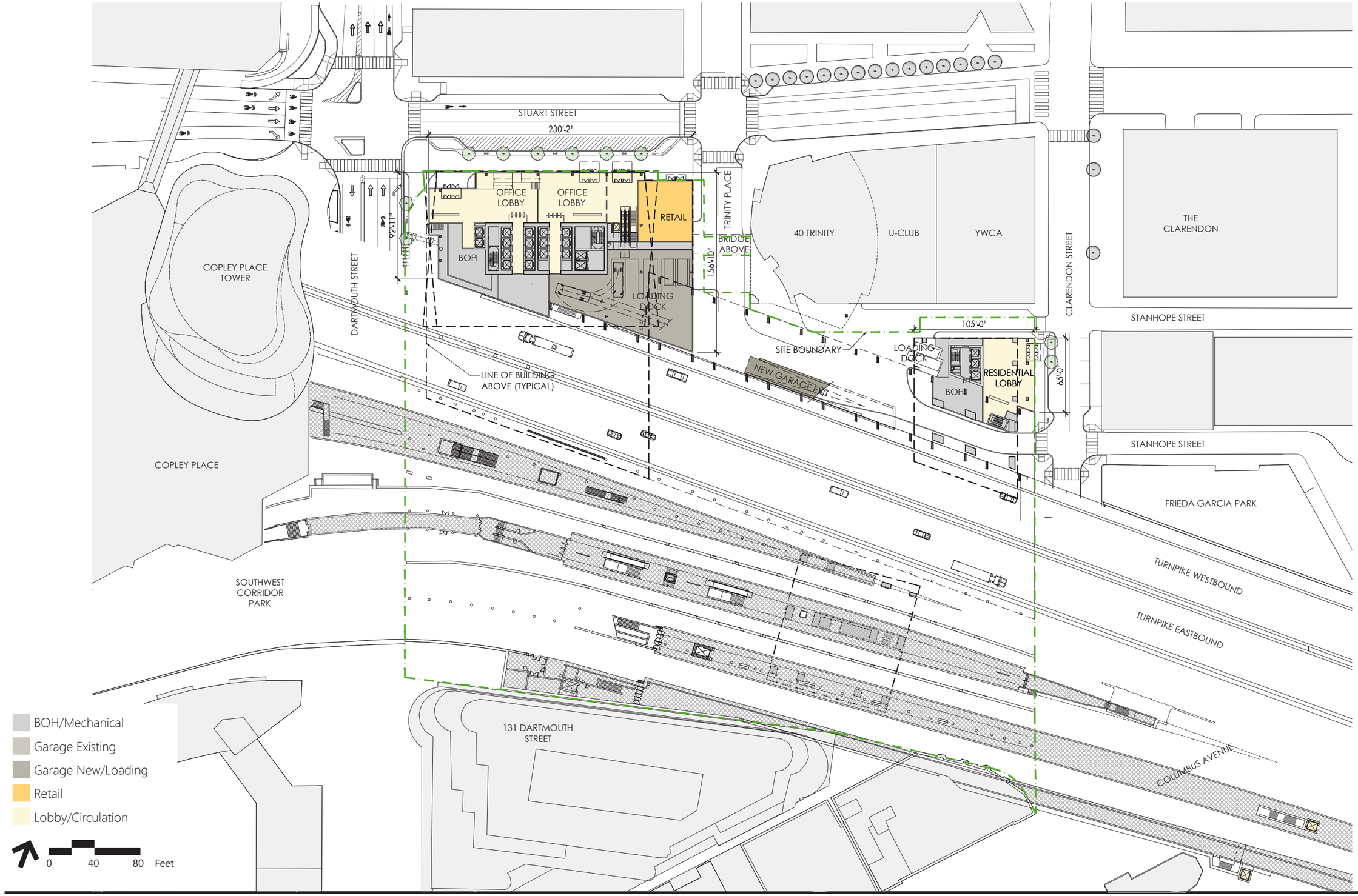


The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Figure 1.9b

Overall Plan - Garage West Base Scheme
GW: Deck Level • GE: Level 2 • SE: Concourse Level • SW: Concourse Level

Pelli Clarke Pelli Architects

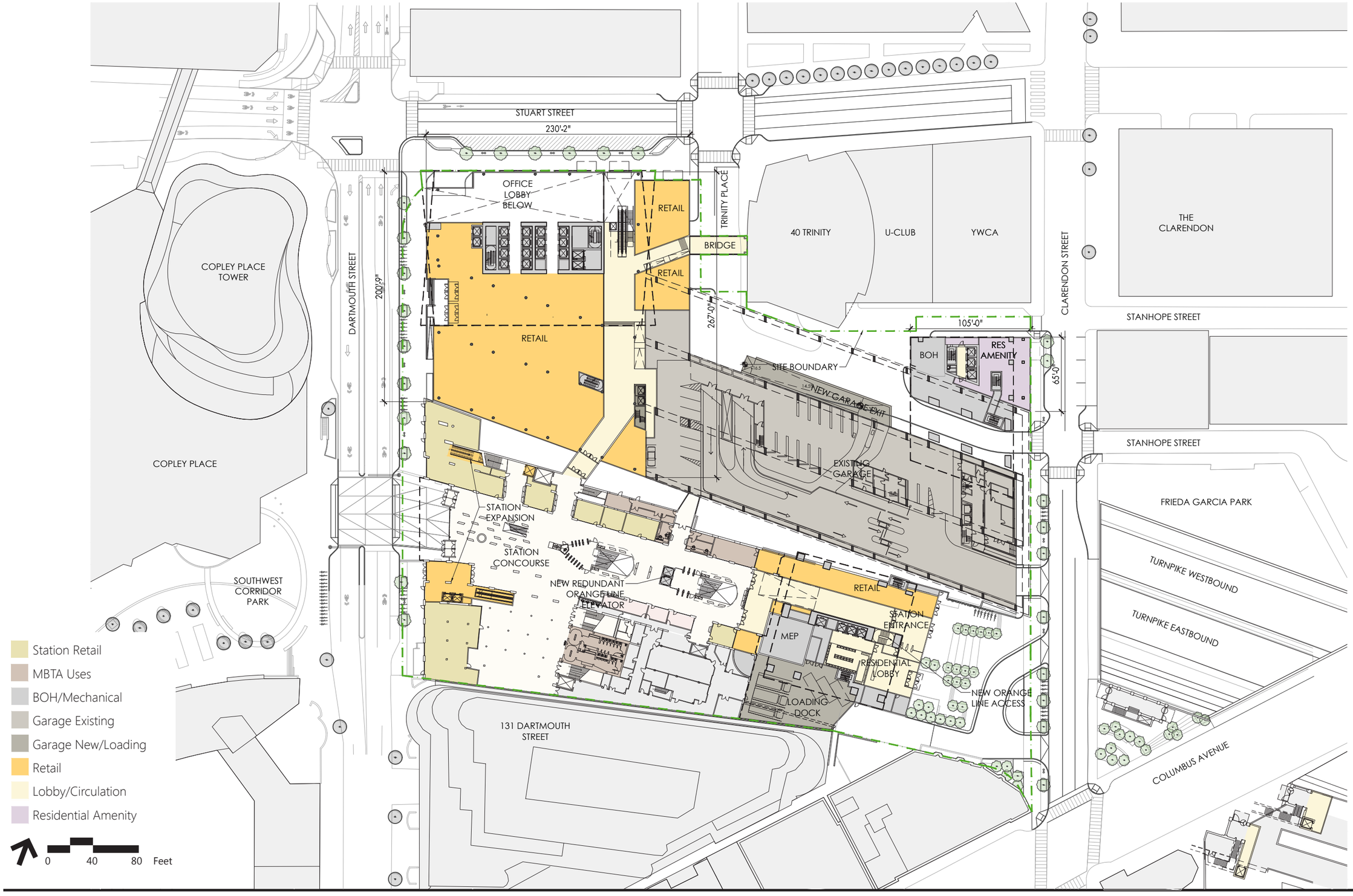


The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Figure 1.9c

Overall Plan - Garage West Alternate Scheme
GW: Stuart Street Level • GE: Clarendon Street Level • SE: Platform Level • SW: Platform Level

Pelli Clarke Pelli Architects


STUART STREET
230'-2"
OFFICE LOBBY BELOW
RETAIL
TRINITY PLACE
BRIDGE
RETAIL
RETAIL
267'-0"
40 TRINITY
U-CLUB
YWCA
CLARENDON STREET
THE CLARENDON
STANHOPE STREET
105'-0"
BOH
RES AMENITY
65'-0"
SITE BOUNDARY
NEW GARAGE EXIT
EXISTING GARAGE
STANHOPE STREET
FRIEDA GARCIA PARK
TURNPIKE WESTBOUND
TURNPIKE EASTBOUND
COLUMBUS AVENUE
COPLEY PLACE TOWER
DARTMOUTH STREET
200'-9"
COPLEY PLACE
STATION EXPANSION
STATION CONCOURSE
NEW REDUNDANT ORANGE LINE ELEVATOR
SOUTHWEST CORRIDOR PARK
RETAIL
STATION ENTRANCE
MEP
RESIDENTIAL LOBBY
LOADING DOCK
NEW ORANGE LINE ACCESS
131 DARTMOUTH STREET
Station Retail
MBTA Uses
BOH/Mechanical
Garage Existing
Garage New/Loading
Retail
Lobby/Circulation
Residential Amenity
0
40
80
Feet



DEIR / DPIR



SID - Increase Pedestrian Zone By 2 Feet



DEIR / DPIR



SID - Increase Pedestrian Zone By 3.5 Foot

2

Supplemental Information

As requested in the BPDA's Request for Supplemental Information on the DPIR, this chapter provides additional information, clarification and updates on the following topics:

- Transportation;
- Urban Design and Public Realm Improvements;
- Shadow & Wind Impacts;
- Infrastructure;
- Sustainability/LEED; and
- Affordable Housing.

2.1 Transportation

The proposed mitigation and TDM measures demonstrate that the Proponent is committed to preserving the favorable mode share balance that exists in the area today, and also to providing additional improvements to manage the vehicle trip generation projected to result from the Project. As presented in the DEIR/DPIR analyses, the Project will have limited impacts on the surrounding transportation infrastructure. The Proponent will continue to work with all stakeholders, including the City of Boston, MassDOT, and the MBTA, to finalize a plan for mitigation and improvements to various transportation infrastructure. The following sections provide additional information or updates in response to comments received from the BPDA, BTD and others on the DEIR/DPIR.

The BTD's comment letter dated April 20, 2017 identified the following four overarching transportation considerations:

1. Need for coordination with the development projects proposed in the Stuart Street corridor which are in varying stages of design and construction;
2. Traffic impacts on local streets generated by the On-Ramp closure;
3. Recognition of excellent transit-access to the Site and consideration of "shared" traveling options; and
4. The creation of a public realm that is friendly for people walking or riding bikes.

The analysis presented in the DEIR/DPIR, and the supplemental information provided herein, embrace these considerations.

2.1.1 Parking Update

As described in detail in the DEIR/DPIR, the Project will be supported by 437 parking spaces in the reconstructed Garage, which has a permitted maximum of 2,013 spaces. The Garage will also provide for existing commitments of 992 spaces and up to 576 permitted public parking spaces.

The parking supply for the Project is based on parking ratios of 0.4 spaces per thousand square feet for office and retail uses and 0.4 spaces per residential unit, and takes advantage of shared parking between commercial and residential users. The parking supply is consistent with current trends and policy objectives of the City of Boston, discouraging excessive auto use which can result from high parking ratios. The parking plan is a TDM strategy and will be supported by other parking-related TDM strategies to minimize single-occupant vehicle ("SOV") trips. These strategies include, but are not limited to, the following:

1. Reservation of spaces for car-share vehicles. The existing Garage currently provides 10 ZipCar spaces, two (2) Enterprise CarShare spaces and two (2) Maven/GM spaces, for a total of 14 carshare spaces. The number of car-share spaces has been updated since the original inventory reported in the DEIR/DPIR. The Proponent's property management team regularly interfaces with the car-sharing services to determine if they have additional demand. While demand in this area is good, the providers do not see demand for expanding the current supply in the Garage at this time. The Proponent will continue to monitor the situation and will provide additional spaces as demand warrants.
2. To promote bike-sharing, the Proponent committed in the DEIR/DPIR to providing a new Hubway station to be located on the Clarendon Street public plaza when the Station East Parcel is developed. Subsequently, per BTD's request, the Proponent has committed to providing an additional off-site Hubway Station with the development of the Garage West Parcel in proximity to the Project at a location to be coordinated with BTD.
3. Currently, there are six (6) electric vehicle ("EV") charging spaces in the Garage. The Proponent committed in the DEIR/DPIR to provide additional spaces as demand warrants. Per discussions with BTD, the Proponent has agreed that additional EV spaces will be provided when the Garage West Parcel is developed based on five (5) percent of the number of striped spaces to be located in the reconstructed portion of the Garage (approximately 28 additional EV spaces). In addition, to the extent feasible, EV-ready spaces will be provided when the Garage West Parcel is developed based on 15 percent of the number of striped spaces to be located in the reconstructed portion of the Garage (approximately 85 EV-ready spaces).
4. In order to encourage new monthly parking to be charged at full market rates, the Proponent will endeavor to oblige commercial tenants who rent parking blocks at full market rate to pass these costs directly on to their employees, without subsidies.

5. Due to severe space constraints, there is no space to add additional long-term bike parking beyond the 480 spaces presented in the DEIR/DPIR. However, the Proponent will explore operational policies so that bikes may enter the commercial and residential buildings and will provide wall-mounted bike racks within residential units, if demand warrants.

2.1.2 Transportation Considerations Relative to Public Realm Update

As documented in the DEIR/DPIR, the Project Site is well served by pedestrian facilities including sidewalks along all local roadways, crosswalks at all study area intersections and activated streetscapes and building fronts.

2.1.2.1 Sidewalk Updates and Compliance with Complete Streets Guidelines

In their letter on the DEIR/DPIR, BTD commented as follows regarding sidewalk widths:

"BTD's PNF letter, based upon Boston's Complete Streets Guidelines, suggests a minimum pedestrian zone width of 12 feet in addition to furniture and frontage zones. BTD is pleased to see 15-foot pedestrian zones along Dartmouth and Clarendon Streets, but the DPIR shows an 11-foot pedestrian zone along Stuart Street. BTD notes that the proposed parking lane on Stuart Street is 12 feet wide, whereas BTD standard parking lanes are 7 to 8 feet wide. BTD proposes the proponent study making a skinnier parking lane and a wider pedestrian zone.

BTD supports trees along Dartmouth Street, as these will create a more vibrant complete street for those exiting the station as well as for those walking along that corridor."

As described in Section 1.5.2 and shown in Figures 1.10b, 2.7c and 2.7f, since the DEIR/DPIR, the Proponent has significantly widened the pedestrian zone along Stuart Street to be a total of 14.5 feet, thereby responding to BTD's request for a wider pedestrian zone in this location. In addition, the pedestrian zone along Dartmouth Street within the Garage West Parcel has been widened by two (2) feet to a total of 17 feet as shown in Figures 1.10a, Figures 2.7c and 2.7f.

Lastly, per conversations with BTD, with the development of the Station East Parcel, the Proponent has additionally agreed to improve the sidewalk adjacent to the existing Orange Line head house to remain. For a complete description of public realm improvements and their phasing, please refer to Section 2.2 and Figures 2.7a-f.

2.1.2.2 Sidewalk LOS Analysis

Since the DEIR/DPIR, the following additional pedestrian analyses were developed and presented as part of the public outreach and discussion with the CAC.

A sidewalk segment Level-of-Service ("LOS") analysis was conducted for the Dartmouth Street and Clarendon Street sidewalks adjacent to the Site. The analysis was conducted for existing conditions and future conditions when the Project has

been built, and the Project-related pedestrian environment and sidewalk improvements have been made.

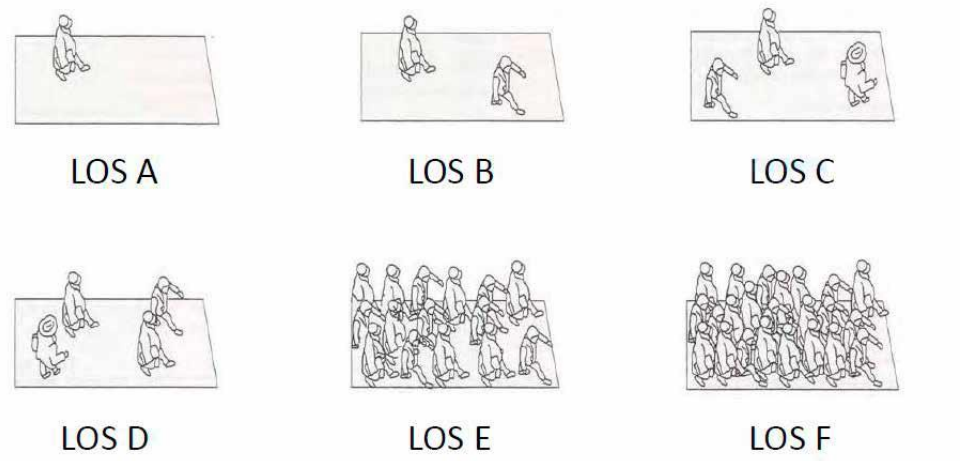
To facilitate a comparison of "pedestrian density" for Existing and Build conditions, the LOS metric based on the 2010 HCM methodology was used, which incorporates pedestrian volumes per hour and allocation of sidewalk space per pedestrian. The 2010 HCM walkway LOS is determined by the average pedestrian space (square feet per pedestrian). Table 2-1 presents the pedestrian LOS categorizations.

Table 2-1 2010 HCM Walkway LOS

LOS	Average Pedestrian Space (ft^2/ped)
A	> 60
B	40 – 60
C	24 – 40
D	15 – 24
E	8 – 15
F	≤ 8

For a spatial interpretation of the LOS categories, Image 1 shows the crowding associated with the pedestrian spacing range for each walkway LOS.

IMAGE 1 2010 HCM WALKWAY LOS CROWDING DIAGRAM



Source: https://www.fhwa.dot.gov/publications/research/safety/pedbike/98107/section3.cfm

This methodology was applied to the walkways along Dartmouth Street (east sidewalk between Stuart Street and Back Bay Station) and Clarendon Street (west sidewalk between Stanhope Street and Back Bay Station). Pedestrian volumes were counted along these sidewalks from 7:00-9:00 AM and 4:00-6:00 PM to identify the peak hour, peak 15-minute, and peak 5-minute volumes. For the future Build sidewalk calculations, pedestrian volumes were grown by 20 percent to account for increased pedestrian activity in the area and improved transit operations. The 20

percent growth factor accounts for both Project-generated trips and background growth. This is a very high growth rate to assume for a 7-year time horizon, and therefore the future PLOS analysis is very conservative.

Dartmouth Street East Sidewalk

The Dartmouth Street east sidewalk, located between Stuart Street and Back Bay Station, experiences a morning peak hour pedestrian volume of approximately 1,978 people. The morning peak hour volumes were used for the LOS calculations because they were slightly higher than the evening peak hour volumes. By converting the peak 15-minute and peak 5-minute volumes into pedestrians ("ped") per hour, the resulting volumes are 2,280 ped/hour and 4,520 ped/hour, respectively. These numbers are higher than the counted average peak hour volumes to account for surges in pedestrian flow. This is particularly important near transit hubs where train and bus arrivals and departures create rushes of pedestrians. The peak 5-minute volume represents a worst-case scenario of very high pedestrian activity traversing the analyzed sidewalk segment.

Along with the sidewalk volumes, walking speed, existing effective sidewalk width, and future effective sidewalk width were inputs to the analysis. The pedestrian walking speed was assumed to be 4.0 feet/second, and this was a conservative value compared to the suggested average of 4.4 feet/second.

Cross-sections of the existing and future proposed sidewalk on the east side of Dartmouth Street just north of Back Bay Station are shown in Figure 2.14. The existing effective sidewalk width was calculated using the total sidewalk width (21.5 feet), subtracting the existing furnishing zone (3 feet), and subtracting two (2) feet to account for building proximity (shy zone). The resulting existing effective sidewalk width is 16.5 feet.

The same methodology was used for the future effective sidewalk width, based on the Project's streetscape design, which is designed to BTD's Complete Streets Guidelines, with sidewalk widths that meet or even exceed the recommended widths for "Downtown Commercial Streets." In the future Build analysis, the furnishing zone increases from 3 feet to 6.5 feet to account for the addition of street trees and other street furniture per the Complete Streets Guidelines, while the building proximity shy zone value is maintained at two (2) feet. As shown in Figure 2.14, the resulting future effective sidewalk width is 13 feet.

Table 2-2 presents the results for the Dartmouth Street east sidewalk LOS analysis north of Back Bay Station during the morning peak hour.

TABLE 2-2 DARTMOUTH STREET EAST SIDEWALK LOS RESULTS (MORNING PEAK HOUR)

Pedestrian Volume Interval	Existing Pedestrian Flow Rate (ped/hr)	Existing Pedestrian Spacing (ft^2/ped)	Future Pedestrian Spacing (ft^2/ped)
Peak Hour	1,978	127 (LOS A)	106 (LOS A)
Peak 15-Minute	2,280	110 (LOS A)	92 (LOS A)
Peak 5-Minute	4,520	55 (LOS B)	45 (LOS B)

The results show that, although the pedestrian spacing changes slightly, the pedestrian LOS grade does not decrease under the future conditions due to the change in effective sidewalk width. Under both conditions, the worst-case crowding that occurs with the peak 5-minute interval produces a LOS B. During a regular peak hour and the peak 15-minute peak hour, the sidewalk operates at LOS A in both the Existing and future Build condition.

As described above, since the DEIR/DPIR, the Dartmouth Street pedestrian zone along the Garage West Parcel has been *increased* by two (2) feet, which would mean the future effective sidewalk width will be 15 feet rather than 13 feet in this area. Therefore, the future pedestrian LOS would actually be *better* than presented in the analysis above.

Clarendon Street West Sidewalk

The Clarendon Street west sidewalk, located between the Station and Stanhope Street, experiences an evening peak hour pedestrian volume of approximately 1,771 people. The evening peak hour volumes were used for the LOS calculations because they were slightly higher than the morning peak hour volumes. By converting the peak 15-minute and peak 5-minute volumes into pedestrians per hour, the resulting volumes are 2,192 ped/hour and 4,384 ped/hour, respectively. These numbers are higher than the counted average peak hour volumes to account for surges in pedestrian flow. This is particularly important near transit hubs where train and bus arrivals and departures create rushes of pedestrians. The peak 5-minute volume represents a worst-case scenario of very high pedestrian activity.

Similar to the Dartmouth Street sidewalk analysis, the following inputs were used in the analysis: walking speed, existing effective sidewalk width, and future effective sidewalk width. The pedestrian walking speed was assumed to be 4.0 feet/second, which is a conservative value compared to the suggested average of 4.4 feet/second.

Cross-sections of the existing and future proposed sidewalk on the west side of Clarendon Street north of Back Bay Station are shown in Figure 2.15. The existing effective sidewalk width was calculated using the total sidewalk width (16 feet) and subtracting two (2) feet to account for the furnishing zone and two (2) feet to

account for building proximity. The resulting existing effective sidewalk width is 12 feet.[1]

A planting box will be added along the side of the Garage decreasing the building proximity value from two (2) feet to 1.5 feet (the value used for a low fence). In addition, a furnishing zone of 6.5 feet containing street trees and other street furniture is added adjacent to the roadway, bringing the overall sidewalk width to 21.5 feet. Therefore, the future effective sidewalk was calculated using the sidewalk width (21.5 feet) and subtracting 1.5 feet to account for the planting box proximity and 6.5 feet for the furnishing zone. The resulting future effective sidewalk width is 13.5 feet is shown in Figure 2.15.

Table 2-3 presents the results for the Clarendon Street east sidewalk LOS analysis north of Back Bay Station during the evening peak hour.

TABLE 2-3 CLARENDON STREET WEST SIDEWALK LOS RESULTS (EVENING PEAK HOUR)

Pedestrian Volume Interval	Existing Pedestrian Flow Rate (ped/hr)	Existing Pedestrian Spacing (ft^2/ped)	Future Pedestrian Spacing (ft^2/ped)
Peak Hour	1,771	68 (LOS A)	74 (LOS A)
Peak 15-Minute	2,192	55 (LOS B)	60 (LOS B)
Peak 5-Minute	4,384	26 (LOS C)	29 (LOS C)

The results show that, although the pedestrian spacing improves slightly in the future Build condition, the pedestrian LOS grade does not change due to the change in effective sidewalk width. Under both conditions, the worst-case crowding that occurs with the peak 5-minute interval produces a LOS C. During a regular peak hour, the sidewalk operates at LOS A in both the Existing and future Build condition and during the peak 15-minute interval, LOS B operations are maintained in both the Existing and future Build conditions.

2.1.2.3 Dartmouth Street Garage Exit

The proposed Garage exit on Dartmouth Street is necessary under the Garage West Base Scheme, where the On-Ramp remains open. With the demolition of the existing Garage entry and exit drums necessary to enable the development of the Garage West and Garage East Parcels, respectively, a replacement Garage exit on Dartmouth Street will be necessary to avoid negative traffic impacts to the surrounding neighborhoods. If the Dartmouth Street exit was not provided under the Base Scheme, all traffic exiting the Garage would be forced to exit onto Clarendon Street,

[1] It should be noted that the analysis for the existing pedestrian LOS presented to the CAC was based on an effective 14 feet sidewalk width. While the existing pedestrian spacing is therefore slightly less, the pedestrian LOS grade is not changed. The analysis presented here has been updated to account for the existing 12-foot-wide effective sidewalk width.

requiring vehicles to take circuitous routes through the South End and Bay Village neighborhoods to reach their ultimate destinations.

In the event that the On-Ramp remains open, the Proponent will work with BTD to develop a design and operation for the Garage exit driveway that minimizes impacts to pedestrian flow and safety along Dartmouth Street, including whether or not curb extensions should be included in the design. As shown in Figure 2.1, there are four other existing entry and exit driveways on this block of Dartmouth Street in proximity to the Station. Figure 2.2 illustrates a conceptual layout and signage plan for the Garage exit driveway which would provide for a right-turn only. The driveway would incorporate a continuous flush pedestrian zone along Dartmouth Street, with an apron ramp. Accent paving and tactile warning paving would be incorporated to emphasize its presence, along with bollards to reinforce the delineation of the driveway. "Caution – Vehicle Exiting" signage for pedestrians would be provided on both sides with audible warning devices to alert pedestrians to the presence of an existing vehicle. Inside the driveway, signage for drivers would include "Yield to Pedestrians" and "Caution – Pedestrians Crossing", or similar signage. During peak periods, a police detail or Garage employee would facilitate coordination between exiting vehicles and pedestrians crossing, as occurs today at the Clarendon Street full-service entry/exit to the Garage.

2.1.2.4 Trinity Place and St. James Avenue Plan

A plan of Trinity Place and St. James Avenue between Clarendon and Dartmouth Streets was presented in the DEIR/DPIR showing existing and potential sidewalk dimensions along Trinity Place and existing to remain accommodation of curbside assignments for various users on Trinity Place and St. James Avenue. This plan is presented again in Figure 2.3.

This Trinity Place roadway segment currently accommodates two-way traffic, and provides access to abutting loading and parking garages. As discussed in the DEIR/DPIR, it may be beneficial to convert the circulation to northbound only between Stuart Street and St. James Avenue, thereby allowing conversion of approximately 6 – 8 feet of roadway width to pedestrian or streetscape improvements. This would result in the diversion of existing southbound trips to other roadways, but would have the benefit of allowing the existing taxi queuing for the Fairmont Copley Hotel to occur on the "correct" side of the street. This option is also shown in Figure 2.3.

This plan also shows the existing curb use allocations, and there is no change in the total amount of curb frontage available for existing users under either the two-way or one-way Trinity Place scenarios. In addition, as described in further detail below, it may be beneficial to consider signalizing the intersection of Trinity Place and St. James Avenue.

2.1.3 Signal Warrant Analysis

Signal warrant analyses were performed for the two un-signalized intersections, St. James Avenue/Trinity Place and Clarendon Street/Stanhope Place, where signalization had been identified in the DEIR/DPIR as possible beneficial improvements. In both cases the potential for pedestrian and traffic operations improvements were noted.

The Manual on Uniform Traffic Control Devices ("MUTCD") 2009 Edition, specifies nine different conditions that warrant the installation of a signal, as follows:

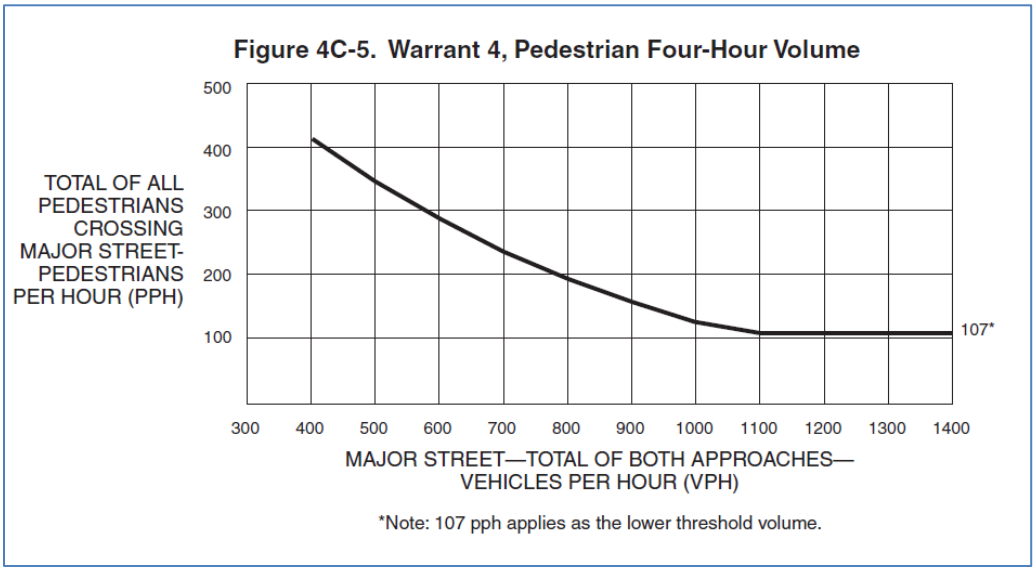
- Warrant 1 – Eight Hour Vehicular Volume
  - Condition A – Min. Vehicular Volume: A large volume of intersecting traffic during any eight hours of the average day.
  - Condition B – Interruption of Continuous Traffic: Heavy traffic volume on a major street creates excessive delay for minor street traffic during any eight hours of the average day.
- Warrant 2 – Four Hour Vehicular Volume: A large volume of intersecting traffic for each of any four hours on an average day.
- Warrant 3 – Peak Hour: For one hour of the day, minor street vehicles experience very high delay.
- Warrant 4 – Pedestrian Volume: Heavy traffic volumes result in excessive delay for pedestrian crossing.
- Warrant 5 – School Crossing: Inadequate gaps in the traffic stream during the period when the schoolchildren are crossing.
- Warrant 6 – Coordinated Signal System: Signal control to maintain proper platooning of vehicles within a coordinated signal system.
- Warrant 7 – Crash Experience: Severity and frequency of crashes can be improved by signal control.
- Warrant 8 – Roadway Network: Signal control would encourage concentration and organization of traffic flow on a roadway network.
- Warrant 9 – Intersection Near a Grade Crossing: Proximity of a STOP or Yield intersection to a railroad grade crossing.

Warrant analysis was based on pedestrian and vehicle count data collected on a typical weekday. Under existing conditions, both intersections meet the threshold for Warrant 4 (Pedestrian Volume). Detailed analysis worksheets are included in Appendix E, and a summary for both intersections is presented below.

#4 St. James Avenue/Trinity Place

This unsignalized intersection experiences heavy pedestrian volumes at the existing crosswalks due to its proximity to Copley Square. There are crosswalks along all three legs of this intersection — two on St. James Avenue and one at the Trinity Place approach.

Twelve-hour counts conducted on May 25, 2017 were used to analyze if a signal is warranted at this location. The intersection does not meet any of the vehicle volume warrants described in the MUTCD. However, the intersection meets Warrant #4 – Pedestrian Volume. For each of any four hours of an average weekday, the plotted pedestrian-vehicle conflicts meet the minimum threshold defined by the curve in the MUTCD Figure 4C-5, i.e. the plotted points fall above the curve in the following chart:



Source: MUTCD

It may be beneficial to signalize this intersection for the purpose of metering the frequency of pedestrian crossings. This would both allow a safe passage time for pedestrians to cross the street, and minimize the disruption of vehicles traveling along St. James Avenue from Clarendon Street to Dartmouth Street. The intersection has the potential to function at overall Level of Service ("LOS") A/B with the implementation of a traffic signal. The northbound approach on Trinity Place currently operates at LOS C in the unsignalized condition. Further discussion with BTD is necessary to determine if the improvement would be considered desirable for pedestrian operations.

#15 Clarendon Street/Stanhope Street

Twelve-hour counts conducted on May 25, 2017 were used to analyze if a signal is warranted at this location. The intersection does not meet any of the vehicle volume warrants as described in the MUTCD. However, the intersection met Warrant #4 – Pedestrian Volume. For each of any four hours of an average weekday, the plotted pedestrian-vehicle conflicts meet the minimum threshold defined by the curve in the MUTCD Figure 4C-5.

It may be beneficial to signalize the intersection for the purpose of aiding pedestrians crossing Clarendon Street. The intersection has the potential to function at an overall LOS C during the morning and evening peak hour. The westbound approach of Stanhope Street currently operates at LOS F under the unsignalized

conditions. Further, the signalization would be expected to benefit operations further downstream on Clarendon Street at the Garage driveway by regulating traffic flow and pedestrian activity and creating improved gaps in traffic. Again, it should be noted that further discussion with BTD is necessary to determine if the improvement would be considered desirable for pedestrian operations.

2.1.4 Bus 39 Terminus Relocation Update

As documented in the DEIR/DPIR, the Project Site is extremely well served by public transportation, and an extensive analysis of the existing and future transit infrastructure, with and without the Project, was presented. The capacity analysis conducted for the DEIR/DPIR demonstrated that the Project will have negligible capacity impacts on the transit facilities in the area.

As the development of the Station East Parcel will require the terminus of the Route 39 Bus to be relocated, the Proponent has been working with the MBTA to identify an acceptable alternative. MBTA Service Planning performed an analysis of many alternative routings for the Bus Route 39. The MBTA preferred option, presented in Figure 2.4, minimally reroutes Bus 39 around Copley Square and provides a bus stop at the existing St. James Street stop, easily accessible from the Station.

The MBTA's preferred option largely maintains the existing route path and stops. reduces overall route travel time and better aligns the route with other existing bus routes at the St. James Street stop. MBTA Service Planning analyzed the service impacts of the proposal and deemed it to be preferable to all other options because it had the largest travel time savings, and did not have a significant impact on riders' experience. The travel time savings under this option is expected to improve headways and thereby increase customer satisfaction and ridership on Route 39.

MBTA Service Planning also determined that an "equity analysis" (statistical comparison on adverse impact results from a proposed change to service) was not required for the proposed rerouting of Route 39, as the scope of this change does not constitute a "major service change."

As described in detail in the DEIR/DPIR, with the development of the Garage West Parcel, a new Station entrance and accessible through-block connector will be provided from Stuart Street, helping to mitigate any inconvenience relating to the Bus 39 terminus' relocation to St. James Street by providing passengers a convenient, accessible and weather-protected connection to the Station.

No relocation of the Bus 39 terminus is anticipated until the Station East Parcel is developed. However, in their comments on the DEIR/DPIR, MassDOT asked how Bus 39 customers would be accommodated in an interim condition if the through-block connector provided by the proposed Garage West Parcel development is not available. If Station East is delivered in advance of Garage West, the Proponent will commit to delivering an outdoor lift or elevator near the parking drum at the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any required accessibility

improvements will be made to the existing Stuart Street connector. Please refer to Figure 2.7e.

2.1.5 Transportation Demand Management and Commitments Update

As discussed above, since the DEIR/DPIR, the Proponent met with BTD to discuss TDM strategies and public realm improvements. At BTD's request, the Proponent has added the following additional commitments to the TDM plan:

- A new off-site Hubway Station with the development of the Garage West Parcel in proximity to the Project at a location to be coordinated with BTD. This is in addition to the Hubway station to be located on the Clarendon Street public plaza already committed to in the DEIR/DPIR with the development of the Station East Parcel;
- Provide a "move-in" package for residential tenants to include a subsidized 1-month T-pass, a 1-year Hubway membership or a 1-year car-share membership;
- Endeavor to oblige commercial and retail tenants to subsidize transit and/or bike share membership for their employees; and
- Endeavor to oblige commercial tenants who rent parking blocks at full market rate to pass these costs on to their employees.

An updated description of transportation mitigation is presented in Section 2.1.6 below, including roadway improvements, transit mitigation, a TDM plan, a transportation monitoring program, and a commitment by the Proponent to enter into one or more Construction Management Plans ("CMP"), and one or more Transportation Access Plan Agreements ("TAPA"). Phasing of improvements and mitigation for each development parcel is also presented.

2.1.6 Mitigation Commitments Update

The proposed mitigation and TDM measures demonstrate that the Proponent is committed to preserving the favorable mode share balance that exists in the area today, and also to providing additional improvements to manage the vehicle trip generation projected to result from the Project. As presented in the analyses, the Project will have limited impacts on the surrounding transportation infrastructure. The Proponent will work with all stakeholders, including MassDOT, the MBTA and the City, to finalize a plan for mitigation and improvements to various transportation infrastructure. The following sections describe the proposed mitigation to be discussed in further detail with stakeholders.

2.1.6.1 Proposed Roadway Improvements

The Proponent has evaluated potential roadway improvements that will increase the overall performance of the mitigated intersections and improve the flow of vehicles in the network.

Based on the LOS analysis presented in Chapter 4, *Transportation and Parking* of the DEIR/DPIR, there are a few intersections that decline in operations as a result of the Project. To address these impacts, this analysis has considered potential roadway improvements, including intersection signal timing modifications as possible options for further evaluation in coordination with BTD. In addition, possible signalization at two currently un-signalized locations was identified for further evaluation in coordination with BTD. Please refer to Figure 2.5 for a detailed description of proposed mitigation at the following intersections:

Signal Timing

- Stuart Street and Clarendon Street (#11)
  - Signal timing adjustments will result in an overall intersection delay reduction of 16.7 seconds and an improvement of LOS D to LOS C in the morning peak hour.
- Stuart Street/Arlington Street (#13)
  - Signal timing adjustments will result in an overall intersection delay reduction of 8.4 seconds and an improvement of LOS E to LOS D in the morning peak hour, and an overall delay reduction of 33.4 seconds in the evening peak hour. The reduced LOS is actually a result of No-Build background traffic and, while the Project does not have a substantial impact on this intersection, the Proponent is prepared to provide mitigation in an effort to reduce delay and improve intersection functionality within the area.
- Columbus Avenue/Dartmouth Street (#17)
  - Signal timing adjustments will result in an overall intersection delay reduction of 9.7 seconds in the morning peak hour, and an overall delay reduction of 43.3 seconds and an improvement of LOS F to LOS E in the evening peak hour.
  - The concurrent pedestrian time during the northeast/southwest phase will be eliminated to reduce left turn conflicts with pedestrians.
- Columbus Avenue/Clarendon Street (#18)
  - Signal timing adjustments will result in an overall intersection delay reduction of 29 seconds and an improvement of LOS D to LOS C in the morning peak hour, and an overall delay reduction of 6.7 seconds and an improvement of LOS D to LOS C in the evening peak hour.
  - The existing parking lane at the Clarendon Street southbound approach was removed to allow for the creation of a left turn only lane.
- Stuart Street/Trinity Place (Alternate Scheme Only) (#10)
  - Signal timing adjustments will result in an overall intersection delay reduction of 0.7 seconds in the morning peak hour, and an overall delay reduction of 18.4 seconds and an improvement of LOS D to LOS C in the evening peak hour.

Possible Signalization of Intersection

- St James Avenue/Trinity Place (#4)

- The Proponent will coordinate with BTD regarding possible implementation of traffic signal control. (Please refer to Section 2.1.3 for the signal warrant analysis.)

› Clarendon Street/Stanhope Street (#15)

- The Proponent will coordinate with BTD regarding possible implementation of traffic signal control. (Please refer to Section 2.1.3 for the signal warrant analysis.)

Roadway Modifications

› Stuart Street from Dartmouth Street to Trinity Place

- The Proponent is coordinating with other approved projects to develop a consistent Stuart street plan from Dartmouth Street to Clarendon Street. Refer to Section 4.7.3 of the DEIR/DPIR for details on the proposed plan and to Sections 1.5.2 and 2.2, and to Figures 2.7c and 2.7f of the SID for updates on the sidewalk dimensions in this area.

› Clarendon Street from Stanhope Street to Columbus Avenue

- The Proponent proposes to convert the parking lane into a left turn only lane to help serve the vehicles approaching the Clarendon Street/Columbus Avenue intersection from the north.

Possible Roadway Modification

› Trinity Place One-way between St James Avenue and Stuart Street

- Further study of the feasibility of converting circulation on Trinity Place to northbound only between Stuart Street and St. James Avenue, thereby allowing conversion of approximately 6 – 8ft. of roadway width to pedestrian uses and/or streetscape improvements.
- The Proponent will coordinate with BTD regarding possible implementation.

Phasing of Roadway Improvements

As described above, the Project has been designed so it can be built in phases, and the sequence of construction for each individual Project Component is subject to market and other conditions. In turn, the implementation of improvements and mitigation will be similarly phased according to the sequence of buildings. The phasing of potential transportation improvements to be implemented in association with each parcel is summarized in Table 2-4 below. Where an improvement is shown under two (2) parcels, the intent is that the improvement will be delivered with whichever parcel is developed first.

TABLE 2-4 PHASING OF POTENTIAL ROADWAY IMPROVEMENTS

Possible Mitigation	Garage West	Garage East	Station East	Station West
Signal Timing				
Stuart Street/Clarendon Street (#11)	X	X		
Stuart Street/Arlington Street (#13)	X			
Columbus Avenue/Dartmouth Street (#17)	X		X	
Columbus Avenue/Clarendon Street (#18)		X	X	
Stuart Street/Trinity Place (#10) – *Alternate Scheme only*	X	X		
Possible Intersection Signalization				
St James Avenue/Trinity Place (#4)	X			
Clarendon Street/Stanhope Street (#15)		X	X	
Roadway Modifications				
Stuart Street from Dartmouth Street to Trinity Place	X			
Clarendon Street from Stanhope Street to Columbus Avenue			X	
Possible Roadway Modifications				
Trinity Place One-way between St James Avenue and Stuart Street	X			

2.1.6.2 Road Safety Audits (RSAs)

In light of the unknown outcome of MassDOT's evaluation and FHWA's approval of the IMR for the potential closure of the I-90 On-Ramp at Clarendon Street, it is premature to perform the crash analysis as described in MassDOT's Memorandum dated April 18, 2017 on the DEIR/DPIR. Therefore, as discussed with MassDOT on May 17, 2017 and confirmed in the memorandum dated June 19, 2017 (See Appendix E, the Proponent commits to execute the appropriate crash analysis and RSAs after the decision on the On-Ramp closure has been made. Further, the Proponent commits to reasonable associated safety improvements based on the outcome of the RSAs. The Proponent has initiated crash analysis for the intersections that are not covered by the IMR study area. RSAs will be completed and reasonable safety mitigation identified prior to the issuance of the Final Section 61 Finding.

2.1.6.3 Transit Mitigation

The Project is conceived as a holistic and transformative transit-oriented redevelopment centered around the Station. Notably, as certain components of the Project are delivered, they will also create substantial improvements to the Station. The following section, Table 2-5, and Figure 2.6 describe the Station and transit-related improvements associated with each Project Component. As many of these

improvements are related to the public realm, they are further described in Section 2.2 and Table 2-7.

With the development of the Garage West Parcel, the Project will deliver:

- A new Station Entrance from Stuart Street linked to the Station via a through-block connector, providing transit customers an accessible and weather-protected path.
- A dedicated bus stop adjacent to the new Station entrance, making commuter connections safer and more convenient.
- A new Hubway station to be located off-site, in proximity to the Project Site at a location to be jointly agreed upon with BTD.

With the development of the Station East Parcel, the Project will deliver:

- A new Station Entrance from Clarendon Street linked to the Station via a through-block connector, providing transit customers an accessible and weather-protected path.
- A new public plaza serving as a forecourt to the new Station entrance, reinforcing the civic nature of the new Station entrance.
- Improved sidewalk immediately adjacent to the existing Clarendon Street Orange Line exit head house.
- A new stair and fare gates to the Orange Line adjacent to the new Station Entrance.
- A new redundant elevator to the Orange Line adjacent to the existing elevator, doubling the existing capacity and increasing reliability for transit customers. New redundant elevators will also be delivered to Tracks 1/3 and Track 2, if determined to be feasible.
- A new outdoor lift/elevator near the corner of Stuart Street and Trinity Place to the Station. Includes lighting, wayfinding and any code-required accessibility improvements to the existing Stuart Street connector. *(Delivered only if Station East is developed in advance of Garage West to facilitate Station access for Bus 39 passengers.)*
- A new Hubway station to be located on the Clarendon Street public plaza.

With the development of the Station West Parcel:

- The existing Dartmouth Street crosswalk will be relocated and expanded to align with the future Station entrance, improving commuter safety and access to the Station.
- The existing open space on Dartmouth Street will be enhanced to create an inviting public plaza that welcomes transit customers and reinforces the civic nature of the existing Station entrance, enhancing the link between the Station and the Southwest Corridor Park.

TABLE 2-5 PHASING OF POTENTIAL TRANSIT IMPROVEMENTS

Possible Mitigation	Garage West	Garage East	Station East	Station West
New entrances linked to the Station via a new through-block connection	X		X	
New dedicated bus stop on Stuart Street	X			
New off-site Hubway Station in proximity to the Project Site	X			
New public plaza Serving as a forecourt to the new Station entrance on Clarendon Street			X	
Improved sidewalk adjacent to existing Clarendon Street Orange Line head house			X	
New stair and fare gates to the Orange Line			X	
New redundant elevator to the Orange Line			X	
New redundant elevators to Tracks 1/3 and track 2 *(if determined to be feasible)*			X	
New outdoor lift/elevator near corner of Stuart Street/Trinity Place and upgrades to existing Stuart Street through-block connector *(delivered only if Station East is developed before Garage West)*			X	
New Hubway Station on Clarendon Street Public Plaza			X	
Relocated and expanded crosswalk to align with the future Station entrance				X
Enhanced open space and public plaza along Dartmouth Street at the future Station entrance				X

2.1.6.4 Transportation Demand Management

The Proponent will support a program of TDM's to reduce the use of SOVs by encouraging carpooling and vanpooling, bicycling, walking, and increased use of the area's public transit system. The phasing of potential TDM measures to be implemented in association with each parcel are summarized in Table 2-6 below. These measures will be incorporated into one or more TAPAs as discussed further in Section 2.1.6.7 below.

TABLE 2-6 PHASING OF TRANSPORTATION DEMAND MANAGEMENT MEASURES

Possible Mitigation	Garage West	Garage East	Station East	Station West
General TDM Measures				
Designate a Transportation Coordinator to oversee all transportation-related operational matters at each Project Component site, including vehicular operations, servicing and loading, parking and implementation of the TDM Plan.	X	X	X	X
Post and make available transit maps, schedules and other information relevant to commuting options in the office and residential building lobbies.	X	X	X	
Provide real-time transportation information in all new lobbies within each Project Component	X	X	X	
Provide preferential parking to carpool and vanpool participants.	X	X	X	X
Continue to provide carsharing spaces within the Garage. The Proponent will work with the carsharing services and provide more service as demand is warranted.[1]	X	X	X	X
Join A Better City TMA	X	X	X	X
Participation in transportation awareness events including: Car-Free Week, Mass Commute Bicycle Challenge, and Lunchtime Walking Series.	X	X	X	
Host on-site transportation fairs and commuter related events.	X	X	X	
Residential TDM Measures				
Residents of Garage East will have access to up to 120 long-term covered and secure bicycle parking spaces located on the first floor of the Garage		X		
Residents of Station East will have access to up to 180 long-term covered and secure bicycle parking spaces located on the building's second floor.			X	

Provide 10 short-term bicycle spaces near each building entrance.		X	X	
Provide a new Hubway station located on the Clarendon Street Public Plaza.			X	
Provide a "move-in" package for residential tenants to include a subsidized 1-month T-pass, a 1-year bike-share membership or a 1-year car-share membership.		X	X	
Office/Retail TDM Measures				
Garage West Parcel tenant employees will have access to 162 long-term covered and secure bicycle parking spaces located on the second floor of the Garage.	X			
Station West Parcel will provide 18 long-term covered and secure bicycle parking spaces located on the Station Concourse Level.				X
Provide 30 and 20 short-term bicycle spaces near building entrances for Garage West and Station West, respectively.	X			X
Provide a new off-site Hubway Station in proximity to the project at a location to be coordinated with BTD.	X			
Endeavor to oblige commercial and retail tenants to subsidize transit and/or bike share membership for their employees.	X			X
Endeavor to oblige commercial tenants who rent parking blocks at full market rate to pass these costs onto their employees.	X			X

1 Currently the Garage provides 10 ZipCar spaces, two (2) Enterprise CarShare spaces, and two (2) Maven spaces, for a total of 14 carshare spaces. The number of CarShare spaces has been updated from the original inventory reported in the DEIR/DPIR.

2.1.6.5 Transportation Monitoring Program

The Proponent will conduct an annual Transportation Monitoring Program ("TMP"), including an employee and resident survey, drive mode share survey and biennial driveway and parking counts. The TMP will confirm that the post-development Project trip generation is consistent with the forecast estimates and ensure that the

mitigation measures are completed and/or maintained. The TMP will include the following elements:

- **Employee and Resident Survey** – A survey will be distributed to determine commuting modes to/from the Project Site, transit ridership, bicycle parking utilization, occupancy of car-sharing parking spaces, occupancy of alternative fueled vehicle parking spaces, electric vehicle charging station demand and usage, and overall parking demands.
- **Garage Volume Data** – Collection of traffic volume information will be collected over a continuous seven-day period at each Garage entrance/exit.
- **Verification of Mitigation Measures** - The implementation of the proposed mitigation measures, TDM measures, parking accommodations, and on-site amenities will be verified.
- **Traffic Data Collection** – Traffic data (i.e. TMCs for vehicles, pedestrians, bicycles) will be collected during the weekday morning peak period (7:00 – 9:00 AM) and evening peak period (4:00 – 6:00 PM) and operations analysis performed at "mitigated" intersections, including those involving Garage entrances.
- **TMP Schedule and Reporting** – The TMP will be performed annually commencing six months after full completion and occupancy of the first building and will continue for a period of five years after occupancy of the full build-out of the Project. Should subsequent phases extend beyond five years, the traffic monitoring program will cease until the next phase of the Project is completed. Results of the TMP will be summarized in a technical memorandum, including an update on TDM effectiveness and transit ridership, and will be provided to the MassDOT and BTD.

2.1.6.6 Construction Management Plan

The Proponent will develop a detailed evaluation of potential short-term construction-related transportation impacts including construction vehicle traffic, parking supply and demand, and pedestrian access. Detailed CMPs will be developed at the appropriate time for each phase of the Project once the phasing plan is finalized. Further clarity is needed on key elements such as start date, construction duration, and other active construction sites in the area at the time of each Project component's commencement. These plans will detail construction vehicle routing and staging.

Construction Vehicle Traffic

Construction vehicles will be necessary to move construction materials to and from the Project Site. Every effort will be made to reduce noise, control fugitive dust, and minimize other disturbances associated with construction traffic. Truck staging and laydown areas for the Project will be carefully planned. The need for Project Site occupancy (lane closures) along roadways adjacent to the Project Site is not known at this time.

Construction Parking

Contractors will be encouraged to devise access plans for their personnel that de-emphasize auto use (such as seeking off-site parking, providing transit subsidies, on-site lockers, etc.). Construction workers will also be encouraged to use public transportation to access the Project Site because no new parking will be provided for them. Because of the construction workers' early arrival/departure (typically 7:00 AM-3:00 PM) schedule, a conflict for on-street parking is not anticipated.

Pedestrian Access during Construction

During the construction period, pedestrian activity adjacent to the Project Site may be impacted by sidewalk closures. A variety of measures will be considered and implemented to protect the safety of pedestrians. Temporary walkways, appropriate lighting, and new directional and informational signage to direct pedestrians around the construction sites will be provided. After construction is complete, finished pedestrian sidewalks will be permanently reconstructed around the new facilities. Any damage as a result of construction vehicles or otherwise will be repaired per City standards.

2.1.6.7 Transportation Access Plan Agreement

The Proponent will enter into one or more TAPAs with the BTD for each Project Component in advance of its building permit issuance, which will formalize and document all transportation mitigation and TDM commitments for that Project Component. The TAPA will assign TDM implementation to the appropriate responsible entity be they the building owner, an employer, or tenant for each Project Component.

2.2 Urban Design and Public Realm Improvements

As illustrated in Figures 2.7a-f, the Project includes significant improvements to the public realm on and adjacent to the Project Site. Specific improvements proposed for each Air Rights Development Parcel are summarized in Table 2-7. Items that jointly benefit the Station (as described above in Section 2.1.6.3) and the overall public realm are shown in bold typeface.

2.2.1 Public Realm Refinements Since the DPIR

As described in Section 1.5.2, in response to comments received on the DEIR/DPIR, the dimensions and articulation of the pedestrian zones have been advanced. Specifically, along Dartmouth Street, the Garage West building footprint at the ground floor has been pushed in two (2) feet, allowing for a widened pedestrian zone of 17 feet (previously 15 feet in the DEIR/DPIR) and increasing the overall sidewalk width from 21.5 feet to 23.5 feet. Please refer to Figure 1.10a, and Figures 2.7c and 2.9f.

In addition, the Garage West building footprint at the ground floor along Stuart Street has been pushed in one (1) foot, while the furnishing zone has been reduced from 6.5 feet to 4 feet, reflecting the fact that terra firma exists along this street and that the street trees may be planted in soil. These adjustments allow for a large increase of the pedestrian zone on Stuart Street, which is now 14.5 feet (previously 11 feet in the DEIR/DPIR). The overall sidewalk width will be 18.5 feet, which is a dramatic increase from the 8-foot sidewalk that exists there today. Please refer to Figure 1.10b, and Figures 2.7c and 2.7f.

At the intersections of Stuart Street and Dartmouth Street, and Stuart Street and Trinity Place, the furnishing zone has been decreased to 12 feet (previously 18.5 in the DEIR/DPIR), allowing for a widened pedestrian zone of 18.5 feet (previously 11 feet in the DEIR/DPIR) and additional space for queuing at the crosswalk. Please refer to Figures 2.7c and 2.7f.

In response to comments received on the DEIR/DPIR, the Proponent has considered additional options related to the phasing of specific public realm improvements scheduled to be delivered with specific parcels. Accordingly, if the Station East Parcel is developed before the Garage West Parcel, an outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any code-required accessibility improvements will be made to the existing Stuart Street connector, Furthermore, the proposed sidewalk improvements under the Garage along Clarendon Street and the realigned crosswalk at Clarendon and Stanhope Streets will be delivered with either the Garage East or Station East Parcel, whichever is developed first. Please refer to Figures 2.7a-f for updated public realm improvement phasing plans.

TABLE 2-7 PHASING OF PUBLIC REALM IMPROVEMENTS BY PROJECT

Possible Mitigation	Garage West Base Scheme	Garage West Alternate Scheme	Garage East	Station East	Station West
New concrete paving within pedestrian zones	X	X	X	X	X
New unit paving within furnishing zone that includes new street trees (in raised planters where sidewalk is over deck structure), benches, street lights, and bicycle racks	X	X	X	X	X
New accessible Station entrance and through block connection from Stuart Street	**X**	**X**			

New accessible drop-off area and bus stop along Stuart Street in proximity to new Stuart Street Station entrance	**X**	**X**			
Improved and reconfigured accessible ramp and stairs at retail entrance on Dartmouth Street	X	X			
Improved grade slope within pedestrian zone at corner of Dartmouth Street and Stuart Street	X	X			
Reconfigured crosswalks at Dartmouth and Stuart Streets that improve accessibility	X	X			
Significantly widened pedestrian zone with new concrete paving along Stuart Street	X	X			
New flush pedestrian conditions with tactile paving and audible and flashing warning devices to supplement special signage for pedestrians and drivers at Garage exit to Dartmouth Street *(Garage West Base Scheme only)*	X				
Reconfigured crosswalk at Clarendon and Stanhope Streets that increase pedestrian safety and accessibility			X	X	
Reduced existing Garage drive width, realigned to Clarendon Street			X	X	
Improved grade slope within pedestrian zone along Garage façade adjacent to Clarendon Street			X	X	
New accessible Station entrance and through block connection from Clarendon Street				**X**	
New 11,000 GSF landscaped public plaza with trees in raised planters				**X**	
Improved sidewalk around existing Clarendon Street Orange Line head house				**X**	
Reconfigured crosswalk at Clarendon Street and Columbus Avenue that increase pedestrian safety and accessibility				X	
New vehicular drop-off lane in proximity to new Clarendon Street Station Entrance				X	
Relocated and enlarged Dartmouth Street crosswalk with tactile paving at curb ramps and bollards for pedestrian protection					**X**

Improved Station entry plaza at Dartmouth Street					**X**

2.2.2 Urban Design

The following sections provide additional information or updates to the DEIR/DPIR in response to urban design comments from BPDA and others on the DEIR/DPIR.

2.2.3 Through Block Connectors

In their comment letter on the DEIR/DPIR, the BPDA commented as follows regarding the new through block connections from Stuart and Clarendon Streets:

"…Continue coordination of new bus stops and tree plantings also located in the vicinity of the new Stuart Street entry."

As described in the DEIR/DPIR, and in Section 2.2.1 above, with the development of the Garage West Parcel the Project proposes a new Station entrance and an accessible, indoor through-block connector from Stuart Street. Figures 1.8e and 1.8f show exterior views of this carefully scaled new Station entrance, which is part of the Project's continuous street frontage activated by vibrant and engaging ground floor uses such as retail, restaurant spaces and building lobbies. The new Station entrance is clearly marked as a civic element, with a full width canopy, Station signage and a slightly recessed glass façade differentiating it from adjacent retail and office lobby entrances. The proposed bus stop on Stuart Street directly in front of the new Station entrance and the strategic configuration of street trees and furniture support the importance and functionality of this new public Station entrance.

The new Stuart Street through-block connector provides an inviting, weather-protected, safe and accessible path to the Station. Figure 1.8g illustrates how stairs, escalators and an elevator will bridge the 16-foot elevation difference between the Stuart Street sidewalk and the Station Concourse levels. The proposed material palette takes its cues from the existing Station design. A sequence of retail storefronts, wayfinding signage and informational boards are an integral part of the design and help to create a dynamic and balanced public space connected to the Station. Please refer to Figures 1.8h and 1.8i for additional conceptual renderings.

"Work to strengthen the sense of the continuity of the public passage through the Station from Clarendon Street to Dartmouth Street. Potentially look for opportunities to celebrate the transition point at the old east facade."

As described in the DEIR/DPIR, and in Section 2.2.1 above, with the development of the Station East Parcel the Project proposes a new Station entrance and an accessible, indoor through-block connector from Clarendon Street. As shown in Figure 1.8l, this new civic-scale Station entrance fronts onto the new Public Plaza along Clarendon Street, welcoming transit customers and other site users. The through-block connector not only provides a new weather-protected path to the Station Concourse, but it also allows direct access to the Orange Line via a new stair.

The Clarendon Street through-block connector is also designed to create a sense of continuity with the existing Station Concourse architecture, and will provide wayfinding signage, active ground floor uses such as retail and restaurant space, and opportunities for environmental graphics or public art. At the intersection with the existing Station's eastern façade, a winter garden is proposed, providing new day-lit waiting area for transit riders. Please refer to Figures 1.8m – 1.8o for conceptual renderings.

2.2.4 Character and Exterior Materials

In their comment letter on the DEIR/DPIR, the BPDA commented as follows regarding the character and exterior materials of Garage West, Garage East and Station east buildings:

"Investigate further shaping and crafting of the towers. The office building is noted above. For the two residential, evolve the differentiated 'familial' strategy of the design, and explore additional dimensional texture, possibly shaping the top of at least one of the two."

Architecturally, both the podium and the high-rise portion of the Garage West building break down the massing by combining several floors into multi-story stacks, which creates unity but also allows the building to express the various uses through different façade characteristics. At the high-rise portion of the building, the stacks shift in the east-west direction, some corners pushing in, some out, reinforcing the visual concept of stacked components. Apart from the visual effect, the shifting volumes allow the Project flexibility to provide outdoor terraces at setback floors, and to mitigate pedestrian level wind impacts.

Figure 2.8a shows a conceptual façade design for Garage West, illustrating a high-performance unitized curtain wall system at the transition of one multi-story stack to the next, including a potential terrace at the setback floor. The curtain wall will include vision glass with high-performance coatings and will be high in light transmittance, while balancing reflectivity and energy performance requirements in order to minimize glare. Insulated metal panels will improve the window to wall ratio, and introduce dimensional texture to the high-rise façade.

As depicted in Figures 2.8b and 2.8c, the conceptual patterned façades of the Garage East and Station East buildings evoke vertical movement, and are textured by the addition of balconies and multi-story cutouts. The location, shape, and size of these cutouts will be refined as the design advances to optimize sightlines and views. The exterior walls will consist of high performance enclosures, which may include glass, masonry, and/or metal panels. Vision glass will have high-performance coatings and will be high in light transmittance, while balancing reflectivity and energy performance requirements in order to minimize glare. Rich and lively residential façade textures will be achieved by carefully composing insulated opaque elements, vision glass, multi-story cut-outs, balconies, and outdoor terraces.

The Project team will further refine the façade treatments of all four buildings during the schematic design and design development phases and will continue to review the design with the BPDA's urban design department.

2.2.5 Curbside Loading

In their comment letter on the DEIR/DPIR, the BPDA commented as follows regarding drop-off lanes:

"Eliminate or minimize drop-off lanes throughout the site. Where a need is demonstrated to the satisfaction of BTD and BPDA staff, clarify operations of the drop-off and ensure the minimization of impacts on the public realm, with particular regard to pedestrian flow and quality of experience."

Given the Project Site's role as a transportation hub, as well as the mixed-use nature of the Project, which contains office, retail and residential uses, the Project Site is expected to continue to be a busy urban location. Therefore, to facilitate access without creating traffic difficulties, accessible drop-off areas are planned at necessary locations along Stuart Street, Dartmouth Street, and off Clarendon Street, in proximity to Station and building lobby entrances. The public realm design provides reasonable curb-side drop-off areas, while ensuring that these activities do not compromise pedestrian flow or quality of experience. The proposed curbside uses are shown in Figures 2.9a and 2.9b for the Base and Alternate Scheme, respectively.

As described in Section 1.5.2 and shown in Figure 1.10b, and Figures 2.7c and 2.7f, since the DEIR/DPIR, the Proponent has significantly widened the pedestrian zone along Stuart Street, which is now 14.5 feet (previously 11 feet in the DEIR/DPIR). In addition, as shown in Figure 1.10a, the Garage West building footprint at the ground floor on Dartmouth Street has been pushed in two (2) feet, allowing for a widened pedestrian zone of 17 feet (previously 15 feet in the DEIR/DPIR) and increasing the overall sidewalk width from 21.5 feet to 23.5 feet.

2.2.6 Public Art

In their comment letter on the DEIR/DPIR, the BPDA commented as follows regarding public art:

"Continued attention to public art - provide a potential curated approach to the installation of artwork in the major public spaces shaped by this Project."

As the Project's design progresses, opportunities for public art will be considered at important locations such as the new Clarendon Public Plaza, the new through-block connectors from Stuart and Clarendon Streets, Station entrances, and public building lobbies. Additionally, as described in the DEIR/DPIR, public art is an important consideration in the Station. The Station Concourse renovation includes the relocation of the iconic A. Philip Randolph statue by artist Tina Allen to a more prominent location in the center of the Central Hall. The associated historic plaques will also be relocated. Unfortunately, the Stephen Antonakos neon sculpture did not

fare well in the harsh Station environment and is significantly deteriorated, including many broken and corroded components. It has been demounted and permanently stored. As part of the Station Concourse Improvements, the Proponent will explore a new public art program that may include a rotating program of interactive public art. An initial installation was completed at the Station in Fall 2015 with the "Inside/Out" project from the artist JR. The project involved photographing and posting the faces of dozens of Station users, creating an ephemeral visual record of the Station's constantly-evolving community.

2.3 Shadow and Wind Update

In the design of the Project, the Proponent made considerable efforts to minimize its shadow impacts. Despite the fact that the Project contains multiple phases and buildings and that the operative zoning mechanism is an amendment to the existing PDA No. 2, the Proponent chose to apply the SSD 2-hour shadow restriction on Copley Square in the most conservative manner possible. Rather than designing *each* building to cast no more than two (2) hours of net new shadow, all four (4) buildings of the Project have been designed so that, *collectively*, they cast no more than two (2) hours of next new shadow on Copley Square. This resulted in much shorter buildings at Garage West and Garage East than would be permitted if the dimensional requirements of the SSD were applicable. Also, as depicted in the studies that have been performed by the Proponent and submitted and reviewed by the BPDA in connection with the review of the Project under Article 80, the Project complies with the requirements of 362 of the Acts of 1990, as recently amended by Chapter 57 of the Acts of 2017 entitled "An Act protecting sunlight and promoting economic development in the City of Boston."

Likewise, the Project has been designed with elements such as undulating facades, podiums, and setbacks which all allow for the minimization of pedestrian level wind impacts. As discussed in detail in Chapter 6 of the DEIR/DPIR, the Project will actually *improve* wind conditions in many locations around the Site, particularly along Stuart and Clarendon Streets,

2.3.1 Impact on Historic Resources

As described in Section 1.9.1, in response to MHC's comment letter on the ENF, the Proponent previously prepared detailed façade shadow studies on requested historic resources (Trinity Church, Boston Public Library – McKim Building, New Old South Church, YWCA Boston, and the Youth's Companion Building). These shadow studies were included in the DEIR/DPIR.

Thereafter, MHC made a determination that the Project would have an "adverse effect" (950 CMR 71.05(c) and 950 CMR 71.07(2)(b)(3)) on Trinity Church, Boston Public Library – McKim Building, New Old South Church, YWCA Boston, Youth's Companion Building, Back Bay Historic District, South End Historic District, and the Park Square – Stuart Street Historic District "*through the introduction of new shadow*" and "*new visual elements that are out of character with and alter the setting of the*

surrounding State and National Register of Historic places listed and eligible historic properties." This initiated MHC's consultation process pursuant to 950 CMR 71.07(3) and MHC requested that alternatives be explored "*that would eliminate, minimize, or mitigate the adverse effect of the proposed construction shadow impacts.*"

In response to MHC's determination, on May 17, 2017, the Proponent submitted to MHC an extensive memorandum, containing information on the Project's compliance with the SSD shadow restrictions, the severe constraints on the Project Site, the requested alternative design studies, and additional shadow studies focused specifically on the facades and stained glass windows of New Old South Church and Trinity Church. These additional shadow studies are reproduced here in Figures 2.10a-c and Figures 2.11a-c, respectively. Please refer to Section 1.9.1 for further details on the ongoing consultation process with MHC.

Furthermore, other comment letters on the DEIR/DPIR raised specific concerns and made claims of deleterious effects on the exteriors of New Old South Church and Trinity Church caused by the Project's shadow and wind impacts. To address these concerns, the Proponent consulted with many architectural and engineering professionals, including building envelope engineers, historic preservationists, and wind engineering specialists. The following four firms studied the Project's impacts and provided professional assessments of the concerns raised: Building Envelope Technologies, Inc., Vidaris, Howard Zimmerman Architects and Rowan, Williams, Davies, and Irwin ("RWDI").

These professional assessments clearly refute the assertions set forth in some comment letters that even the smallest amount of incremental shadow increases building degradation. In fact, this research revealed that it is widely accepted that the sun is the environmental factor causing the greatest amount of deterioration on façade materials, such as wood, stone, mortar, sealants, and stained glass. In Boston and other locations in the northern hemisphere, the southern and western facades of buildings typically experience the greatest amount of degradation due to sun exposure. Shading of stone and other building materials can actually slow down the adverse impacts of sun exposure, especially in the morning hours when the impacts are most dramatic. Moreover, temperature and humidity on either side of a wall are the critical parameters which affect long-term performance of façade materials. There is little to no connection between a nominal increase in temporary shadow and long-term heat and moisture movement through exterior walls.

Additionally, on the topic of wind, given the existing built environment surrounding the Site, the improved wind conditions created by the Project, and the distance between the Project and Trinity Church and New Old South Church, no adverse wind impacts are expected on either building.

Please refer to Appendix F for complete documentation of these four professional assessments.

2.4 Infrastructure

The Proponent will coordinate the design of the proposed utility connections with BWSC, MassDOT, MBTA and all applicable private utility providers. All utility connections will be designed to minimize adverse effects to the existing systems and surrounding areas. The Proponent will acquire the appropriate utility permits and approvals prior to construction.

The key findings and benefits relative to the utility systems include:

- Compliance with the MassDEP Stormwater Management Standards, in accordance with the Massachusetts Wetlands Protection Act Regulations (310 CMR 10.00) and Water Quality Certification Regulations (314 CMR 9.00) for the entire Project;
- Implementation of a treatment train of BMPs to improve water quality, reduce runoff volumes, and reduce peak discharge rates of runoff in comparison to pre-development conditions for the Garage West, Garage East and Station East Parcels;
- Provision for groundwater recharge by installing a recharge system designed to infiltrate clean stormwater runoff, in accordance with the standards articulated in the GCOD requirements, for the Garage West and Garage East Parcels;
- Provision of phosphorous removal for stormwater runoff, in accordance with BWSC design guidelines, for the Garage West and Garage East Parcels;
- Potential provision for on-site retention and water reuse applications in lieu of on-site provisions for groundwater recharge for the Station East Parcel;
- Potential opportunities for reasonable off-site mitigation options in lieu of on-site provisions for groundwater recharge for the Station West Parcel; and
- Compliance with the requirements of the BWSC's 4:1 I/I mitigation program.

2.4.1 Stormwater Management

The Project will require Site Plan Review and approvals from BWSC and approvals from MassDOT and the MBTA for each Project Component, where applicable. The Proponent will continue to coordinate with BWSC, MassDOT, and the MBTA on the design of and capacity for proposed connections to their storm drain systems. A thorough capacity analysis of the existing public infrastructure will be conducted as part of the BWSC Site Plan Review. Mitigation measures to be provided by the Proponent will also be decided at that time once the proposed design for each Project Component reaches an appropriate level of detail.

Proposed storm drain connections are anticipated to be provided as follows:

Garage West Parcel

- Stormwater runoff from the vast majority of the Garage West Parcel, which will be comprised of new roof areas for the Garage West building will be directed to the

MassDOT system located within I-90 that ultimately discharges to the Fort Point Channel. Prior to discharging to the MassDOT system:

- Stormwater runoff from the new roof areas of the Garage West building will first be directed to structural BMPs designed to improve water quality through trapping oil, floatables, and Total Suspended Solids ("TSS");
- A volume of rainfall equivalent to 1-inch across the new impervious roof areas will be captured and clean runoff will be directed to a recharge system designed to infiltrate stormwater runoff in order to replenish groundwater and provide phosphorous removal; and
- Overflow from the recharge system will discharge to the existing MassDOT system.

› Surface runoff from the public ways (sidewalks, driveway aprons, and street surfaces) along the Garage West Parcel frontages will continue to discharge to existing BWSC storm drain systems within Dartmouth Street, Stuart Street, and Trinity Place that ultimately discharge to the MWRA's Deer Island Sewer Treatment Plan ("DISTP"). There will be a slight decrease in surface runoff to the BWSC storm drain systems.

Garage East Parcel

› Stormwater runoff from the existing Garage to remain will continue to function as described in Section 7.1.1 of the DEIR/DPIR.

› Stormwater runoff from the Garage East Parcel, which will be comprised of new roof areas for the Garage East building, will be directed to the MassDOT system located within I-90 that ultimately discharges to the Fort Point Channel. Prior to discharging to the MassDOT system:

- Stormwater runoff from the new roof areas of the Garage East building will first be directed to structural BMPs designed to improve water quality through trapping oil, floatables, and TSS;
- A volume of rainfall equivalent to 1-inch across the new impervious roof areas will be captured and clean runoff will be directed to a recharge system designed to infiltrate stormwater runoff in order to replenish groundwater and provide phosphorous removal; and
- Overflow from the proposed recharge system will discharge to the existing MassDOT system.

› Surface runoff from the public way (sidewalks, driveway aprons, and street surfaces) along the Garage East Parcel frontages will continue to discharge to existing BWSC storm drain systems within Clarendon Street and the I-90 access road that ultimately discharge to the MWRA's DISTP. There will be a slight decrease in surface runoff to the BWSC storm drain systems.

Station East Parcel

› The Station East Parcel is entirely located on the Air Rights Development Parcel over the Station track level. Stormwater runoff from the majority of the Station

East Parcel, which will be comprised of new roof areas for the Station East building, will be directed to the existing MBTA system below the concrete deck that ultimately discharges to the Fort Point Channel. There will be a slight decrease in stormwater runoff to the MBTA storm drain systems. Prior to discharging to the existing MBTA system:

- A volume of rainfall equivalent to 1-inch across the new impervious roof areas may be captured and retained for possible water reuse applications, to the maximum extent practicable. Several options are continuing to be explored for retention and/or reuse which include a combination of green roof, blue roof, and/or water reuse strategies. However, there are significant space challenges at this Site given its location on air rights above the existing station track level (i.e. no basement or site area). As such, all systems and equipment need to be provided within the tower footprint and are competing for limited and valuable space. The 1-inch volume requires an approximately 12,000-gallon storage tank which itself is approximately 8-foot in diameter and 38 feet long, weighing approximately 110,000 lbs.;
- Reuse options being explored include water reuse for cooling tower make-up or landscape irrigation, both of which require treatment of the collected rainwater. In addition to the storage tank, a bag filter and Ultraviolet ("UV") sterilizer system would be required for reuse; and
- Overflow from the water retention or reuse system will discharge to the existing MBTA system.

› Surface runoff from the proposed pick-up/drop-off area and the public plaza off Clarendon Street for the Station East building will first be directed to structural BMPs designed to improve water quality through oil, floatables, and TSS removal. Then, clean runoff will be directed to the existing MBTA storm drain system below that ultimately discharges to the Fort Point Channel. There will be no increase in surface runoff to the MBTA storm drain systems.

› Surface runoff from the public way (sidewalks, driveway aprons, and street surfaces) along the Station East Parcel frontage will continue to discharge to existing BWSC storm drain systems within Clarendon Street and Columbus Avenue that ultimately discharge to the Fort Point Channel. There will be no increase in surface runoff to the BWSC storm drain systems.

Station West Parcel

› Existing storm drain connections for the existing Station roof will remain.

› The Station West Parcel is entirely located on the Air Rights Development Parcel over the Station track and concourse levels. Stormwater runoff from the new roof areas for the Station West Parcel, which are entirely located within the footprint of the existing Station roof, will be directed to the existing MBTA storm drain system below the existing Station that ultimately discharges to the MWRA's DISTP. There will be no increase in stormwater runoff to the MBTA storm drain systems.

› Surface runoff from the entrance plaza for the Station and the public way (sidewalks and street surfaces) on Dartmouth Street along the Station West Parcel frontage will continue to discharge to existing BWSC storm drain systems within Dartmouth Street that ultimately discharge to the Fort Point Channel. There will be no increase in surface runoff to the BWSC storm drain systems.

2.4.2 Water and Wastewater

Water Conservation Measures

Each Project Component will focus on demand reduction and reduce indoor potable water use in excess of minimum requirements by utilizing ultra-low flow and low flow fixtures for water closets, urinals, faucets, sinks and showerheads. Water fixture reduction savings may range from 20 percent up to 87.5 percent reduction. LEED Checklists indicate a total 30 percent reduction in potable water use for each parcel with an additional one (1) point (representing a 35 percent reduction) as a maybe.

Additionally, fixtures will be water sense labelled (as available) and at Station East and Garage East, residential dishwashers and clothes washers will be Energy Star certified, which not only certifies energy efficiency, but water efficiency as well. Per Energy Star's website, "ENERGY STAR certified clothes washers use about 25 percent less energy and 45 percent less water than regular washers."

To further encourage water conservation at Station East and Garage East, each residential unit will be individually metered for water such that tenants will directly pay for their water/sewer use.

Water reuse and recycling opportunities have been discussed in Section 2.4.1 above.

Inflow/Infiltration

BWSC requires all new sewer connections or expansions of existing connections that exceed 15,000 gallons per day of wastewater to mitigate the impacts of the development by removing four (4) gallons of I/I for each new gallon of wastewater flow. BWSC prefers all major projects to meet this requirement by contributing to the system-wide I/I mitigation fund rather than developing a project-specific solution. This allows BWSC to expend these funds in a way that is most beneficial to the overall function of the city-wide system. The Proponent will comply with this requirement and develop an I/I mitigation payment plan for each Project Component through coordination with BWSC.

2.4.3 Groundwater Conservation Overlay District

The Project Site is located within GCOD, as established by Article 32 of the Code described in Section 1.8.1. Where feasible, the Project will include facilities to capture stormwater runoff and direct it to infiltration systems consistent with the requirements of Article 32, with the goal of replenishing the groundwater table.

It should be noted that, as described in the DEIR/DPIR and in Section 1.5, approximately three quarters of the Project Site is located on the Air Rights Development Parcels located over transportation facilities and infrastructure that are at an elevation below the desired groundwater recharge elevation. Therefore, it is not possible to infiltrate the first inch of runoff over the entire post-development impervious area for the entire Project.

Since filing the DEIR/DPIR, the Proponent has met with the BGwT on June 6, 2017, BWSC on June 13, 2017, and CWRA on June 21, 2017 to discuss groundwater recharge. As discussed with these entities, in order to provide groundwater recharge, to the maximum extent practicable, the proposed stormwater management system will include injection wells designed to infiltrate runoff over a 72-hour period for the Garage West and Garage East Parcels. In addition, the proposed recharge system will provide stormwater treatment for these parcels in the form of phosphorous removal, in accordance with BWSC design guidelines.

Table 2-8 below summarizes the proposed infiltration calculations for the Garage West and Garage East Parcels. Please also refer to Figure 2.13 Proposed Infiltration Systems for a preliminary conceptual illustration of how groundwater recharge may be accomplished for the Garage West and Garage East Parcels. Note, the exact location and configuration of these systems will be determined as the design of each parcel advances.

TABLE 2-8 PROPOSED INFILTRATION CALCULATIONS

Drainage Area	Drainage Area Description	Area (sf)	1" Runoff Volume (cf)	1" Runoff Volume (gal)
PR-A1	Garage West Roof	51,440	4,290	32,150
PR-A3	Garage East Roof	12,070	1,000	7,500

Notes: sf = square feet; cf = cubic feet; gal = gallons

Both the Station East and Station West Parcels are Air Rights Development Parcels over existing Station facilities (track and/or concourse levels) and both parcels are further constrained by the absence of terra firma on-site and their frontage on the bridge sections of Dartmouth and Clarendon Streets.

Therefore, and as discussed with BGwT, BWSC, and CRWA, it is not feasible to provide on-site infiltration for groundwater recharge for the two Station parcels.

For the Station East Parcel, three potential options are being considered in lieu of providing on-site groundwater recharge, as follows:

- Provision for on-site retention and water reuse applications, as outlined in Section 2.4.1 above.
- Potential option to collect the 1" rainfall volume from the Station East roof area and direct it through the existing Garage to remain to the groundwater recharge systems being considered as part of the Garage West and Garage East Parcels.

› Explore opportunities for reasonable off-site mitigation options through coordination with the BGwT, BWSC, and CRWA.

Given space limitations for the Station concourse, it will not be possible to provide on-site retention or water reuse for the Station West Parcel. The Proponent may explore opportunities for reasonable offsite mitigation options for the Station West Parcel through coordination with the entities outlined above.

The Proponent will provide the BPDA, BWSC and BGwT a letter stamped by a professional engineer registered in Massachusetts that details how the GCOD criteria will be achieved to the maximum extent practicable for each of the Project Components prior to the issuance of a building permit in compliance with the requirements of PDA No. 2.

2.5 Sustainability/LEED Updates

The following narrative highlights the changes that have been made to the LEED checklists for each Project Component, seen in Figures 2.12a-d. Since filing the DEIR/DPIR, the Proponent has identified additional credits that have increased the point total for each Parcel. In addition, the Proponent is evaluating the possibility of additional Innovation in Design Credits as a strategy to achieve a LEED Gold certification level for the Garage East and Station East buildings.

Garage West – LEED for Core & Shell Developments

› Total points have increased from 63 points to 66 points. There is no change to the anticipated Gold certification level.

› Energy and Atmosphere Credit 1 Optimize Energy has been changed from 9 points to 10 points as a result of updated energy modeling results that account for a 10 percent plug load reduction (+1 point).

› Indoor Environmental Quality Credit 4.4 Low-Emitting Materials: Composite Wood has been changed from a "maybe" credit to a "yes" credit (+1 point).

› Innovation and Design Credit Green Building Education has been changed from a "maybe" credit to a "yes" credit (+1 point).

Station East & Garage East – LEED for New Construction & Major Renovations

› Total points have increased from 55 points to 58 points. There is no change to the anticipated Silver certification level.

› Sustainable Sites Credit 4.2 Alternative Transportation: Bicycle Storage has been changed from a "maybe" credit to a "yes" credit (+1 point).

› Energy and Atmosphere Credit 1 Optimize Energy has been changed from 4 points to 6 points as a result of updated energy modeling results that account for a 10 percent reduction in plug loads and 10 percent reduction in lighting power density in common areas (+2 points).

› Indoor Environmental Quality Credit 4.4 Low-Emitting Materials: Composite Wood has been changed from a "maybe" credit to a "yes" credit (+1 point).

- Indoor Environmental Quality Credit 6.2 Controllability of Systems: Thermal Comfort has been changed from a "no" credit to a "maybe" credit.
- Innovation in Design Credit Green Cleaning Policy/Program has been changed from a "yes" credit to a "maybe" credit (-1 point).
- Potential LEED credits being evaluated as a strategy to achieve a Gold certification level:
  - Innovation in Design Credit Exemplary Performance in Construction Waste Management (+1 point)
  - Innovation in Design Credit Green Building Education (+1 point)
  - Innovation in Design Credit Green Cleaning Policy/Program (+1 point)

Station West - LEED for Core & Shell Developments

- Total points have increased from 51 points to 55 points. There is no change to the anticipated Silver certification level.
- Energy and Atmosphere Credit 1 Optimize Energy has been changed from 4 points to 5 points as a result of updated energy modeling results that account for a 5 percent lighting power density reduction and 10 percent reduction in plug loads (+1 point).
- Energy and Atmosphere Credit 5.2 Measurement and Verification – Tenant Submetering has been changed from a "maybe" credit to a "yes" credit (+3 points).

2.6 Affordable Housing Update

As discussed in Section 1.8, the DEIR/DPIR, and at multiple public and CAC meetings, the Proponent remains committed to delivering a variety of new high-quality housing opportunities, in compliance with the applicable Inclusionary Development Program ("IDP")[2] of the City of Boston. The applicable IDP policy allows for the obligation to be fulfilled in one of three ways: creation of the affordable units on-site; creation of the affordable units off-site; or a per unit "payment-in-lieu" to be made to the Department of Neighborhood Development allowing for the creation of affordable units by the agency. A combination of the three methods may be used to satisfy the obligation in consultation with the City. Under the applicable IDP policy, the Project is subject to the following percentages:

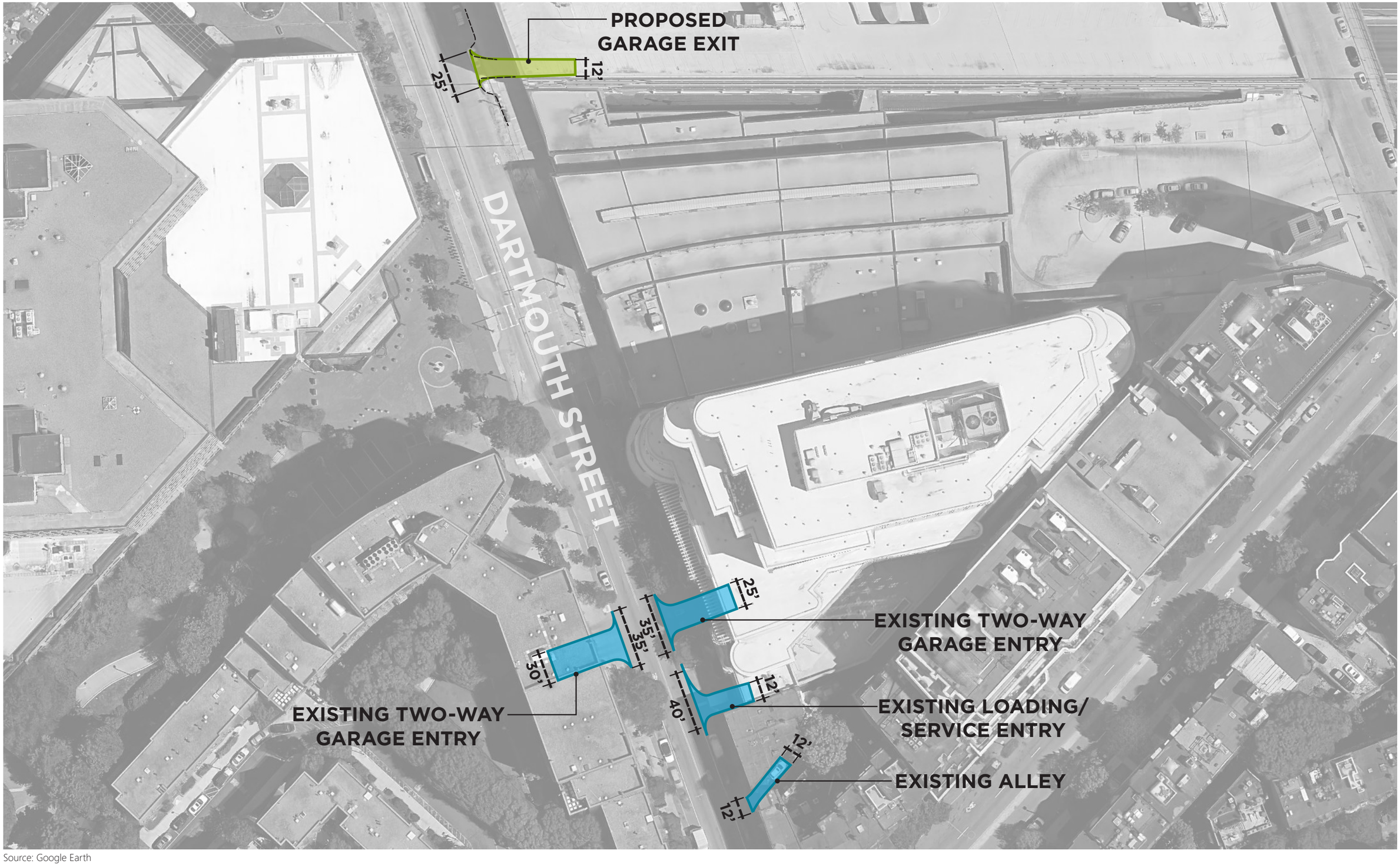
- If the affordable units are created on-site, their number must equal 13 percent of the total number of units in the Project (equivalent to 15 percent of the market-rate units);

[2] The IDP in effect by virtue of the February 29, 2000 Mayor's Executive Order entitled "An Order Relative to Affordable Housing" as further modified in 2005, 2006 and 2007. The Project was expressly grandfathered under this edition of the IDP by virtue of filing a Letter of Intent with the BPDA on or before December 31, 2015 and subsequently filing a PNF with the BPDA on or before March 31, 2016.

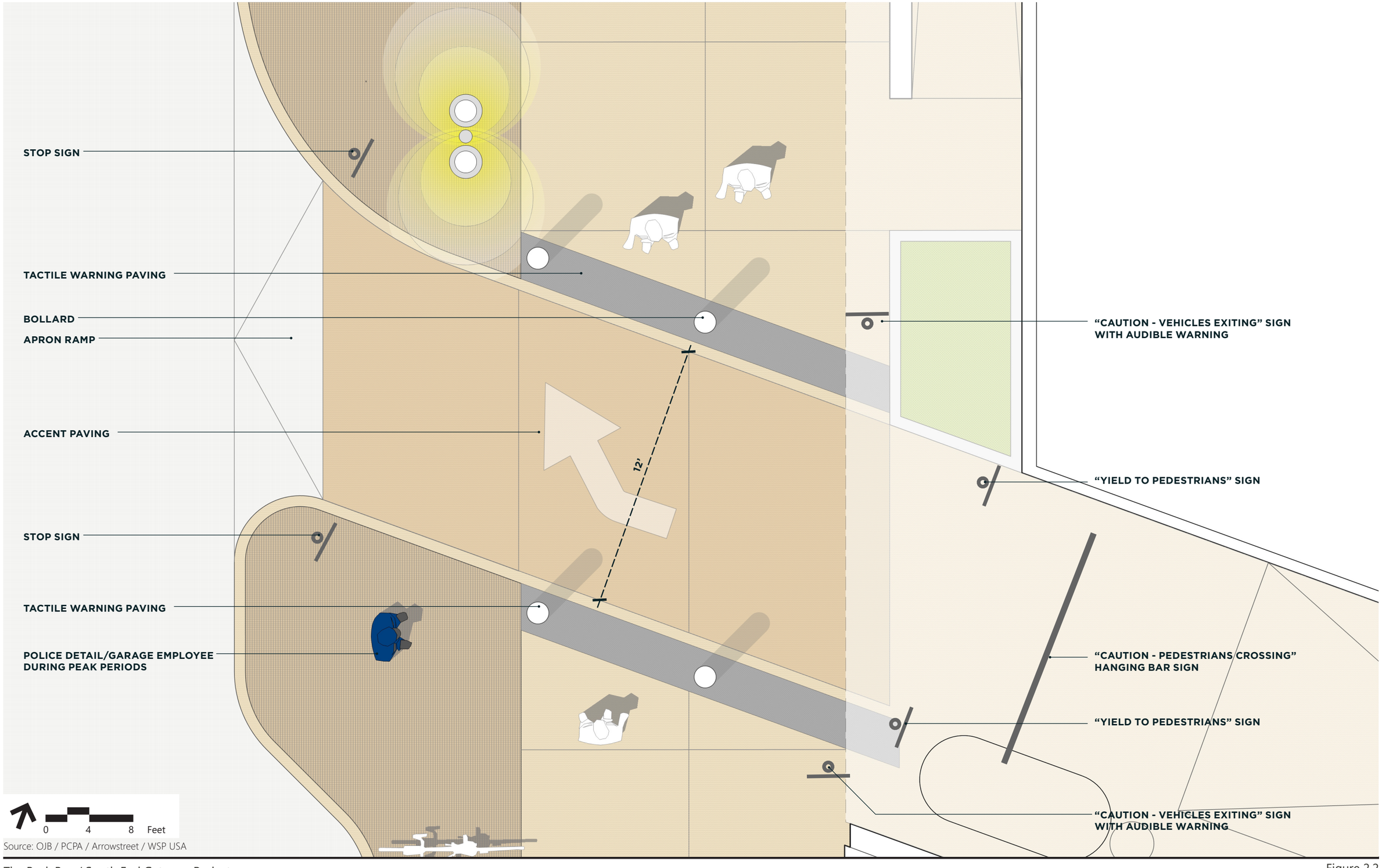
- If the affordable units are created or preserved off-site, their number must equal 15 percent of the total number of units in the Project (equivalent to 15 percent of the market-rate units);
- If a per-unit payment-in-lieu is made, it will equal 15 percent of the total number of units in the Project multiplied by the applicable rate.

As described in Section 1.5 and discussed in detail throughout the public process, development of air rights parcels entails complex foundation systems and construction methodologies, creating significantly increased risk and construction costs compared to traditional development sites on terra firma. This reality is evidenced by the fact that no significant air rights developments have been executed in Boston in recent memory. In addition, as summarized in Section 1.8 and enumerated in detail in the DEIR/DPIR, the Project has committed to delivering substantial public good, including public space creation, significant public realm improvements, and transit and transportation-related improvements, among many other benefits.

Given the significant costs and challenges involved, and in order to preserve the financial feasibility of the Project, the Proponent is considering a range of the possible methods outlined above to satisfy the IDP, including the possibility of creating or preserving affordable units off-site within a downtown Boston neighborhood. The benefit to the community of an off-site solution is that it allows for the creation or preservation of more affordable units than would otherwise be built, providing more Boston families with much-needed housing. On another recent project, the Proponent successfully funded the creation of 45 off-site affordable units within an entirely income-restricted housing development in the same neighborhood as the Proponent's project. In fact, at significant financial risk, these affordable units were funded by the Proponent over two (2) years before the Proponent's own project began, and will be delivered and occupied over two (2) years before the Proponent's project is complete, thus delivering much-needed affordable housing to the City as quickly as possible. These types of creative solutions contribute significantly to preserving the socio-economic diversity of the City of Boston and will be considered by the Proponent in this Project.



Source: Google Earth



Source: OJB / PCPA / Arrowstreet / WSP USA

Garage West Base Scheme - Dartmouth Street Garage Exit
Conceptual Layout and Signage Plan

EXISTING AND FUTURE BUS STOP

INCLUDING RELOCATED 39 BUS

EXISTING AND FUTURE VALET

EXISTING AND FUTURE CAB STAND

POTENTIAL SIGNALIZATION

POTENTIAL BUS LANE

ST JAMES AVENUE

CLARENDON STREET

POTENTIAL CROSSWALK REALIGNMENT

TRINITY PLACE SECTION

TRINITY PLACE

DARTMOUTH STREET

POTENTIAL CONVERSION TO ONE WAY TRAFFIC - NORTHBOUND

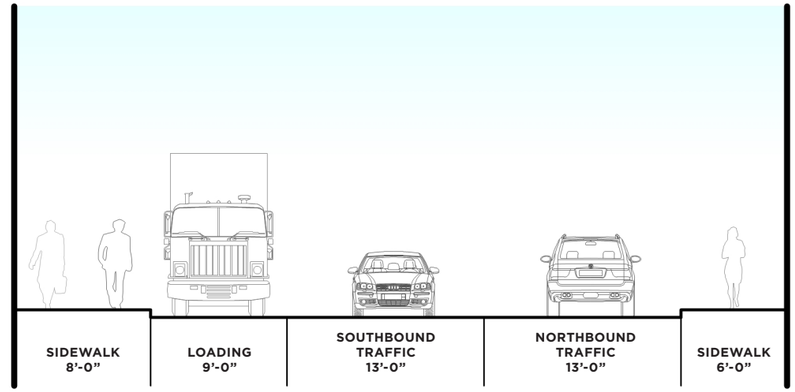
EXISTING AND FUTURE LOADING ZONE

STUART STREET

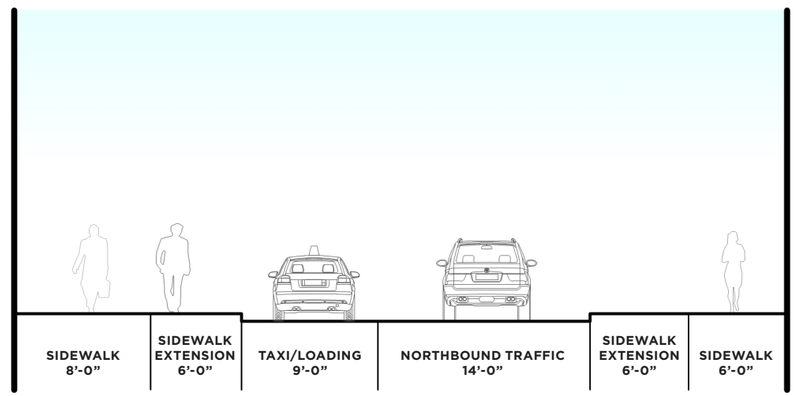
0 250 500 Feet

Source: OJB / PCPA / Arrowstreet / WSP USA

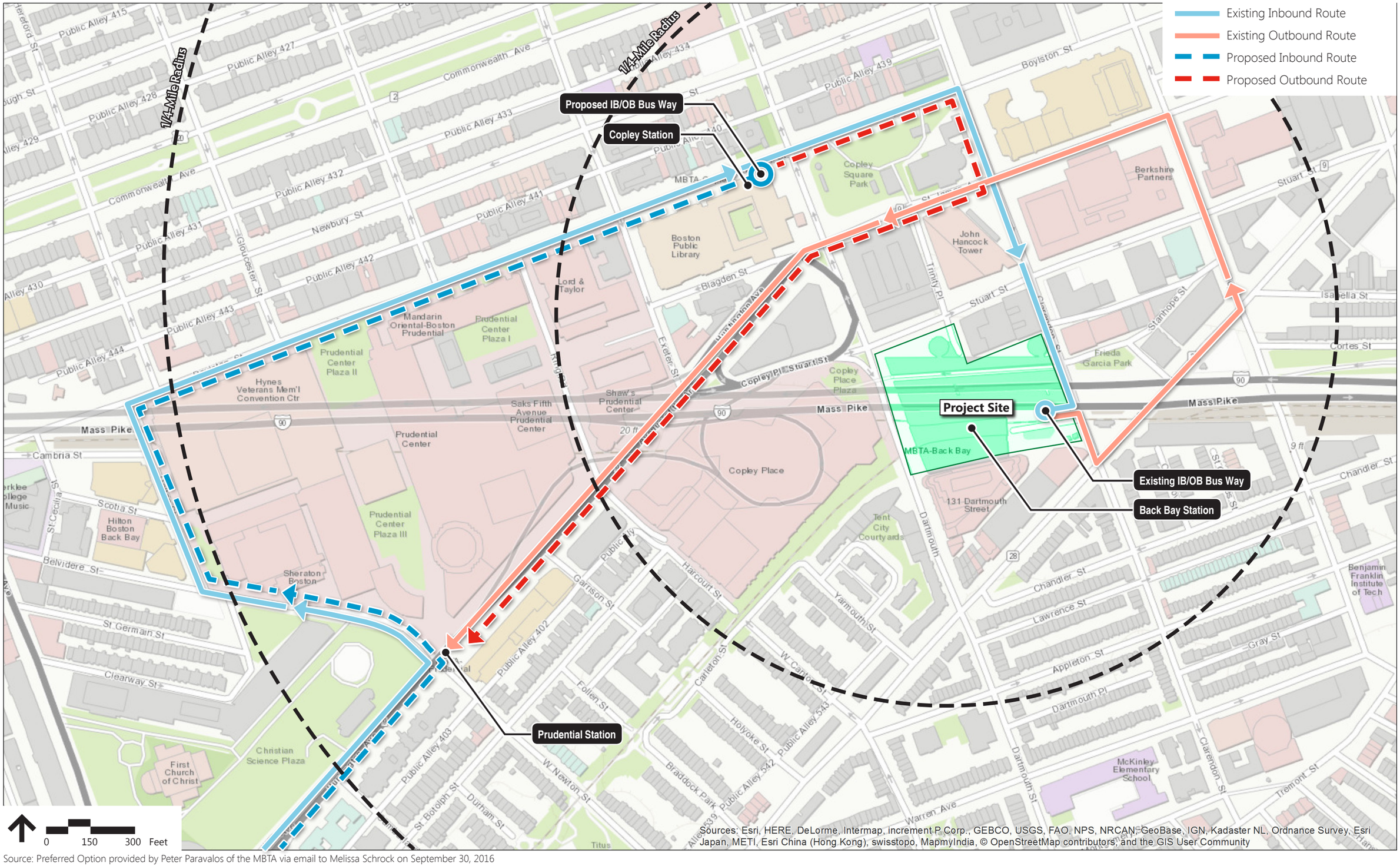
TRINITY PLACE
TYPICAL CROSS SECTIONS (NTS)



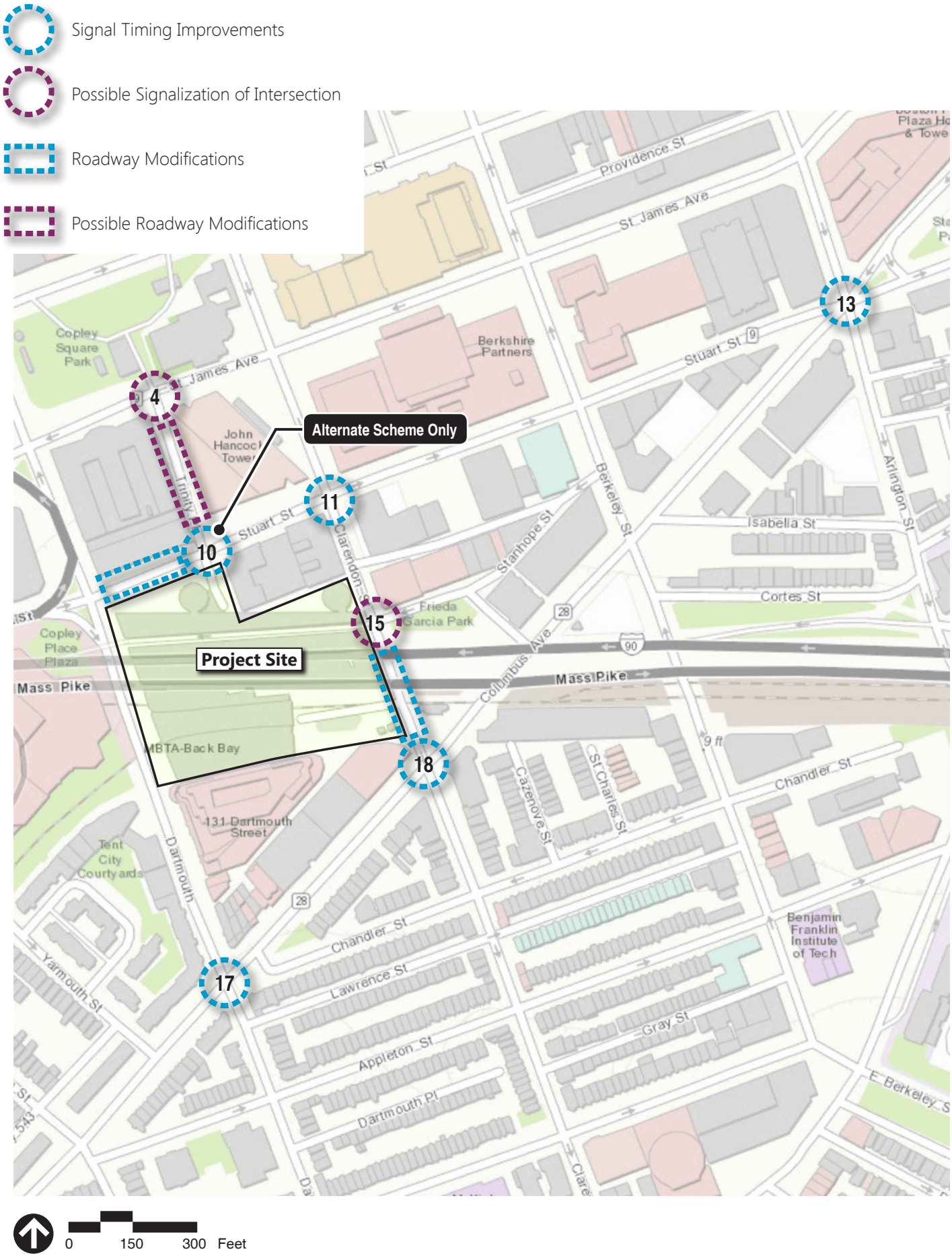
EXISTING (2-WAY TRAFFIC)



POTENTIAL (1-WAY TRAFFIC NORTHBOUND)



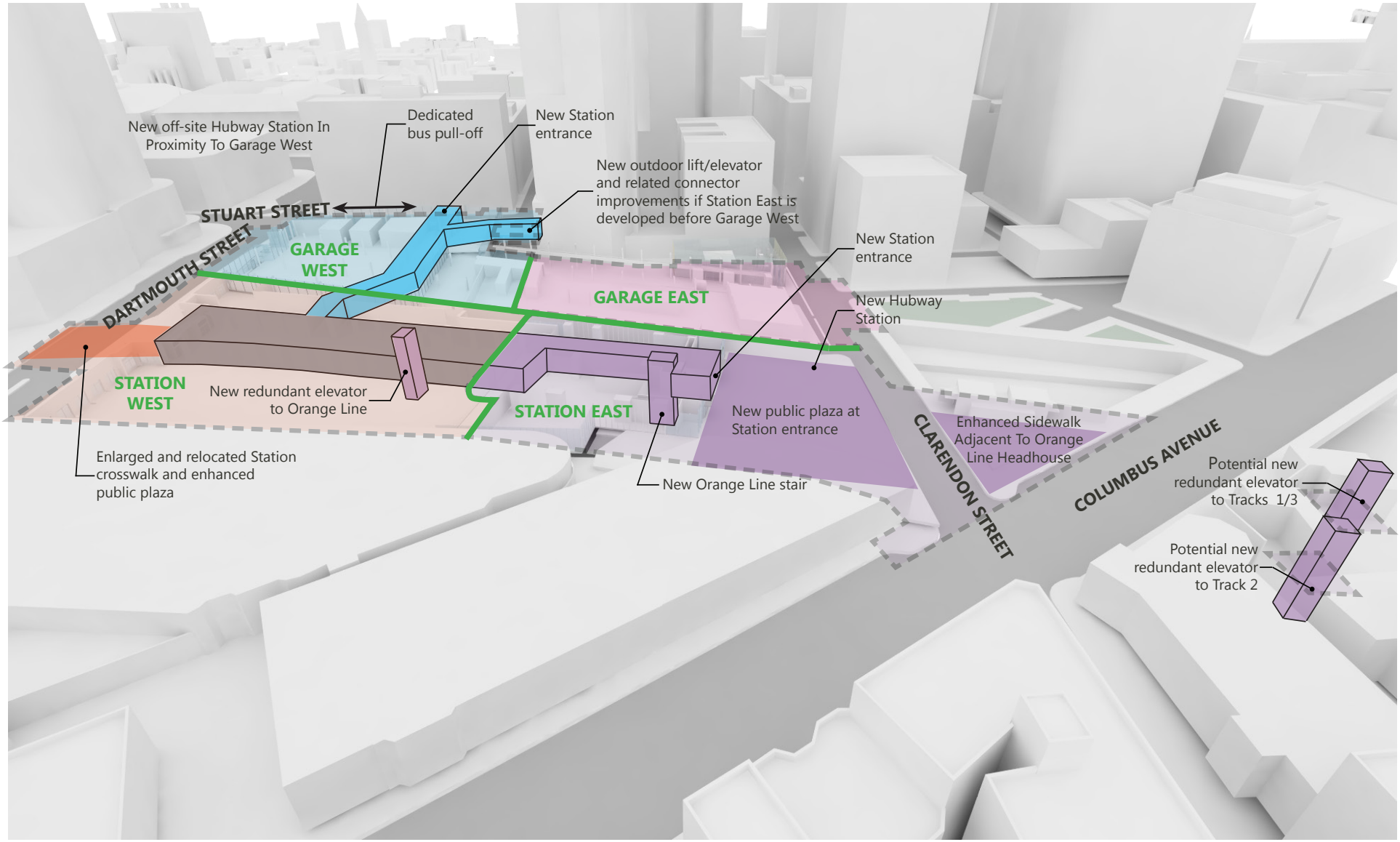
Source: Preferred Option provided by Peter Paravalos of the MBTA via email to Melissa Schrock on September 30, 2016



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Possible Transportation Mitigation

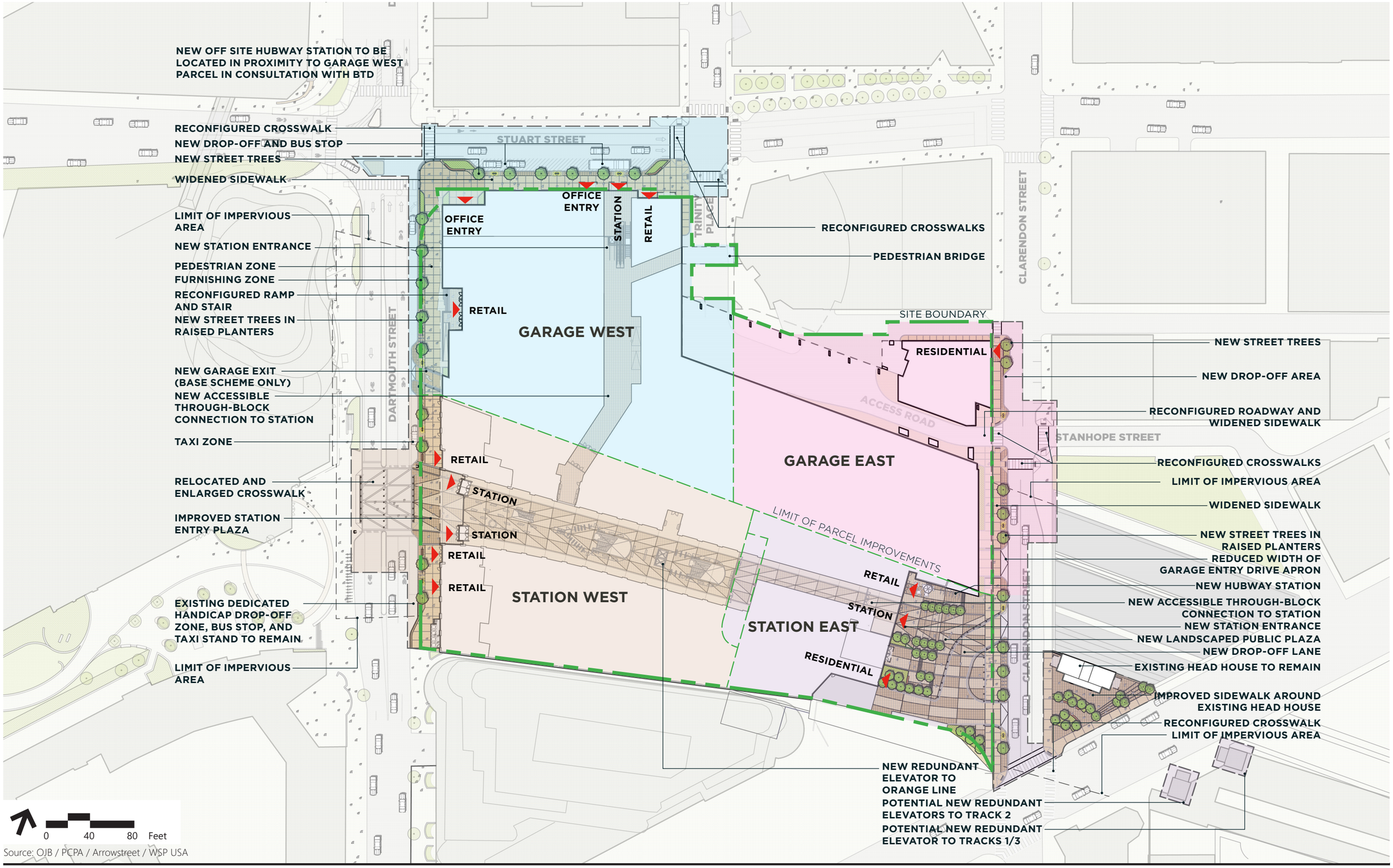
Figure 2.5



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Transit Improvements

Figure 2.6
Pelli Clarke Pelli Architects



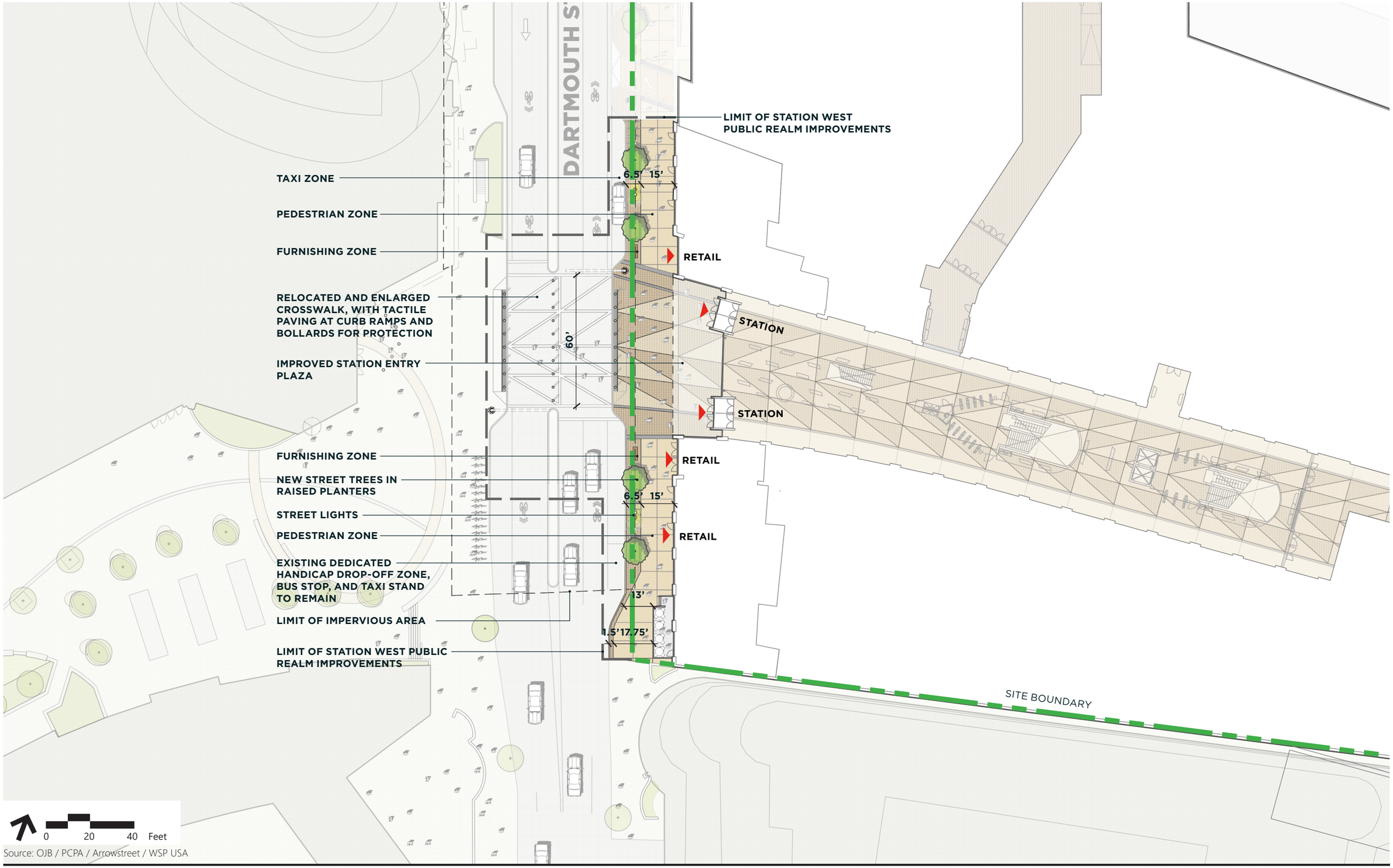
Source: OJB / PCPA / Arrowstreet / WSP USA

The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

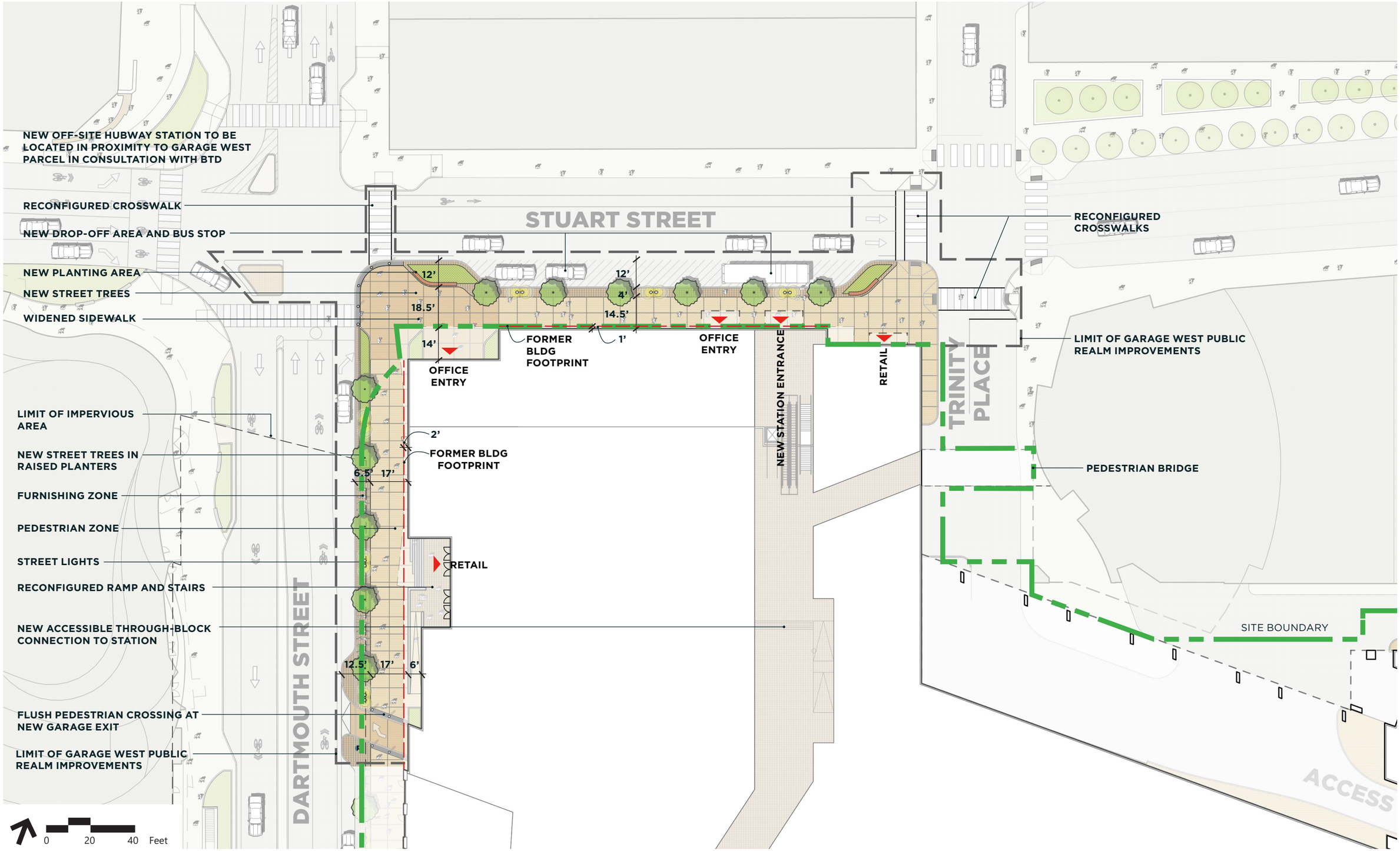
Overall Public Realm Improvements Plan

Figure 2.7a

OJB



Source: OJB / PCPA / Arrowstreet / WSP USA



Source: OJB / PCPA / Arrowstreet / WSP USA



Source: OJB / PCPA / Arrowstreet / WSP USA



Source: OJB / PCPA / Arrowstreet / WSP USA



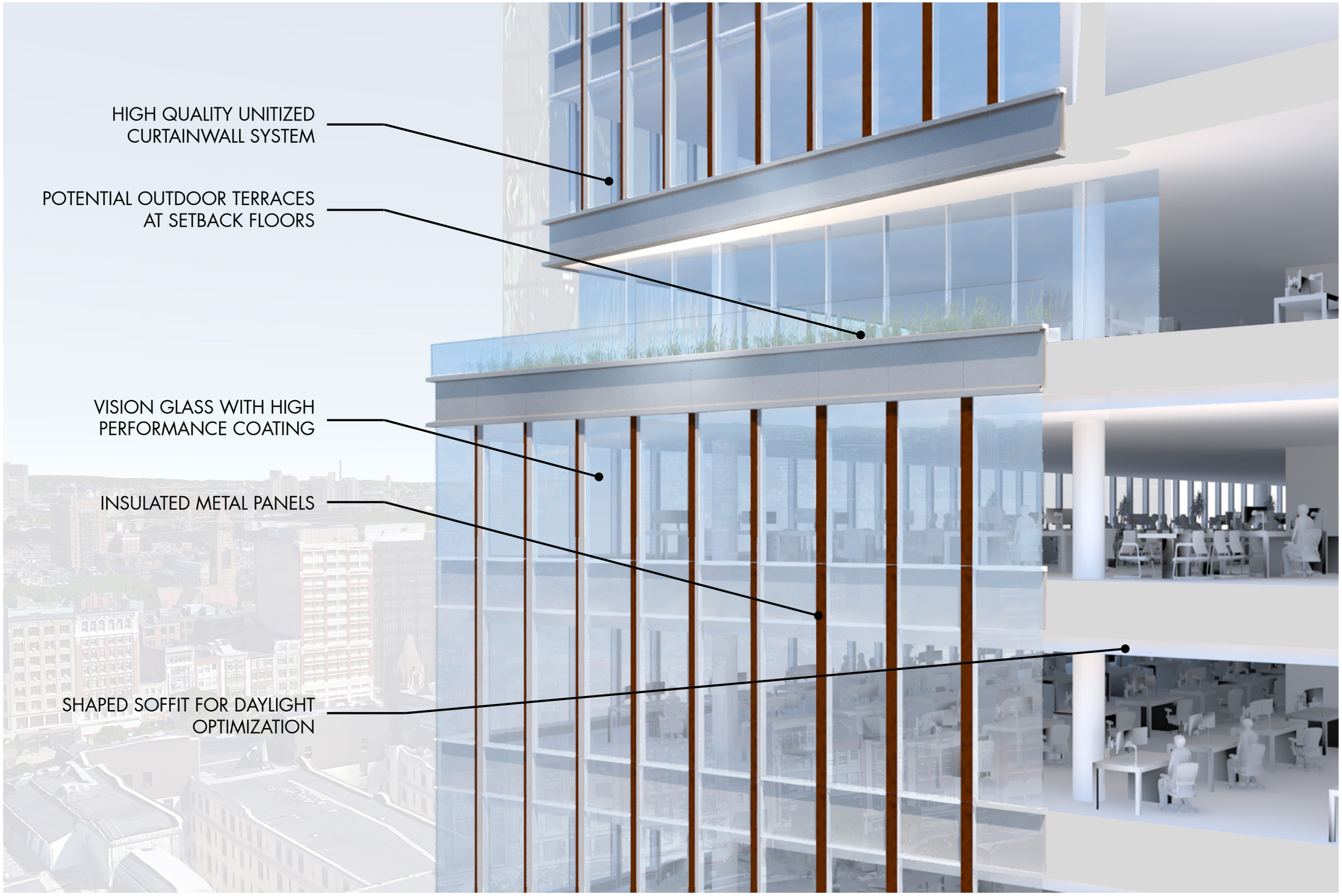
Source: OJB / PCPA / Arrowstreet / WSP USA

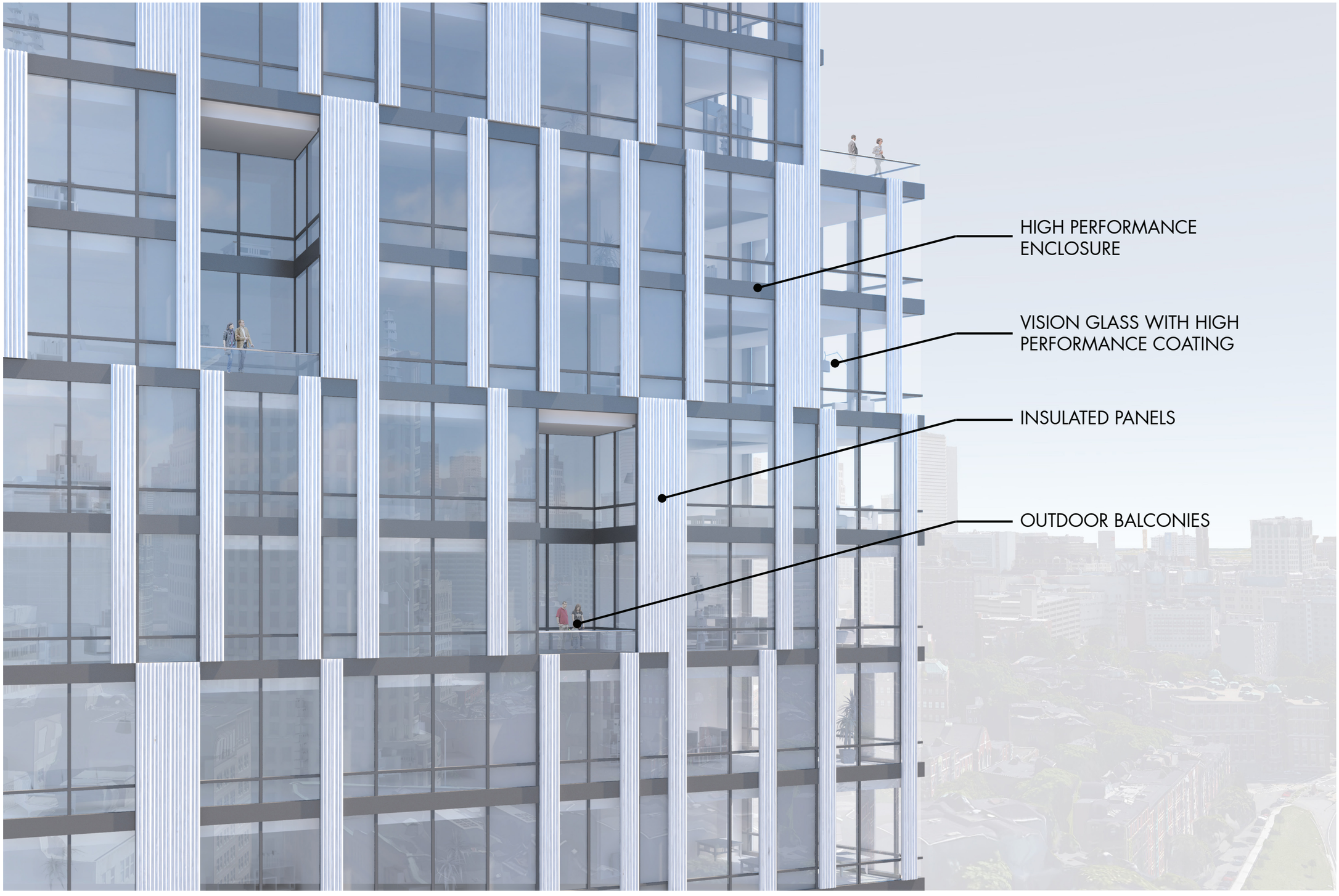
The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

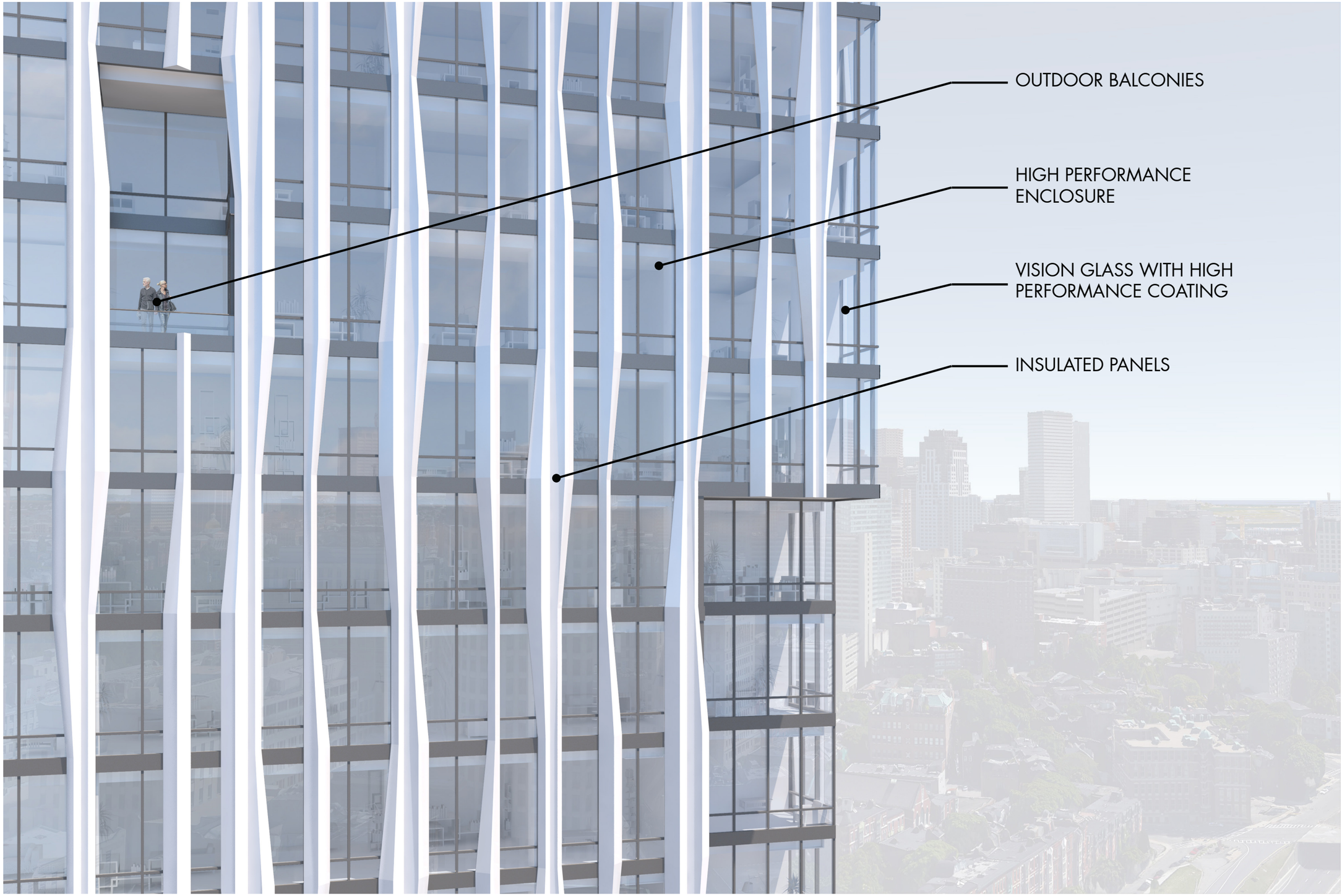
Public Realm Improvements Plan – Garage West Alternate Scheme

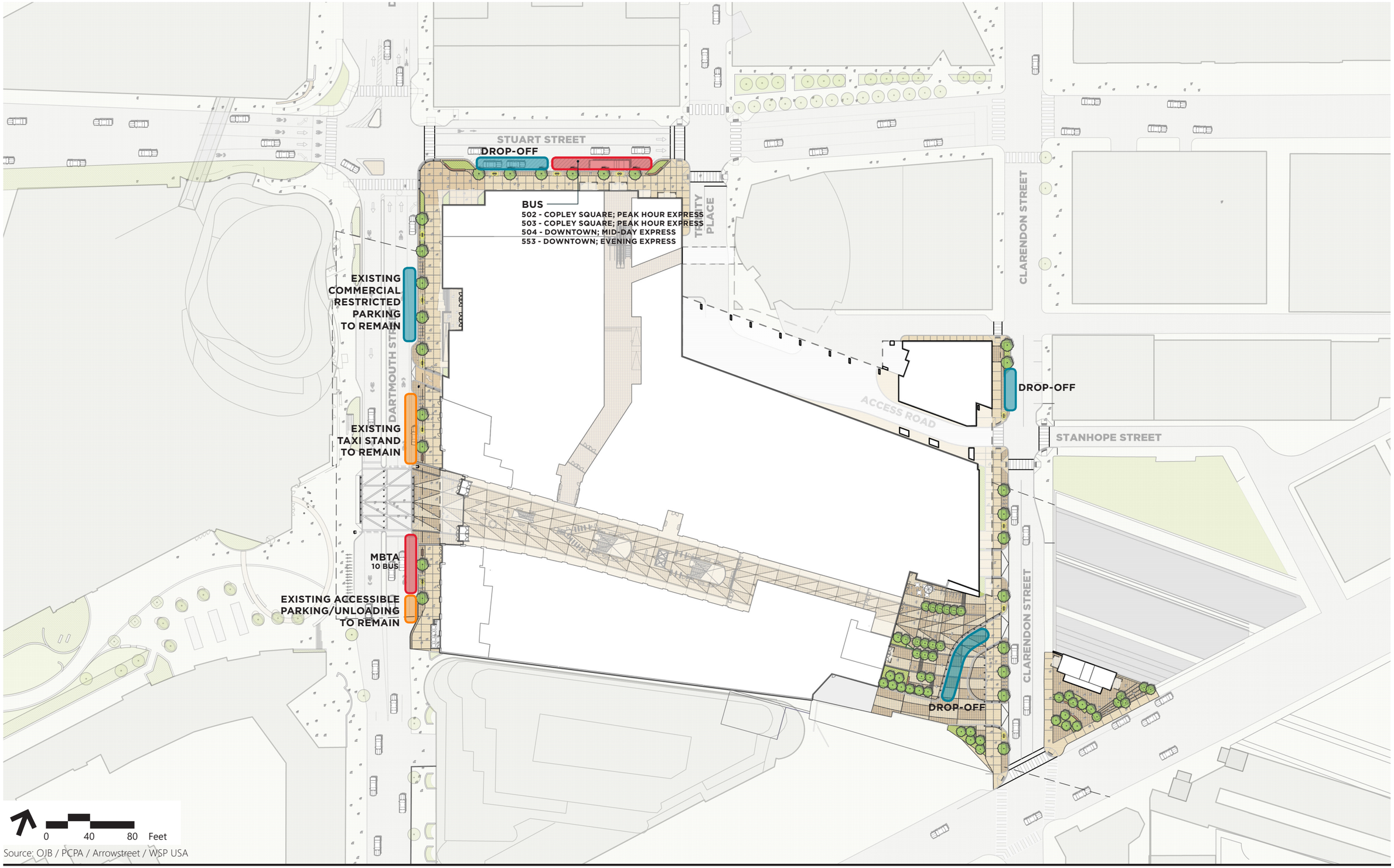
Figure 2.7f

OJB


HIGH QUALITY UNITIZED CURTAINWALL SYSTEM
POTENTIAL OUTDOOR TERRACES AT SETBACK FLOORS
VISION GLASS WITH HIGH PERFORMANCE COATING
INSULATED METAL PANELS
SHAPED SOFFIT FOR DAYLIGHT OPTIMIZATION


HIGH PERFORMANCE ENCLOSURE
VISION GLASS WITH HIGH PERFORMANCE COATING
INSULATED PANELS
OUTDOOR BALCONIES


OUTDOOR BALCONIES
HIGH PERFORMANCE ENCLOSURE
VISION GLASS WITH HIGH PERFORMANCE COATING
INSULATED PANELS



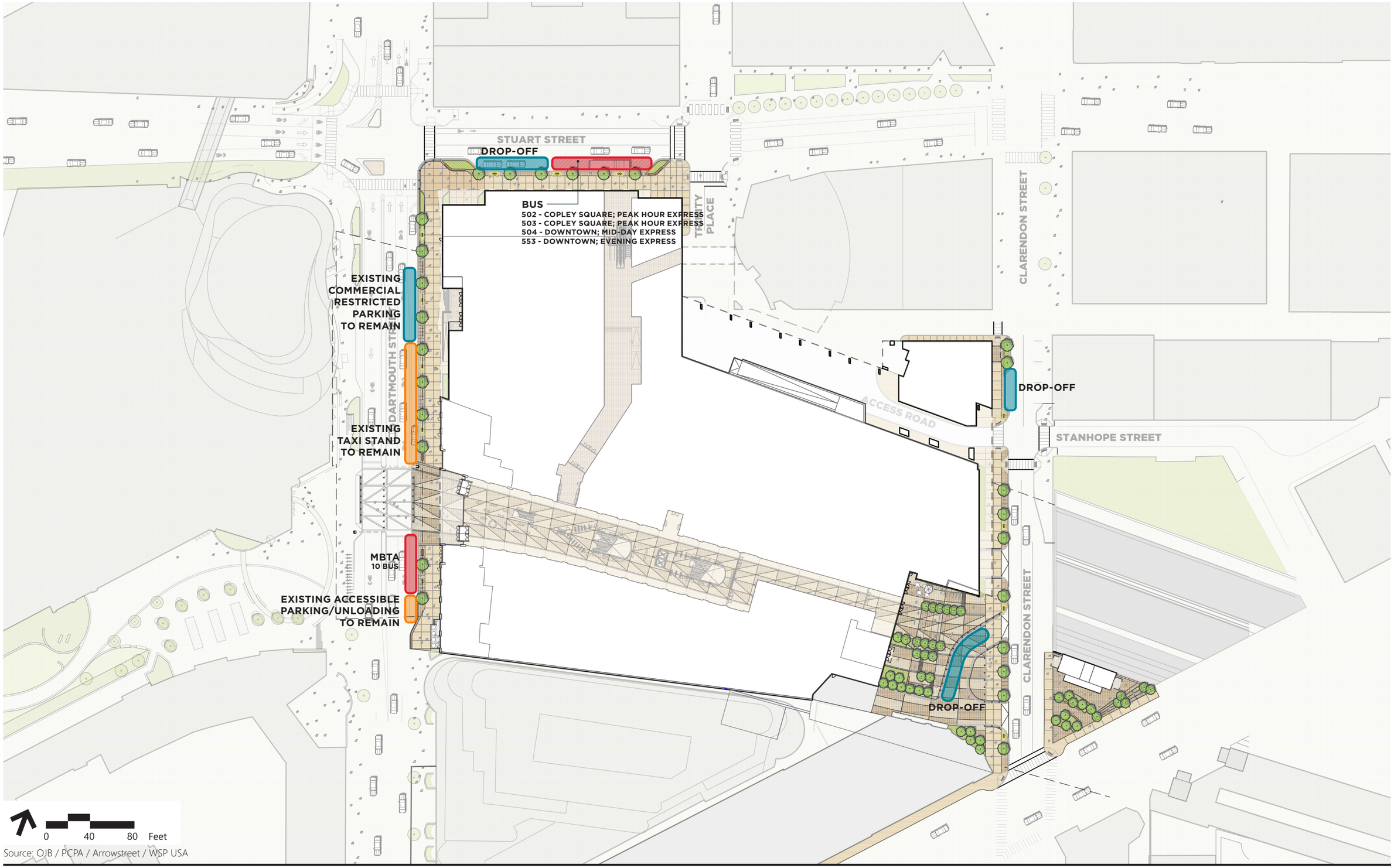
Source: OJB / PCPA / Arrowstreet / WSP USA

The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Curbside Loading Plan - Base Scheme

Figure 2.9a

OJB



Source: OJB / PCPA / Arrowstreet / WSP USA

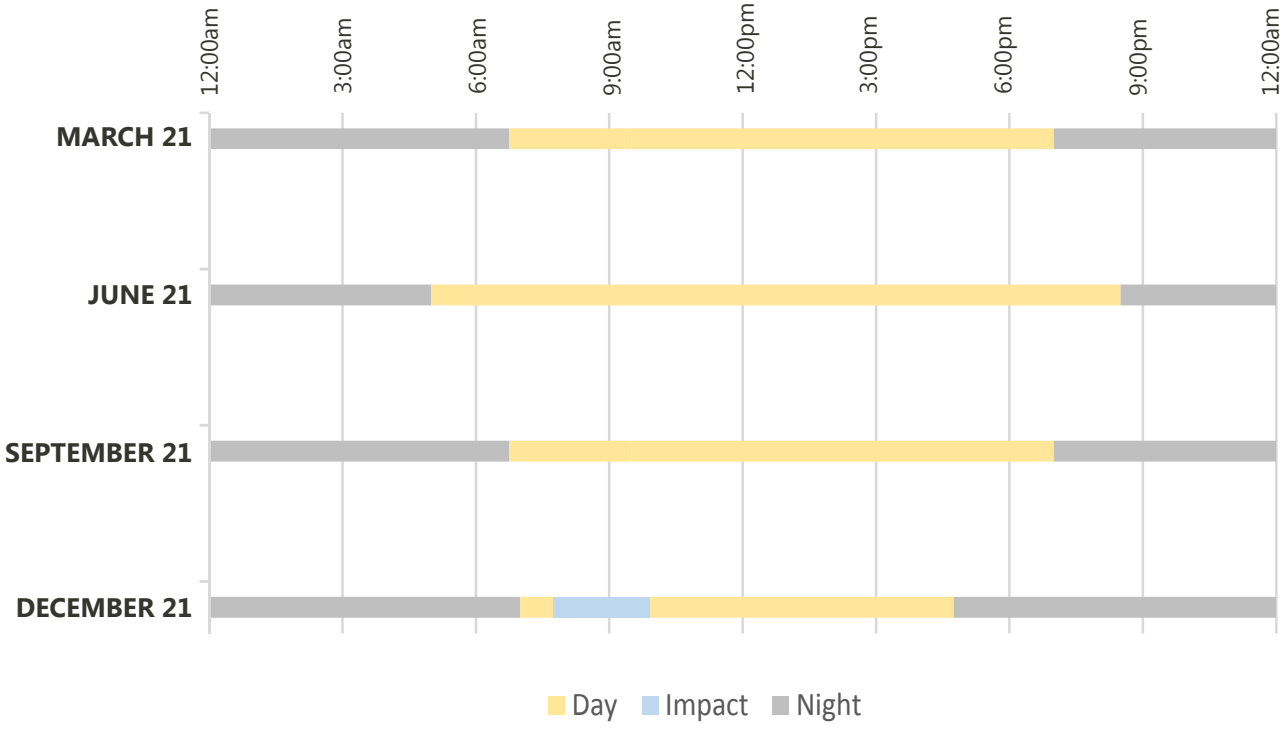
The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Curbside Loading Plan - Alternate Scheme

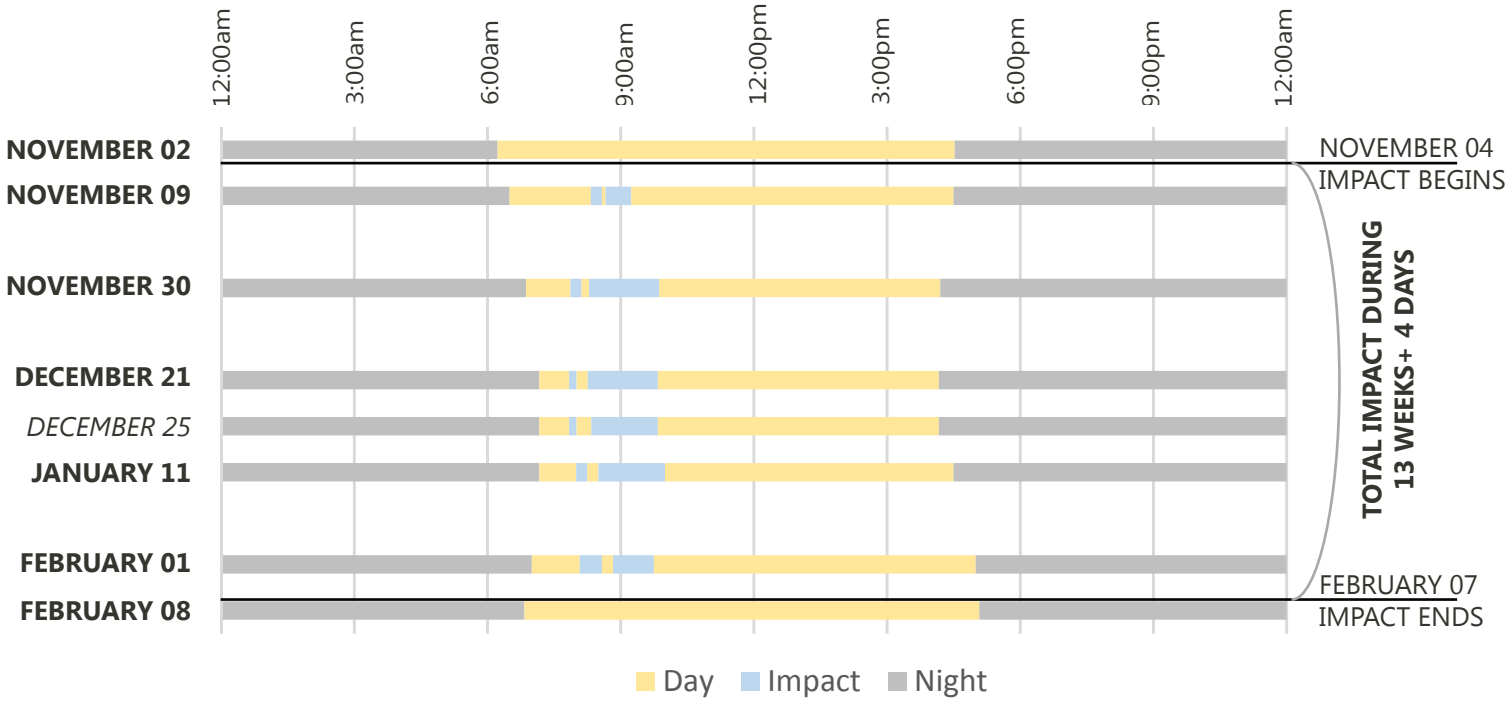
Figure 2.9b

OJB

NEW OLD SOUTH CHURCH WINDOWS - YEARLY SOLAR IMPACT CHART



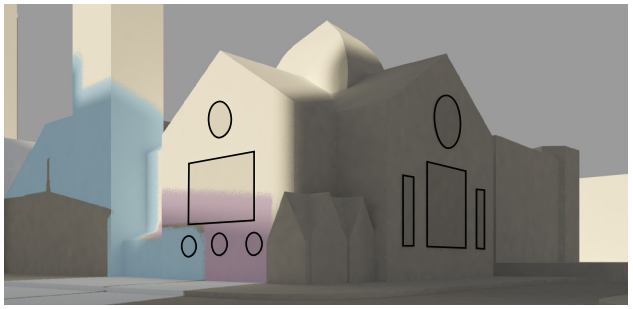
NEW OLD SOUTH CHURCH WINDOWS - WINTER SOLAR IMPACT CHART



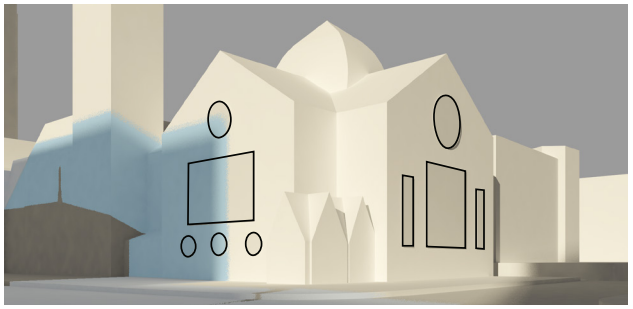
NEW OLD SOUTH CHURCH WEST AND SOUTH FACADE RESTORED WINDOWS, PAGE 1

NOVEMBER 04 • IMPACT START • The project casts new shadow from **7:39am to 7:51am for 12 minutes**

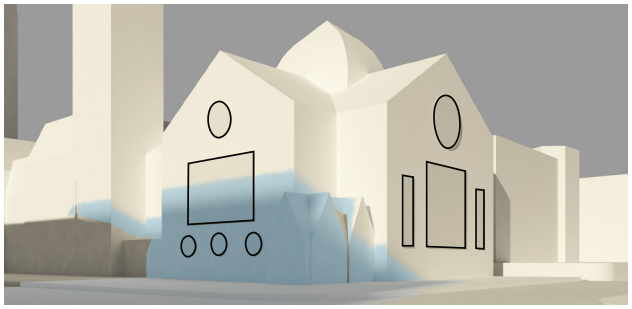
NOVEMBER 09 • The project casts new shadow from **8:20am to 8:35am for 15 minutes**, and from **8:40am to 9:15am for 35 Minutes, for a total of 50 minutes.**



8:30am EST

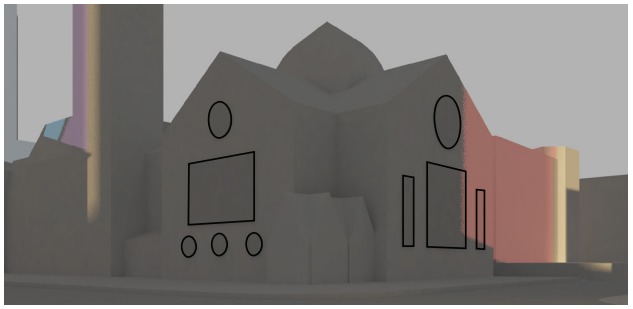


8:45am EST

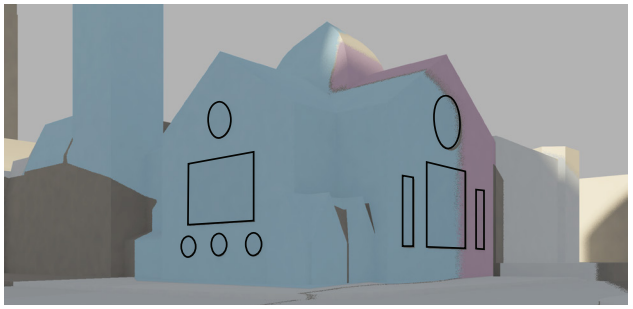


9:05am EST

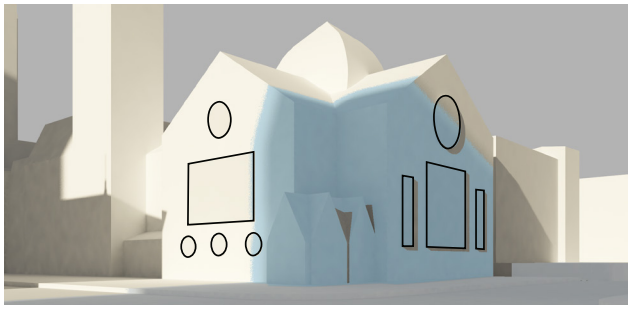
NOVEMBER 30 • The project casts new shadow from **7:45am to 8:00am for 15 minutes**, and from **8:10am to 9:45am for 70 minutes, for a total of 85 minutes.**



7:55am EST

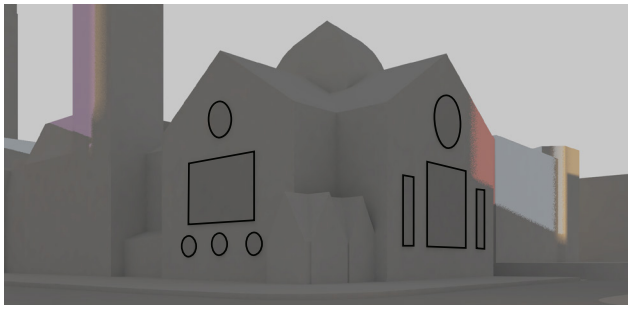


8:45am EST



9:35am EST

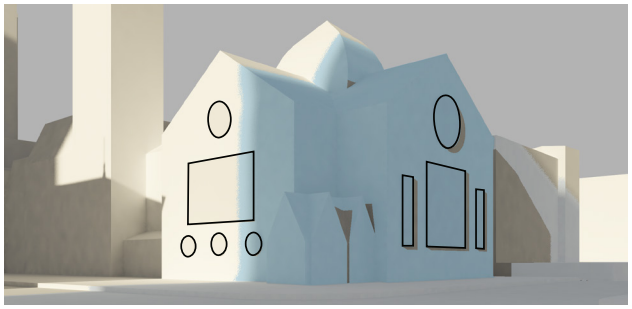
DECEMBER 21 • The project casts new shadow from **7:50am to 8:00am for 10 min**, and from **8:15am to 9:50am for 95 minutes, for a total of 105 minutes.**



8:00am EST



8:50am EST

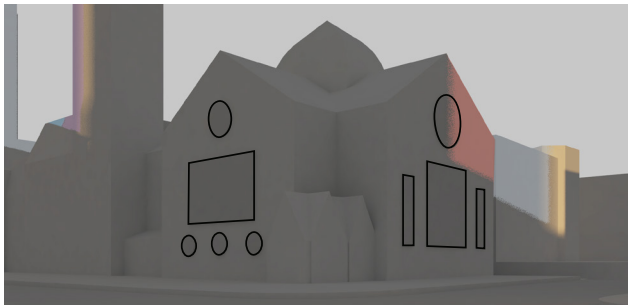


9:40am EST

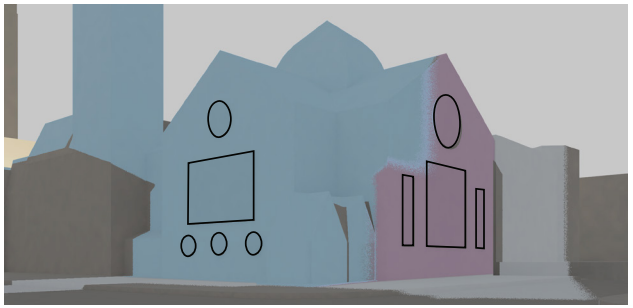
Legend | Area Of Existing Shadow | Area Of Net New Shadow From Garage West | Area Of New New Shadow From Garage East | Area Of Net New Shadow From Station East

NEW OLD SOUTH CHURCH WEST AND SOUTH FACADE RESTORED WINDOWS, PAGE 2

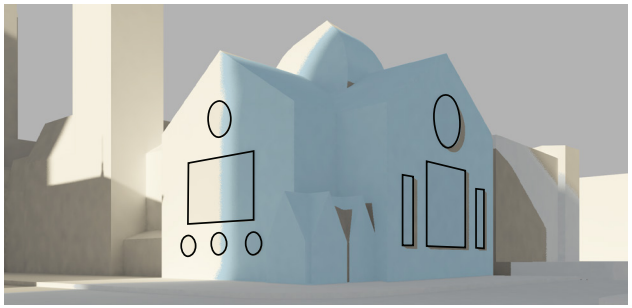
DECEMBER 25 • The project casts new shadow from **7:50am to 8:00am for 10 minutes**, and from **8:20am to 9:50am for 90 minutes, for a total of 100 minutes.**



8:00am EST

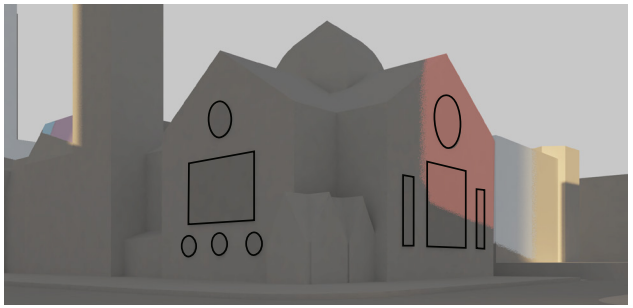


8:50am EST

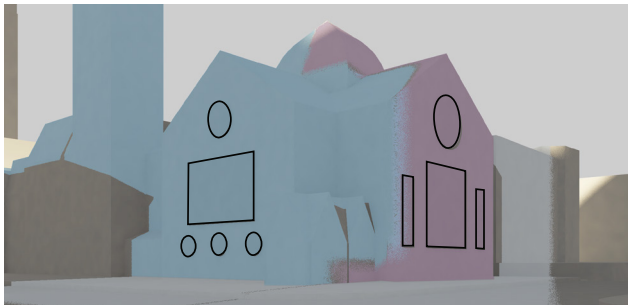


9:40am EST

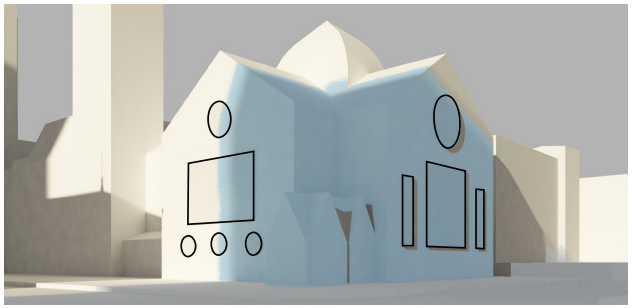
JANUARY 11 • The project casts new shadow from **8:00am to 8:15am for 15 minutes**, and from **8:30am to 10:00am for 90 minutes, for a total of 105 minutes.**



8:10am EST

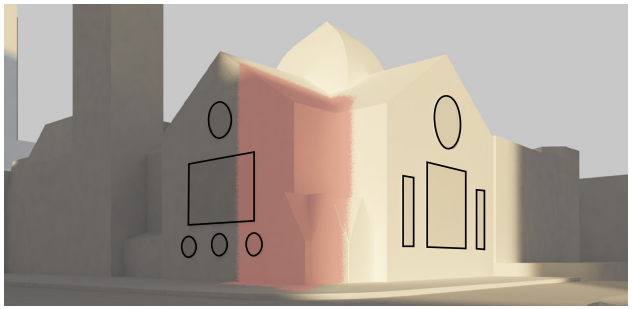


9:00am EST

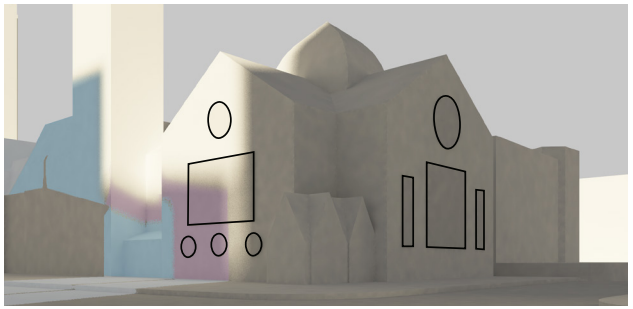


9:50am EST

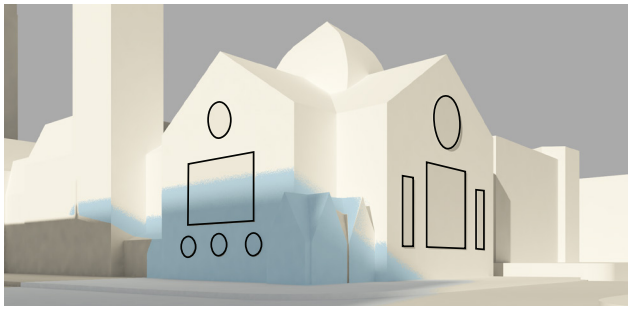
FEBRUARY 01 • The project casts new shadow from **8:05am to 8:35am for 30 minutes**, and from **8:50am to 9:45am for 55 Minutes, for a total of 85 minutes**



8:15am EST



8:55am EST

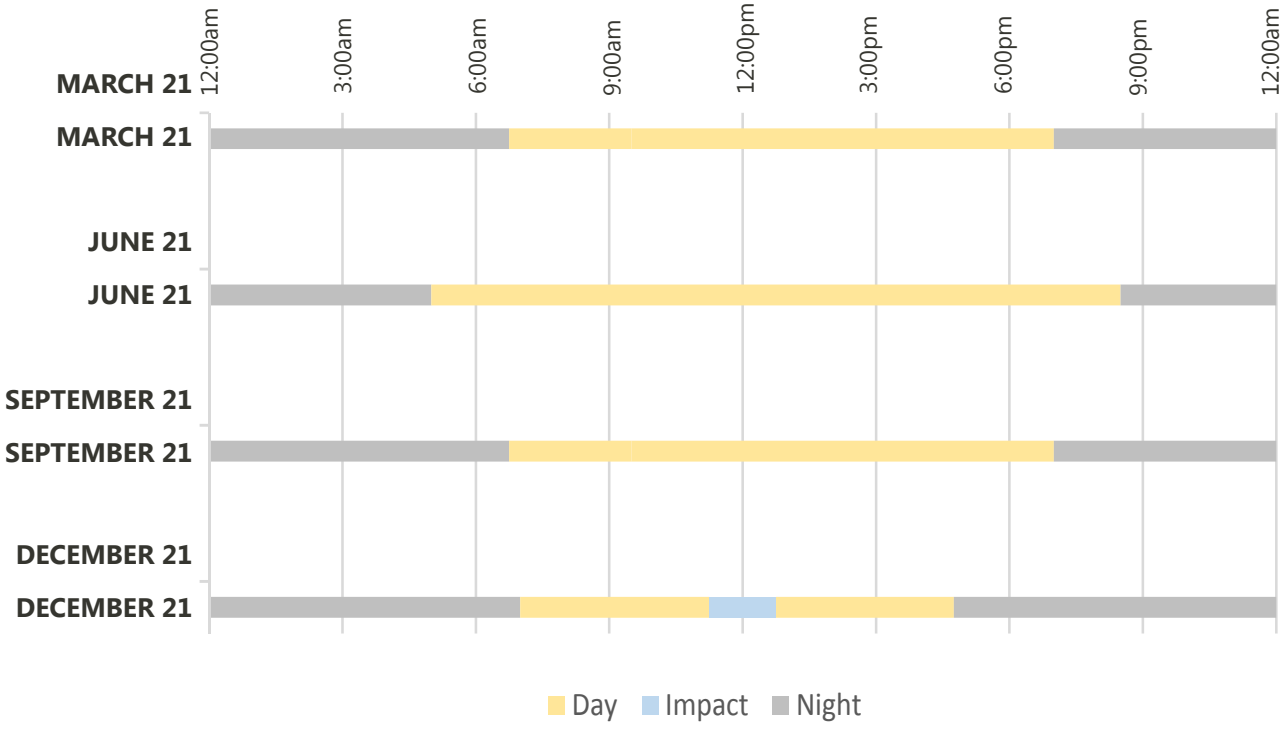


9:35am EST

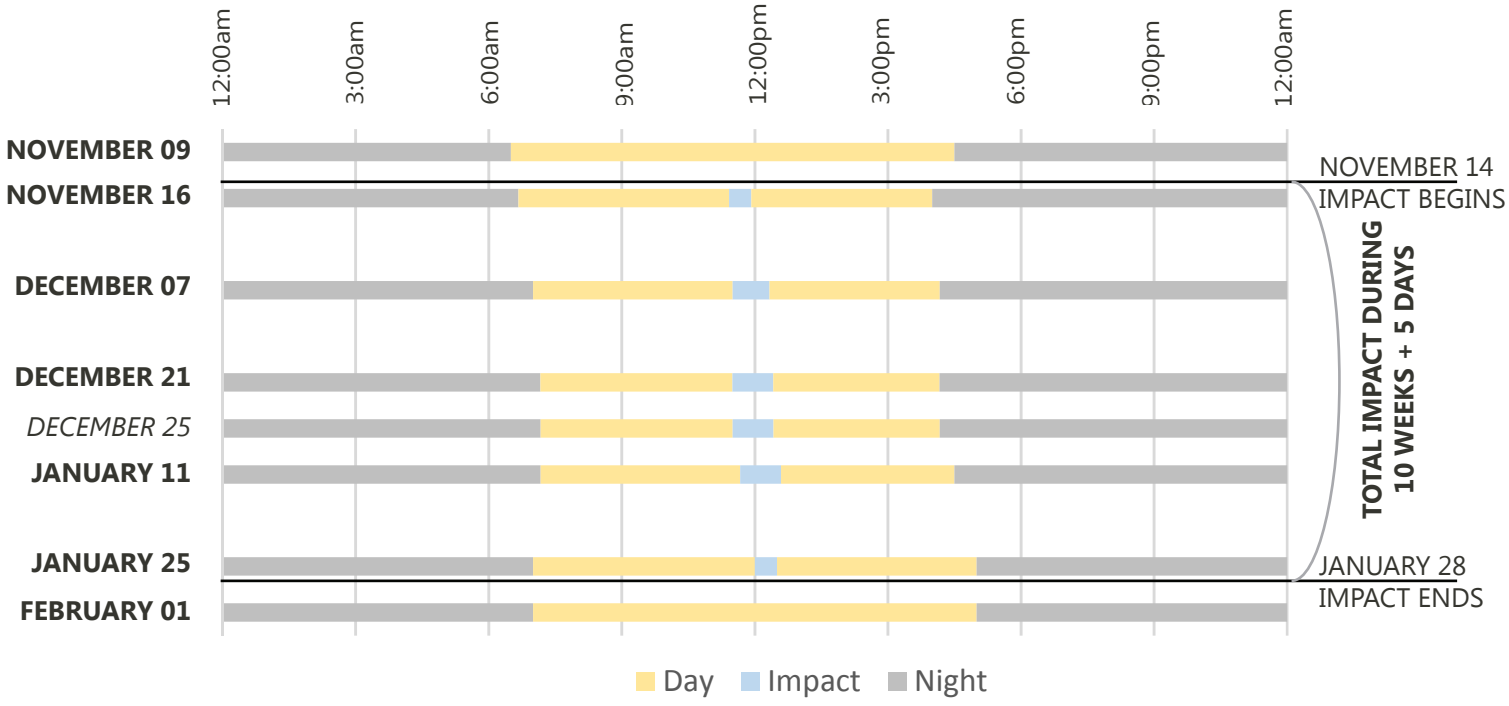
FEBRUARY 07 • IMPACT END • The project casts new shadow from **8:10am to 8:21am for 11 minutes**

Legend | Area Of Existing Shadow | Area Of Net New Shadow From Garage West | Area Of New New Shadow From Garage East | Area Of Net New Shadow From Station East

TRINITY CHURCH WINDOWS - YEARLY SOLAR IMPACT CHART



TRINITY CHURCH WINDOWS - WINTER SOLAR IMPACT CHART



TRINITY CHURCH CHRIST PREACHING WINDOWS IMPACT, PAGE 1

NOVEMBER 14 • IMPACT START • The project casts new shadow from **11:24am to 11:37am for 13 minutes**

NOVEMBER 16 • The project casts new shadow from **11:25am to 11:55am for a total of 30 Minutes**

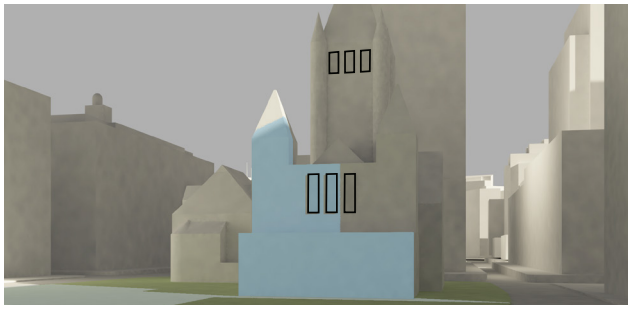


11:35am EST

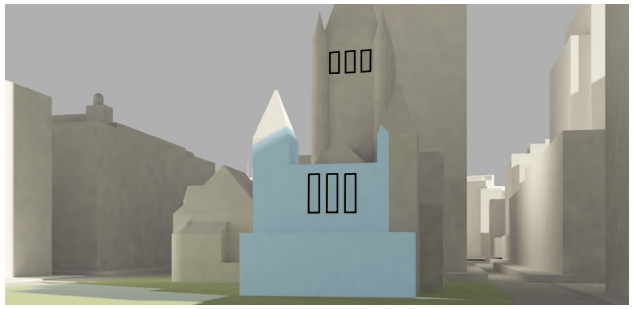


11:45am EST

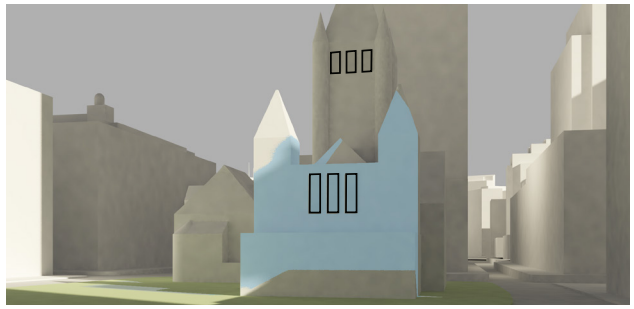
DECEMBER 07 • The project casts new shadow from **11:30am to 12:20pm for a total of 50 Minutes**



11:40am EST

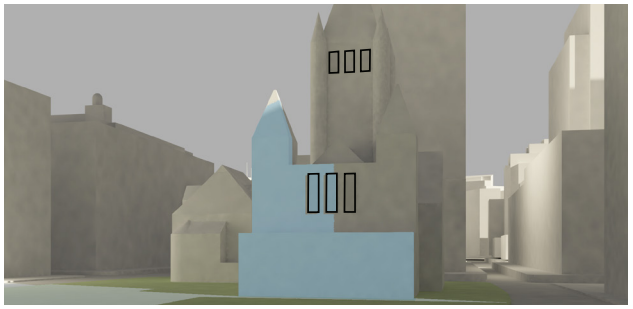


11:55am EST

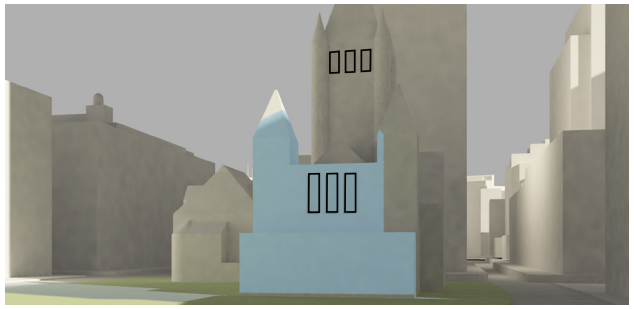


12:10pm EST

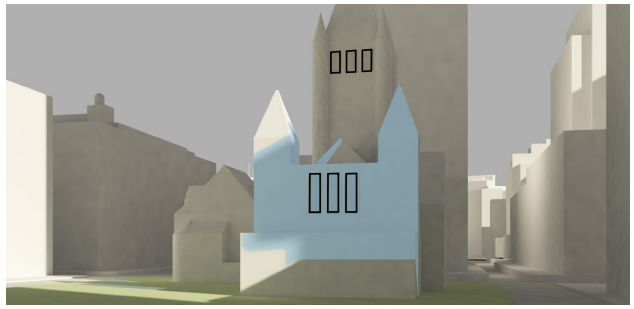
DECEMBER 21 • The project casts new shadow from **11:35am to 12:30pm for a total of 55 Minutes.**



11:45am EST



12:00pm EST

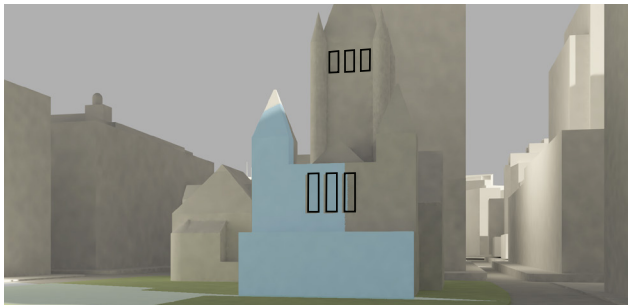


12:20pm EST

Legend | Area Of Existing Shadow | Area Of Net New Shadow From Garage West | Area Of New New Shadow From Garage East | Area Of Net New Shadow From Station East

TRINITY CHURCH CHRIST PREACHING WINDOWS IMPACT, PAGE 2

DECEMBER 25 • The project casts new shadow from **11:40am to 12:35pm for a total of 55 Minutes**



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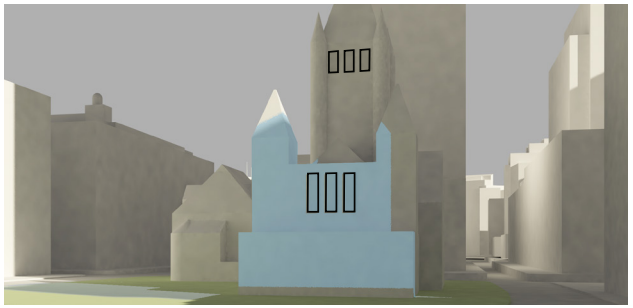
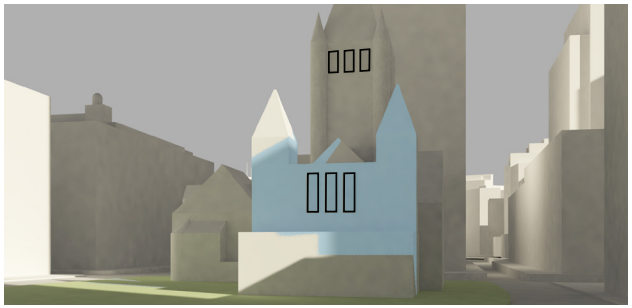
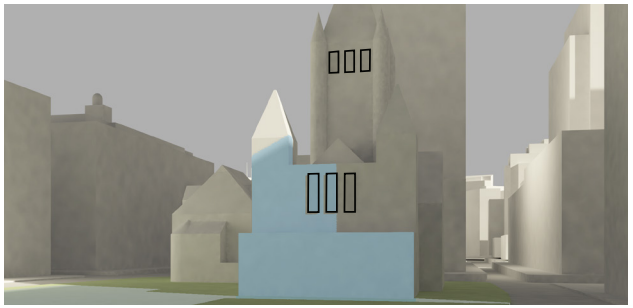


12:05pm EST

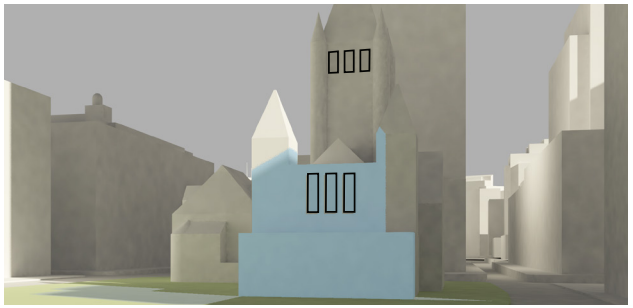


12:25pm EST

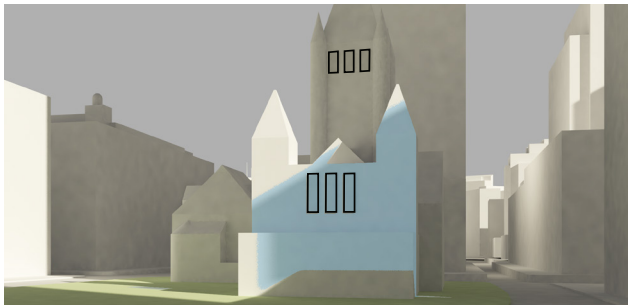
JANUARY 11 • The project casts new shadow from **11:45am to 12:40pm for a total of 55 Minutes**



11:55am EST

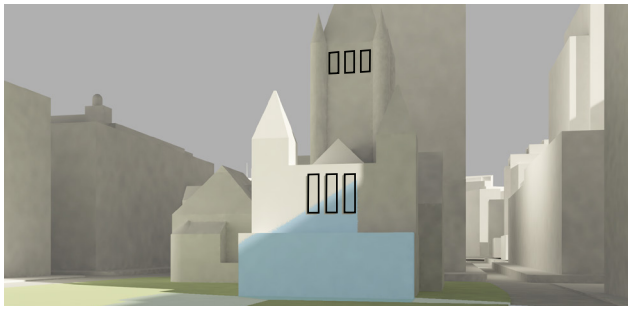


12:10pm EST

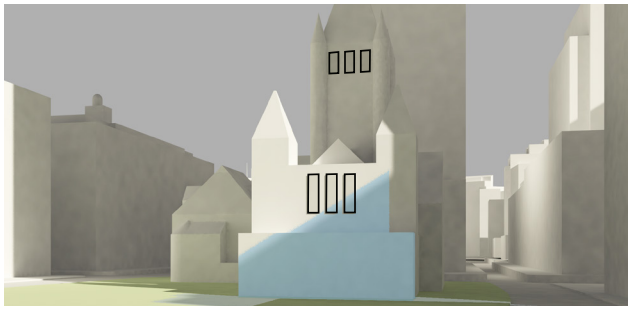


12:30pm EST

JANUARY 25 • The project casts new shadow from **11:55am to 12:25pm for a total of 30 Minutes.**



12:05am EST



12:15pm EST

JANUARY 28 • IMPACT END • The project casts new shadow from **12:00pm to 12:12pm for 12 minutes**

Legend | Area Of Existing Shadow | Area Of Net New Shadow From Garage West | Area Of New New Shadow From Garage East | Area Of Net New Shadow From Station East

LEED 2009 for Core and Shell Development

Project Checklist

Back Back / South End Gateway Project: Garage West

Y	?	N				
24	2	2	**Sustainable Sites**		Possible Points:	28
Y			Prereq 1	Construction Activity Pollution Prevention		
1			Credit 1	Site Selection		1
5			Credit 2	Development Density and Community Connectivity		5
		1	Credit 3	Brownfield Redevelopment		1
6			Credit 4.1	Alternative Transportation—Public Transportation Access		6
2			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms		2
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles		3
2			Credit 4.4	Alternative Transportation—Parking Capacity		2
	1		Credit 5.1	Site Development—Protect or 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
1			Credit 9	Tenant Design and Construction Guidelines		1
4	3	3	**Water Efficiency**		Possible Points:	10
Y			Prereq 1	Water Use Reduction—20% Reduction		
2	2		Credit 1	Water Efficient Landscaping		2 to 4
		2	Credit 2	Innovative Wastewater Technologies		2
2	1	1	Credit 3	Water Use Reduction		2 to 4
20	6	11	**Energy and Atmosphere**		Possible Points:	37
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems		
Y			Prereq 2	Minimum Energy Performance		
Y			Prereq 3	Fundamental Refrigerant Management		
10	3	8	Credit 1	Optimize Energy Performance		3 to 21
	1	3	Credit 2	On-Site Renewable Energy		4
2			Credit 3	Enhanced Commissioning		2
2			Credit 4	Enhanced Refrigerant Management		2
3			Credit 5.1	Measurement and Verification—Base Building		3
3			Credit 5.2	Measurement and Verification—Tenant Submetering		3
	2		Credit 6	Green Power		2

Y	?	N				
4	3	6	**Materials and Resources**		Possible Points:	13
Y			Prereq 1	Storage and Collection of Recyclables		
		5	Credit 1	Building Reuse—Maintain Existing Walls, Floors, and Roof		1 to 5
2			Credit 2	Construction Waste Management		1 to 2
		1	Credit 3	Materials Reuse		1
1	1		Credit 4	Recycled Content		1 to 2
1	1		Credit 5	Regional Materials		1 to 2
	1		Credit 6	Certified Wood		1
6	4	2	**Indoor Environmental Quality**		Possible Points:	12
Y			Prereq 1	Minimum Indoor Air Quality Performance		
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control		
	1		Credit 1	Outdoor Air Delivery Monitoring		1
		1	Credit 2	Increased Ventilation		1
1			Credit 3	Construction IAQ Management Plan—During Construction		1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants		1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings		1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems		1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products		1
	1		Credit 5	Indoor Chemical and Pollutant Source Control		1
		1	Credit 6	Controllability of Systems—Thermal Comfort		1
1			Credit 7	Thermal Comfort—Design		1
	1		Credit 8.1	Daylight and Views—Daylight		1
	1		Credit 8.2	Daylight and Views—Views		1
5	1		**Innovation and Design Process**		Possible Points:	6
1			Credit 1.1	Exemplary Performance SSc2 Development Density		1
1			Credit 1.2	Exemplary Performance SSc4.1 Public Transportation		1
	1		Credit 1.3	Exemplary Performance MRc2 Construction Waste Management		1
1			Credit 1.4	Innovation in Design: Green Building Education		1
1			Credit 1.5	Innovation in Design: Green Cleaning Policy/Program		1
1			Credit 2	LEED Accredited Professional		1
3		1	**Regional Priority Credits**		Possible Points:	4
		1	Credit 1.1	On-site renewable energy		1
1			Credit 1.2	Stormwater design - quantity control		1
1			Credit 1.3	Heat island effect - nonroof		1
1			Credit 1.4	Heat island effect - roof		1

Y	?	N			
66	19	25	**Total**	Possible Points:	110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

LEED 2009 for New Construction and Major Renovations

Project Checklist

Back Back / South End Gateway Project: Garage East

Y	?	N			
22	2	2	**Sustainable Sites**	Possible Points:	26
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or 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
4	4	2	**Water Efficiency**	Possible Points:	10
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 to 4
13	5	17	**Energy and Atmosphere**	Possible Points:	35
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
6	3	10	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2
4	4	6	**Materials and Resources**	Possible Points:	14
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Y	?	N		
Materials and Resources, Continued				
1	1		Credit 4	Recycled Content 1 to 2
1	1		Credit 5	Regional Materials 1 to 2
	1		Credit 6	Rapidly Renewable Materials 1
	1		Credit 7	Certified Wood 1
9	5	1	**Indoor Environmental Quality**	Possible Points: 15
Y			Prereq 1	Minimum Indoor Air Quality Performance
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control
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 and Sealants 1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings 1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems 1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products 1
	1		Credit 5	Indoor Chemical and 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 and Views—Daylight 1
	1		Credit 8.2	Daylight and Views—Views 1
3	3		**Innovation and Design Process**	Possible Points: 6
1			Credit 1.1	Exemplary Performance SSc2 Development Density 1
1			Credit 1.2	Exemplary Performance SSc4.1 Public Transportation 1
	1		Credit 1.3	Exemplary Performance MRc2 Construction Waste Management 1
	1		Credit 1.4	Innovation in Design: Green Building Education 1
	1		Credit 1.5	Innovation in Design: Green Cleaning Policy/Program 1
1			Credit 2	LEED Accredited Professional 1
3		1	**Regional Priority Credits**	Possible Points: 4
		1	Credit 1.1	On-site renewable energy 1
1			Credit 1.2	Stormwater design - quantity control 1
1			Credit 1.3	Heat island effect - nonroof 1
1			Credit 1.4	Heat island effect - roof 1

Y	?	N		
58	23	29	**Total**	Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

LEED 2009 for New Construction and Major Renovations

Project Checklist

Back Back / South End Gateway Project: Station East

Y	?	N			
22	2	2	**Sustainable Sites**	Possible Points:	26
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or 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
4	4	2	**Water Efficiency**	Possible Points:	10
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	2		Credit 3	Water Use Reduction	2 to 4
13	5	17	**Energy and Atmosphere**	Possible Points:	35
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
6	3	10	Credit 1	Optimize Energy Performance	1 to 19
		7	Credit 2	On-Site Renewable Energy	1 to 7
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2
4	4	6	**Materials and Resources**	Possible Points:	14
Y			Prereq 1	Storage and Collection of Recyclables	
		3	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		1	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		2	Credit 3	Materials Reuse	1 to 2

Y	?	N			
			Materials and Resources, Continued		
1	1		Credit 4	Recycled Content	1 to 2
1	1		Credit 5	Regional Materials	1 to 2
	1		Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1
9	5	1	**Indoor Environmental Quality**	Possible Points:	15
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
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 and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
1			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
	1		Credit 5	Indoor Chemical and 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 and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1
3	3		**Innovation and Design Process**	Possible Points:	6
1			Credit 1.1	Exemplary Performance SSc2 Development Density	1
1			Credit 1.2	Exemplary Performance SSc4.1 Public Transportation	1
	1		Credit 1.3	Exemplary Performance MRc2 Construction Waste Management	1
	1		Credit 1.4	Innovation in Design: Green Building Education	1
	1		Credit 1.5	Innovation in Design: Green Cleaning Policy/Program	1
1			Credit 2	LEED Accredited Professional	1
3		1	**Regional Priority Credits**	Possible Points:	4
		1	Credit 1.1	On-site renewable energy	1
1			Credit 1.2	Stormwater design - quantity control	1
1			Credit 1.3	Heat island effect - nonroof	1
1			Credit 1.4	Heat island effect - roof	1

Y	?	N			
58	23	29	**Total**	Possible Points:	110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

LEED 2009 for Core and Shell Development

Project Checklist

Back Back / South End Gateway Project: Station West

Sustainable Sites — Possible Points: 28

Y	?	N			
22	4	2			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		1	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
	2		Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	2
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
2			Credit 4.4	Alternative Transportation—Parking Capacity	2
	1		Credit 5.1	Site Development—Protect or 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
1			Credit 9	Tenant Design and Construction Guidelines	1

Water Efficiency — Possible Points: 10

Y	?	N			
4	3	3			
Y			Prereq 1	Water Use Reduction—20% Reduction	
2	2		Credit 1	Water Efficient Landscaping	2 to 4
		2	Credit 2	Innovative Wastewater Technologies	2
2	1	1	Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 37

Y	?	N			
15	6	16			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
5	4	12	Credit 1	Optimize Energy Performance	3 to 21
		4	Credit 2	On-Site Renewable Energy	4
2			Credit 3	Enhanced Commissioning	2
2			Credit 4	Enhanced Refrigerant Management	2
3			Credit 5.1	Measurement and Verification—Base Building	3
3			Credit 5.2	Measurement and Verification—Tenant Submetering	3
	2		Credit 6	Green Power	2

Materials and Resources — Possible Points: 13

Y	?	N			
3	4	6			
Y			Prereq 1	Storage and Collection of Recyclables	
		5	Credit 1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 5
2			Credit 2	Construction Waste Management	1 to 2
		1	Credit 3	Materials Reuse	1
1	1		Credit 4	Recycled Content	1 to 2
	2		Credit 5	Regional Materials	1 to 2
	1		Credit 6	Certified Wood	1

Indoor Environmental Quality — Possible Points: 12

Y	?	N			
4	6	2			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
1			Credit 1	Outdoor Air Delivery Monitoring	1
		1	Credit 2	Increased Ventilation	1
1			Credit 3	Construction IAQ Management Plan—During Construction	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
	1		Credit 4.3	Low-Emitting Materials—Flooring Systems	1
	1		Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
	1		Credit 5	Indoor Chemical and Pollutant Source Control	1
		1	Credit 6	Controllability of Systems—Thermal Comfort	1
	1		Credit 7	Thermal Comfort—Design	1
	1		Credit 8.1	Daylight and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

4	2				
1			Credit 1.1	Exemplary Performance SSc2 Development Density	1
1			Credit 1.2	Exemplary Performance SSc4.1 Public Transportation	1
	1		Credit 1.3	Exemplary Performance MRc2 Construction Waste Management	1
	1		Credit 1.4	Innovation in Design: Green Building Education	1
1			Credit 1.5	Innovation in Design: Green Cleaning Policy/Program	1
1			Credit 2	LEED Accredited Professional	1

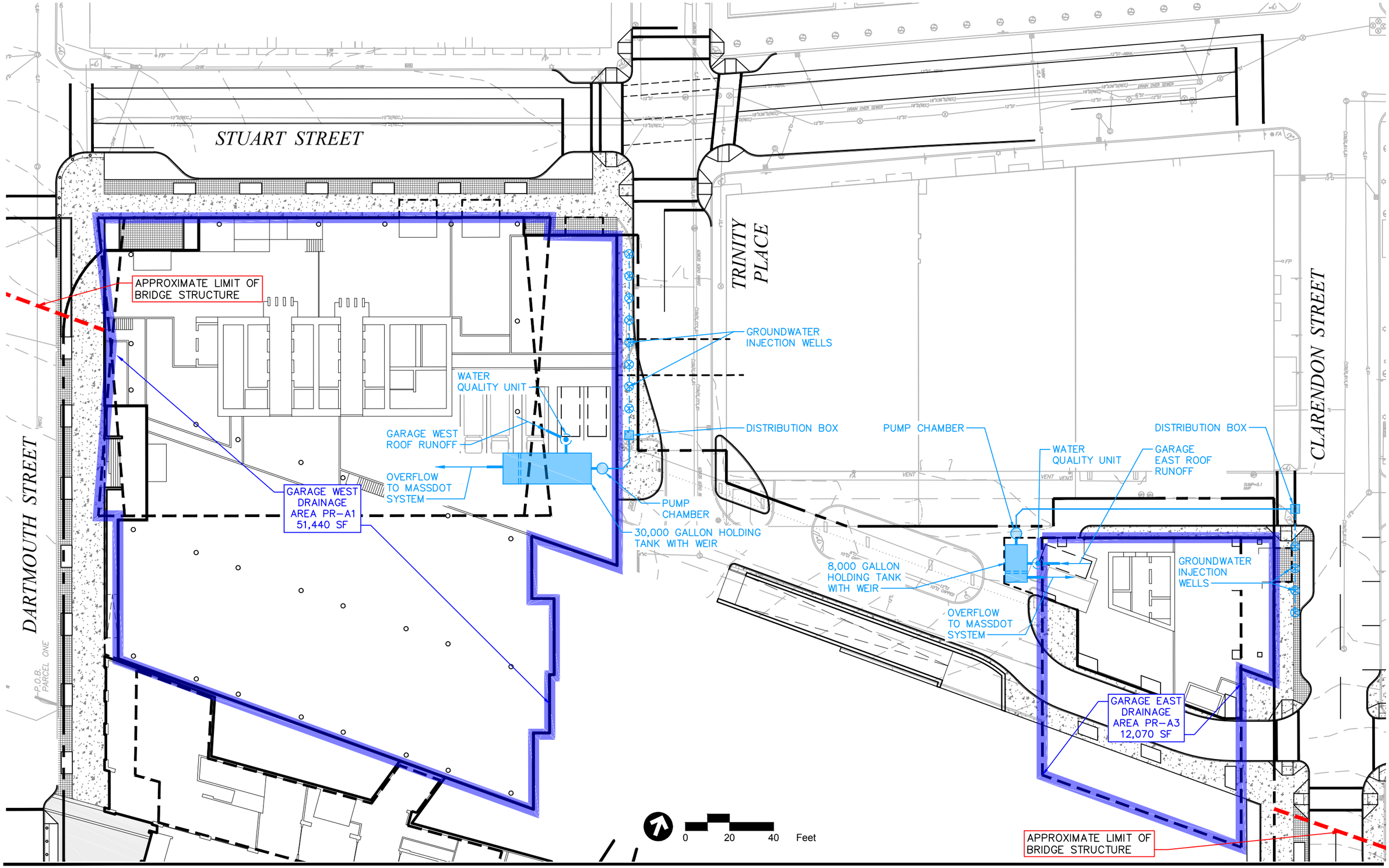
Regional Priority Credits — Possible Points: 4

3		1			
		1	Credit 1.1	On-site renewable energy	1
1			Credit 1.2	Stormwater design - quantity control	1
1			Credit 1.3	Heat island effect - nonroof	1
1			Credit 1.4	Heat island effect - roof	1

Total — Possible Points: 110

Y	?	N	
55	25	30	Total

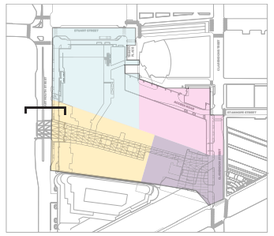
Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110



The Back Bay / South End Gateway Project
Supplemental Information Document
BOSTON PROPERTIES

Preliminary Proposed Infiltration Systems

Figure 2.13



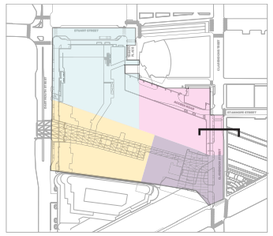


DARTMOUTH STREET EXISTING CONDITIONS



DARTMOUTH STREET PROPOSED IMPROVEMENTS

Source: OJB





CLARENDON STREET EXISTING CONDITIONS



CLARENDON STREET PROPOSED IMPROVEMENTS

Source: OJB

3

Response to Comments on the DPIR

This Chapter directly responds to the BPDA's Supplemental Information Request, and public comment letters received on the DPIR. Table 3-1 lists all of the persons and entities submitting comments on the DPIR and Table 3-2 lists each of the substantive comments received, by letter, providing a written response to each. Where appropriate, reference is made to the corresponding section of this SID for additional information. A copy of the BPDA's Supplemental Information Request, along with a copy of each comment letter received by the BPDA during the public review period of the DPIR is included in Appendix A.

Table 3-1 DPIR Comment Letters Received

Letter No.	Commenter
1	BPDA Request for Supplemental Information
2	Metropolitan Area Planning Council
3	Boston Transportation Department
4	Citizens Advisory Committee
5	Boston Disability Commission Advisory Board
6	Boston Preservation Alliance
7	Urban Land Institute
8	Boston Groundwater Trust
9	Neighborhood Association of the Back Bay
10	Bay Village Neighborhood Association
11	The Ellis South End Neighborhood Association
12	Trinity Church
13	Tent City Resident Alliance
14	Walk Boston
15	Old South Church
16	Susan D. Prindle
17	Greater Boston Convention and Visitors Bureau – Director
18	Carolyn Arrington
19	Jacquelin S. Yessian
20	MacKenzie Bok
21	Mary McAvity Cerulli

22 Kenneth E. Kruckemeyer
23 Lee Humphrey
24 Michael McCord
25 Jacqueline Royce
26 Priscilla Lavin
27 Kristen C. Field
28 Josh Zakim
29 Peter Papesch
30 Paul Johnson
31 Jacqueline Royce
32 Linda Edelblut
33 Emily Gallup
34 Back Bay Association
35 Trinity Stuart LLC
36 Boston Marriot Copley Place
37 Copley Place, Simon Malls
38 The University Club of Boston
39 YWCA
40 Greater Boston Convention and Visitors Bureau – President
41 Copley Square Chiropractic
42 Sushma Handicrafts LLC
43 Peter V. See
44 Julia Arsenault
45 The Blue Glass Café
46 John Maibach
47 Avalon Bay Communities
48 Ronald Druker
49 Baron M. Hartley
50 Atrius Health
51 Kortenhaus Communications
52 Kathryn Puleo
53 WeWork
54 Tad Blake-Weber
55 Weiner Ventures
56 Alexander J. Saunders
57 Robert D. Stuart
58 Patrick Bowler
59 Alan M. Snow

60	Michael J. McDermott
61	Kasia Hollins
62	Jennifer L. Stier
63	Matthew Murray
64	Alex Langston
65	Neal Howard and Christine Wahr
66	Jebsen Dorgilus
67	Molly Hogue
68	Martin Green
69	Mike Moran
70	Kaitlin Ownes
71	Jillian Langton
72	Palladin Consumer Retail Partners
73	Mary Fagan
74	Timothy Hanlen
75	Michael Tilford
76	John Fahnhorst
77	Giuliana Di Mambro
78	Susan Koop
79	Christopher Donato
80	Kendra Donato
81	Prudential Center Merchant Association
82	Bryan J. Koop
83	Alexandra Koop
84	Eric Mo
85	Alex Cox
86	Ben Jen
87	Gary Tondorf-Dick
88	BPDA Planning and Urban Design

Table 3-2 Responses to the DPIR Comments

Comment No.	Comment	Response to Comment
Letter 1	**BPDA Scoping Letter**	
1.1	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 filing.	Please refer to Table 1.2 in Section 1.8.4. for a list of required permits and approvals, and their status.
1.2	A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.	Please refer to Section 1.4.1 for a summary of MEPA Review. The ENF was previously provided during the PNF comment period. On June 30, 2017, in response to the EEA Secretary's Certificate, the Proponent submitted an FEIR. A copy of the FEIR was sent to the BPDA. The Proponent anticipates that the Secretary's Certificate on the FEIR will be issued on August 18, 2017. Once issued, a copy of the Secretary's Certificate will be provided to the BPDA.
1.3	Please refer to the full text of the BTD Comments in Appendix A and respond as necessary in the filing of supplemental information.	Please refer to Section 2.1, and Letter 3 for specific responses to each of BTD's comments.
1.4	The filing of supplemental information must respond to any and all feedback under environment review, including, but not limited to, concerns regarding wind and shadow.	Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies, specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017. As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
1.5	The filing of supplemental information must address the comments from the BPDA's Urban Design and Planning Department, dated June 30, 2017, included in Appendix A.	Please refer to Section 2.3, and Letter 88 in this table for responses to comments from the BPDA's Urban Design and Planning Department.
1.6	The filing of supplemental information must address the comments of the Boston Groundwater Trust, dated April 7, 2017, and included in Appendix A. The filing must also address any and all other comments related to infrastructure systems.	Please refer to Letter 8 in this table for responses to comments from the Boston Groundwater Trust, and to Section 2.4 for additional details regarding infrastructure systems.
1.7	Based on the square footage and uses outlined in the PNF and DPIR, the Proposed Project will be subject to and be required to enter into a Development Impact Project ("DIP or Linkage") agreement, assuming the	Comment noted. Please refer to Table 1-1 for a summary of the development program, and to Section 1.7 for a summary of the public benefits provided by the Project.

	proposed project requires zoning relief. An updated analysis of square footage and uses should be submitted with the supplemental information filing.	
1.8	The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the filing of supplemental information to the BPDA. Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.	The Proponent will publish a public notice in one or more newspapers within five (5) days of submission of the SID per Article 80A-2.
Letter 2	**Metropolitan Area Planning Council ("MAPC")**	
2.1	While the Proponent has assumed management responsibility for and committed to renovating the concourse of Back Bay Station, MAPC respectfully requests that the Proponent also consider commitments to improving MBTA services. These improvements could include a contribution to the purchase of new Orange Line cars, improved signalization along the Orange Line, or maintenance of the Southwest Corridor Park which culminates at the Project site. For example, a mitigation fund could be established by the Commonwealth and the City of Boston to support these types of improvements.	As discussed in detail in the DEIR/DPIR, in addition to assuming property management responsibilities for the Station Concourse, the Proponent has committed to funding and executing $32M in Concourse Improvements and has also funded $5M for the MBTA's ventilation improvement project. In addition, the Project delivers multiple significant upgrades to the Station, including new accessible entrances from Stuart and Clarendon Streets, a new public plaza on Clarendon Street serving as a forecourt to the Station entrance and redundant elevators.
2.2	MAPC applauds the Proponent for proposing no net new parking as part of the Project, as this will encourage the use of non-vehicular modes of transportation. However, it remains unclear to what extent the Project will displace current parkers at this facility and whether the Proponent will mitigate these impacts. We suggest these issues be addressed in the Final Environmental Impact Report/Final Project Impact Report (FEIR/FPIR).	Please refer to the parking analysis presented in Section 4.9 of the DEIR/DPIR, which show that the Garage is currently under-utilized, and has capacity to accommodate new demand generated by the Project. Therefore, it is not anticipated that current parkers will be displaced. Please refer to Section 2.1.1 for an updated summary of car-sharing and the approach to monitoring future demand.
2.3	The closing of the I-90 ramp could have far reaching impacts on traffic distribution, both locally and regionally, as one of the primary purposes of ramps is to remove regional traffic from local streets. The Proponent should conduct a thorough alternatives analysis and continue their collaboration with MassDOT and the Boston Transportation Department (BTD) regarding the future plans for this ramp. Due to the regional impacts of such a decision, MAPC asks to be kept up-to-date on this planning process, as we may have valuable input regarding the final outcome.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure.
2.4	While MAPC is pleased that this Project proposes to develop a significant amount of housing, the Proponent needs to clearly identify the affordable housing component for the estimated 600 residential units, and whether these units will be rental, homeownership, or a	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a

	combination. We do recognize that the Proponent states that the housing will be in compliance with the applicable Inclusionary Development Policy of the City of Boston, but this needs to be further explained.	combination of the three. Please refer to Section 2.6 for an update on affordable housing.
Letter 3	**Boston Transportation Department**	
3.1	One overall request is that relevant mitigation be tied to whichever phase goes first. For example, the reconstruction of the crosswalk across Clarendon at Stanhope should be completed with whichever of Station East or Garage East is first.	Please refer to Section 1.7, as well as Figures 2.5 and 2.7a-f for an updated summary of proposed Project mitigation and phasing commitments, including a commitment on the Stanhope and Clarendon crosswalk, as requested by BTD and others.
3.2	One area that we unfortunately do not see, however, is the commitment to dedicate 0.5% of construction costs to some combinations of a transportation improvement fund or public realm Improvement fund	As discussed with BTD and the BPDA, in light of the substantial public benefits to be delivered, and due to the substantial costs involved in air rights development projects, the Project cannot support an additional 0.5 percent of hard construction cost contribution for off-site improvements.
3.3	On p. 4-93, the DPIR states that the project will continue to reserve 14 spaces for car-share vehicles, and will "work with each provider to provide more if demand warrants." BTD would like the proponent to describe how they will monitor demand and what will trigger more vehicles. BTD encourages the proponent to talk to car-share providers now and see if there is demand for more spaces at this time, and if there is, to provide those spaces.	Please refer to Section 2.1.1 for an updated summary of car-sharing and the approach to monitoring future demand.
3.4	The proponent proposes an additional bike-share station on Clarendon Street. As described in BTD's PNF letter, BTD would like the proponent to propose two stations. Currently, BTD would like to see one on Clarendon (as proposed) and a second in the general vicinity, located in coordination with BTD.	Please refer to Section 2.1.1 for an updated summary of proposed bike-share stations, including a commitment to provide an additional station as requested by BTD.
3.5	The City of Boston requests for all new developments to make 5% of the total number of parking spaces electric vehicle (EV) parking spaces, and for 15% to be EV ready, with conduit laid and appropriate electrical capacity. With 2,013 spaces, that is 101 EV spaces, and 302 EV-ready. The DPIR proposes retaining the current 6 EV spaces, with additional spaces when demand warrants, and makes no mention of making others EV-ready. While BTD acknowledges that this project may be different than a new build as the garage is not being fully demolished, a number between 6 and 101 should be negotiated. The proponent proposed conducting an assessment of EV demand in the future; BTD encourages the proponent to conduct that analysis now to determine the correct number at build, in addition to a plan for how and on what frequency to conduct that analysis in the future, as well as what would trigger more EV spaces. Further, in order to reduce cost in the future,	Please refer to Section 2.1.1 for an updated summary of electric vehicle (EV) parking spaces, including proposals to provide additional charging spaces and EV-ready spaces.

	a large percentage of new spaces should be made EV-ready, and requisite electric capacity should be built in to the project.	
3.6	The DPIR states that "All new monthly parking permits will be charged the full market-rate monthly rate". When parking is rented to an employer, will they be required to pass this on to the employee - i.e. required to implement unbundled parking? BTD would support this, or alternatively parking cash-out for employees who do not park at the facility.	As described in Section 2.1.1, in order to encourage new monthly parking to be charged at full-rate monthly parking rates, the Proponent will endeavor to oblige commercial tenants who rent parking blocks at full market-rate to pass these costs onto their employees.
3.7	Boston Bike Parking Guidelines requests 1 space per unit and 0.3 space per 1,000 square feet of commercial/retail development, which Is 797 spaces (600 residential, plus 197 commercial/retail), whereas the DPIR proposes 480 spaces. BTD would suggest working towards the Guideline's parking ratios, but if that cannot be achieved, BTD suggests the proponent ensure that others can store their bikes in their units and offices, with policies such as the following: • Explicitly allowing cyclists to enter all residential and commercial entry points with their bikes. • Explicitly allowing cyclists to enter use all elevators with their bikes. • Installing a way to store bikes in units/apartments, such as a wall-mounted bike rack.	Please refer to Sections 2.1.5 and 2.1.6.4 for an updated discussion of bicycle parking and related TDM measures.
3.8	BTD's PNF letter, based upon Boston's Complete Streets Guidelines, suggests a minimum pedestrian zone width of 12 feet in addition to furniture and frontage zones. BTD is pleased to see 15-foot pedestrian zones along Dartmouth and Clarendon Streets, but the DPIR shows an 11-foot pedestrian zone along Stuart Street.	Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2.1 and to Figures 2.7a-c, and 2.7f for a detailed description of the Project's public realm improvements. Along Dartmouth Street, the Project now proposes a generous 15 to 17-foot pedestrian zone that exceeds even the maximum dimension recommended by BTD's Complete Streets Guidelines ("CSG") by 3 to 5 feet, and a 6.5 feet. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
3.9	BTD notes that the proposed parking lane on Stuart Street is 12 feet wide, whereas BTD standard parking lanes are 7 to 8 feet wide. BTD proposes the proponent	Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2.1 for a detailed description of the Project's

	study making a skinnier parking lane and a wider pedestrian zone here.	public realm improvements, and to Figures 2.7a, 2.7c, and 2.7f for plans detailing public realm improvements along Stuart Street. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
3.10	BTD's PNF comment letter requested a detailed public realm configuration of the Columbus Avenue – Clarendon Street intersection, and while the proponent describes the west side of Clarendon, BTD would like to see a public realm improvement proposal for the triangle northeast of the intersection, south of the highway. Relatedly, the proponent should spell out the plan for the closed headhouse on that corner.	Please refer to Sections 1.5.2 and 1.7 and to Section 2.1.2 and Figures 2.6, 2.7a and 2.7e for updates on public realm improvements, including a commitment to improve the sidewalk adjacent to the Clarendon Street Orange Line headhouse with the development of the Station East Parcel, per BTD's request. Please also note that this is an active headhouse.
3.11	BTD would like to reemphasize the request in the PNF letter for a proposal to work on a joint Stuart Street streetscape plan with other developers in the corridor. This plan should contain a maintenance component.	The improvements to Stuart Street proposed as part of the Project have been coordinated with adjacent developments in the corridor. The Proponent will be responsible for maintenance of the public realm abutting the Project Site as will be documented in an LMI agreement with the City as part of the PIC process.
3.12	The DPIR shows bollards in the new crosswalk across Dartmouth Street. These bollards should be spaced to allow those with disabilities and riding bikes easy access across the street. How far apart are the bollards in the DPIR plans?	The Proponent will ensure that any bollards that are incorporated into the proposed crosswalk on Dartmouth Street are spaced appropriately to accommodate users with disabilities and cyclists.
3.13	The DPIR shows curb extensions on Dartmouth Street at the garage exit on Dartmouth in the base scheme. Curb extensions are to facilitate pedestrians crossing streets, and BTD would not suggest having them here.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open. The Proponent acknowledges BTD's suggestion that curb extensions not be included, but notes in this case they are intended to facilitate exiting vehicles and minimize pedestrian conflicts.
3.14	BTD would like to thank the proponent for working with other developers along Stuart Street to progress a design for that street that allows fewer through lanes and wider sidewalks. As the proponent is aware, one of those developments, Copley Place, is currently on hold. That project was going to reconstruct the intersection of Dartmouth and Stuart Streets. Because the Back Bay/South End Gateway Project is likely to go first, BTD would like to see a proposal from the proponents to complete this reconstruction with the Garage West phase if it has not been done already, with mitigation to be shifted elsewhere if it has already occurred.	As part of the scoping for the DPIR, the Proponent was directed specifically to include the Copley Place development as a BPDA approved background Project in all of the environmental analyses, including the roadway improvements already committed to by that proponent in the TAPA they have executed with BTD. Please note, it is unknown at this time which project will proceed first.

3.15	Because of the project's impact on Trinity Place, especially by directing traffic northbound between Stuart and St. James Streets, BTD's PNF letter requested a public realm plan for Trinity Place and St. James Avenue, which shows how pedestrian flow, on-street parking, shuttle and tour bus parking, hotel pick-up and drop-off, and especially Copley Square event-staging can be managed. BTD would still like to see this analysis.	Please refer to Section 2.1.2.4 and Figure 2.3 for a discussion of the proposed public realm plan for Trinity Place between Stuart Street and St. James Avenue. As discussed with BTD, there are no proposed changes to the existing curbside uses or to how event staging is managed today at Copley Square.
3.16	As mentioned in our PNF letter, BTD encourages the project to require commercial and retail tenants to subsidize transit and bike share membership for employees, as well as to bundle subsidized-transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales.	Please refer to Section 2.1.6.4 for a summary of proposed TDM measures.
3.17	The DPIR takes credit for showers and changing rooms for bicyclists in the LEED checklists, but does not spell that commitment out. The Boston Bike Parking Guidelines require one shower/changing facility for the first 40,000 square feet and an additional for each additional 80,000 square feet. That would be approximately 8 facilities. BTD would like to see the development's plan for implementing these changing facilities, including which will have showers, where they will be located, and how they will be accessed both from bike parking and from the rest of the development.	The Project will provide on-site showers and changing rooms in compliance with LEED guidelines. Specific details on the location and accessibility of these facilities will be determined as the Project design advances.
3.18	The transit capacity analysis was conducted on an hourly basis. Did the team look at peak 15-minute capacity?	The transit analysis presented in Section 4.10 of the DEIR/DPIR is based on hourly capacity rather than 15-minute capacity, which is consistent with MBTA protocol and available data.
3.19	The DPIR mentions that the plaza at Station East anticipates the rerouting of the MBTA's 39 bus. As the MBTA has not yet presented this change to the City or community, and the change is not certain, the proponent should develop a plan for what will occur if the 39 does not change its route.	Please refer to Section 2.1.4 for an update on the Route 39 Bus terminus relocation. The Station East Parcel will not be developed if the Route 39 bus terminus is not relocated.
3.20	The DPIR says that "new redundant elevators to Tracks 1/3 and 2 at the existing head house on the south side of Columbus Avenue may be provided". BTD supports the provision of these elevators if feasible, and would prefer that it occur with whichever phase is built first	The provision of redundant elevators for the Orange Line Track 1/3 and 2 are an obligation in the Proponent's lease with MassDOT, tied to the development of the Station East Parcel. They are part of the business arrangement that was made with the State agency as mitigation for the relocation of the Bus 39. They will not be delivered with any other parcel.

Letter 4	Citizens Advisory Committee ("CAC")	
4.1	The CAC continues to feel that the two proposed residential buildings are somewhat more lacking in architectural definition thus far, and it joins the Boston Civic Design Commission in calling for design excellence throughout this important site.	Comment noted. Please refer to Section 2.2.4, for an update on the Projects exterior facade strategies, and to Figures 2.8a-c for conceptual façade renderings of the Garage West, Garage East and Station East Project Components. The Project team will further investigate the façade treatments of all four buildings during schematic design and design development phases.
4.2	CAC members have also pointed out the jarring visual effect of leaving the Clarendon St side of the garage unscreened (unlike its rebuilt counterpart on Dartmouth St); they urge the Proponent to add screening on that side as part of its Garage East and/or Station East improvements.	As described in Section 3.4.1 off the DEIR/DPIR, the Project proposes architectural screening of the Dartmouth and Stuart Street Garage facades as part of the demolition and reconstruction of the portion of the Garage within the Garage West Parcel. The Project does not include the screening of the Clarendon Street Garage façade. Other than the portion of Garage that is being demolished and rebuilt with the Garage West Parcel, the existing Garage façade is not being modified by the Project. Any additional screening is functionally and cost prohibitive as it may create the need to mechanically ventilate the entire existing Garage.
4.3	Some members, however, remain concerned about the shadow impacts (illustrated by diagrams provided at the request of the Massachusetts Historic Commission) on historic resources in Copley Square, namely: Old South Church, 1873, designed by Charles Amos Cummings and Willard T. Sears; Trinity Church, 1877, by H. H. Richardson; the Boston Public Library McKim Building, 1895, by Charles Follen McKim; and the Fairmont Copley Plaza, 1912, by Henry Janeway Hardenbergh. In particular, the new morning shadow on the celebrated stained-glass windows of the two churches during the Christmas season suggests to some members the need for modification and/or mitigation.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
4.4	...the CAC believes that the Proponent should be urged to look for continuing design innovations that allow it to improve the sustainability of each component of the project well beyond the minimum code requirements.	The Project is exceeding minimum requirements for energy performance, indoor potable water use, GHG emissions and LEED certification (Article 37). Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel.
4.5	The DPIR includes a proposal that permission for a sky-bridge over Stuart St.-between 200 Clarendon St. and 40 Trinity Place-be included in the PDA Amendment. As this	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.

	proposal has thus far seen only glancing public discussion, a majority of the CAC requests that this bridge be removed from the proposed PDA Amendment. If the Proponent wishes to construct this connector at a later date, that proposal deserves its own process of public scrutiny.	
4.6	For many CAC members, on-site affordable housing is strongly preferred.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
4.7	...another member proposed the idea that additional, offsite affordable housing-pushing the total affordable units to 20.5%-should be included in the community benefits package.	Please refer to Section 2.6 for an update on affordable housing. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
4.8	The inferior air quality in Back Bay Station is one of the public's most pressing concerns about the project site, and must be remedied. The CAC registers the critical importance of progress on this score to the success of the overall project. Any such solution must be continually operable for the comfort of station users and livable for nearby neighbors... We urge the MBTA to advance its design sufficiently to determine, before the PDA Amendment, what further coordination with the Proponent might be necessary. Since the resolution of this key issue remains murky, the CAC requests additional information as decisions are made, and asks that study of the possibility of venting up the side of Station East be included in any subsequent submission by the Proponent.	The MBTA held a public meeting on their ventilation improvement project on 5/3/17, where progress on the various project phases was presented and public questions were addressed.
4.9	The MBTA has made an initial determination that, when Station East is built, the #39 Bus will be relocated to terminate on St. James between Trinity Place and Dartmouth. Many CAC members are concerned about the distance of this stop from Back Bay Station from a way-finding and accessibility perspective, since many #39 riders currently disembark at the station to use MBTA and Amtrak services. There is also a history of specific agreements related to this particular bus line-which was originally installed as a form of mitigation-and the CAC wishes to ensure that public input is consulted on a potential route change, including among those who live further out along the bus line. Greater proximity of the relocated terminus to Copley Station is no advantage, since the bus stops there before continuing to Back Bay Station. A few members are content with the	Please refer to Section 2.1.4 for an update on the Route 39 Bus terminus relocation.

	MBTA's determination, but the majority of the CAC would like further information as to why St James is preferable to relocating the #39 terminus to Stuart St.	
4.10	We appreciate the public meetings on the station design and ventilation so far, but we recommend convening an ongoing Station Advisory Group to participate in station oversight both during the renovation and once the capital projects are completed. Many concerns that have been raised in recent months are likely to have an ongoing dimension; these include: -Maintaining an affordable retail mix in the station -Accommodating existing businesses -Monitoring the improvement in the ventilation -An active public art program in the station -The placement and maintenance of the A. Philip Randolph statue -More tasteful advertising that does not obscure the station's basic architecture -A program of events for the new public plaza -The coordination of public and private security, and the handling of any public safety threats that could prompt more limited access to the station. -All such matters would involve the Proponent (also now the station operator), station users, adjacent communities, and at times the MIBT A. It would be useful and prudent to constitute the procedural scaffolding for gathering relevant public input at this renovation stage.	As it relates to the Concourse Improvements project and the MBTA-led ventilation project, the Proponent and the MBTA will hold public meetings to present progress and receive feedback at appropriate moments as the projects advance.
4.11	...a majority of the CAC remains adamant that a vehicular exit onto the busy section of Dartmouth St. between the Station and the Stuart St. corner would pose an unacceptable hazard for pedestrians and vehicles on that street, even given active management.	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.1 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
4.12	Many members of the CAC, especially those from Bay Village and the South End, note that an exit only from Clarendon St. would also be unacceptable.	Comment noted.
4.13	The CAC agrees that-in light of these options-it is preferable to eliminate the Clarendon Street on-ramp to the Turnpike, enabling a Trinity Place exit from the Garage. It wishes to express that preference to MassDOT.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure.
4.14	In case the Clarendon St. I-90 ramp were to remain open, however, the CAC requests a briefing from BTD and the Proponent on the proposed exit onto Dartmouth, including how the garage interfaces with bikes, pedestrians, etc. It would also ask to explore in detail any other garage exit options abandoned by the Proponent.	Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street. Please also refer to Section 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure.

4.15	The CAC would find it helpful to see the model once it is completed and to be kept up-to-date with BCDC discussions. In particular, although the proposed design has been explained in detail as satisfying the Boston Transportation Department's "Complete Streets" guidelines, a number of CAC members are convinced that the section of Dartmouth Street between the station entry and Stuart Street as presented would be unsuccessful and overcrowded at peak hours.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DEIR/DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
4.16	We have continued to debate whether a six foot furnishing zone-wide enough for trees in planters-is desirable or obstructive. The CAC would like to hear directly from the BTD regarding the application of its guidelines to this specific location, recognizing that much depends upon the details. And it would welcome the official filing of the data from the Proponent's pedestrian study as part of any FPIR/FEIR.	Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the pedestrian analyses that were developed and presented as part of the public outreach and discussion with the CAC.

4.17	We urge the BTD to consider improvements to the bicycle lane infrastructure in the area, as bicyclists exit the Southwest Corridor Park, and to work with the Proponent to include such improvements in their TAPA for each of these four parcels where appropriate.	The Proponent will continue to work closely with MassDOT and the City of Boston on the bicycle facilities and accommodations proposed by the Project.
4.18	If Station East were to be developed before Garage East, the following improvements should also be undertaken at that time: o Reconfigured curb alignment & crosswalks at Clarendon & Stanhope o Reduced & realigned garage drive width o Improved grade at Clarendon & Stanhope o Improved grade along garage facade These improvements (all on slide # 14) should also still be undertaken if Garage East were developed first.	If Station East is built in advance of Garage East, the proposed sidewalk improvements under the Garage and the realigned crosswalk at Clarendon and Stanhope Streets will be delivered.
4.19	The creation of a new public plaza and station entrance at the Clarendon St entrance, without any facilitation of the pedestrian path along Clarendon St to that plaza/entrance, would be a serious error.	If Station East is built in advance of Garage East, the proposed sidewalk improvements under the Garage and the realigned crosswalk at Clarendon and Stanhope Streets will be delivered.
4.20	If Garage West or Station East were to be developed before Station West, the following improvements should also be undertaken at that time: o Improved station entry plaza on Dartmouth St. o Relocated & enlarged Dartmouth St. crosswalk o New sidewalks, street trees, & street furniture on Dartmouth St. These improvements (all on slide #17) should also still be undertaken if Station West were developed first.	With the development of Garage West, a new through-block connector to Stuart Street will be delivered, providing pedestrians alternative routes. The widening of the Dartmouth Street crosswalk requires relocating the existing traffic signal and other modifications to the curb line and potentially utilities in front of the Station and is therefore best accomplished with the development of Station West.
4.21	...the additional retail on the Station West site is relatively minor; if it were not built, but the much more substantial retail & office capacity of Garage West were added, it would be a major mistake not to widen the Dartmouth St. crosswalk and improve the station entry plaza at that time. The same improvements would need to be made if only Station East were built; although it is providing a through-block connector from the Clarendon St. side, it is still somewhat constricting foot traffic in that direction.	With the development of Garage West, a new through-block connector to Stuart Street will be delivered, providing pedestrians alternative routes. The widening of the Dartmouth Street crosswalk requires relocating the existing traffic signal and other modifications to the curb line and potentially utilities in front of the Station and is therefore best accomplished with the development of Station West.
4.22	And if Station East were built prior to Garage West, the new through-block connector to Stuart St. would not yet exist to help alleviate foot traffic, making improved pedestrian flow on Dartmouth St. all the more important.	With the development of Station East, a new through-block connector to Clarendon Street will be delivered, providing pedestrians alternative routes. The widening of the Dartmouth Street crosswalk requires relocating the existing traffic signal and other modifications to the curb line and potentially utilities in front of the Station and is therefore best accomplished with the development of Station West.
4.23	If Station East were to be developed before Garage West, substantial accommodation for bus riders to access the station would need to be worked out, providing adequate substitution for the following improvements (currently only linked to Garage West, on slide #12): o New Station entrance from Stuart St	See response to Comment 27.24. In addition, the bus pull-off and drop off-lane are not related to Bus 39 and require significant reworking of the curb line and potentially utilities along Stuart Street and are therefore best delivered with the development of Garage West.

	o New Through-block connector from Stuart St o New Bus Pull-Off on Stuart o New Accessible Drop-Off Lane on Stuart	
4.24	If Station East is built, and the #39 bus is moved to St James St., how will wheelchair-using MBTA riders access Back Bay station? They would have to struggle up the unacceptable existing grade of Dartmouth St.	If Station East is developed in advance of Garage West, an outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any required accessibility improvements will be made to the existing Stuart Street connector.
4.25	The CAC is already concerned about the revised #39 bus route ending on St James rather than Stuart St., a block closer to the station. But with the through-block connector from Stuart not built, the path for riders would become even more tenuous. At a minimum, the Proponent would need to provide, linked to the development of Station East: o A highly-visible outdoor elevator on Stuart St., on the west side of Trinity Place (next to the existing garage drum), to transport handicapped MBTA users to the level of the existing through-block connector. o New bright lighting and signage for that through-block connector, along with any necessary fixes to make it accessible to wheelchair users.	If Station East is developed in advance of Garage West, an outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any required accessibility improvements will be made to the existing Stuart Street connector.
4.26	If Garage West were built before Station East, the new redundant elevator to the MBTA Orange Line should be built at that time.	Per the lease agreement with MassDOT, the redundant elevator to the Orange Line will be delivered with the development of Station East.
4.27	If Station East were built first, the elevator should of course still be delivered at that time, per the Proponent's contractual obligation.	Per the lease agreement with MassDOT, the redundant elevator to the Orange Line will be delivered with the development of Station East.
4.28	This project is projected to place 5,000 additional people working and living on the site. We anticipate significant additional impact from extensive added park use, especially in Copley Square, the Southwest Corridor Park, and Frieda Garcia Park. To mitigate this additional impact, it may be desirable to establish an annual donation amount for funds earmarked for park maintenance.	The Project provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of the SID.
4.29	One member proposed including opportunities for minority owned businesses in the station retail, similar to the program associated with the Simon Properties Copley Mall.	Comment noted.
4.30	One member emphasized the need for funding for capital improvements and programming in Copley Square.	The Project provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of the SID.
4.31	Several members recommended additional affordable housing as a potential community benefit.	Please refer to Section 2.6 for an update on affordable housing. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to

		development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
4.32	Whenever each parcel is developed, the Proponent will need to impose an effective construction management plan to minimize the impacts of traffic, trash, noise, fumes, etc.	Please refer to Section 2.1.6.6 for a description of the Construction Management Plan. Detailed Construction Management Plans (CMP) will be developed at the appropriate time for each Project Component as the Project advances.
4.33	Because of the nature of the site, it will be especially important that access to the station from both Clarendon St. and Dartmouth St. is maintained to the greatest extent possible throughout construction, and that highly visible signage is provided for any local businesses obscured by scaffolding.	Please refer to Section 2.1.6.6 for a summary of the traffic management and logistics during construction, including access and signage.
Letter 5	**Boston Disability Commission Advisory Board**	
5.1	As a Commission, we strongly feel that it sends a negative message to persons with disabilities that their housing needs are not equal to those without disabilities if the accessible units required by the IDP are allowed to be located off-site. Should the project proceed as proposed, it will deny the opportunity for persons with disabilities to live in any and all parts of Boston, especially near major transportation hubs, such as those located adjacent to this project.	The Project Team met with the Commission's Advisory Board on February 27, 2017 and is disappointed that the Advisory Board declined to comment on the many accessibility improvements provided by the Project. Please refer to Section 2.6 for an IDP update.
Letter 6	**Boston Preservation Alliance**	
6.1	One of our main concerns for a project of this size in Boston is shadow impacts on historic resources. While we recognize that the DPIR concludes that the shadow impact on Copley Square is in compliance with established limits for new shadow on Copley Square Park itself, we urge the BPDA and MEPA to recognize that shadow impacts to historic buildings must be considered as well.	As discussed at the meeting with the BPA on May 23, 2017, the Project is well within the height and density limits allowable in the Stuart Street District. It has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows area historic resources. Detailed Historic Resources Façade Shadow Study were provided in Chapter 8, *Historic Resources*, of the DEIR. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
6.2	We are particularly concerned about shadows this project will cast on Trinity Church and Old South Church. The sunlight which illuminates the world-class stained glass windows in both Trinity and Old South are essential elements of their design, significance, and draw to worshippers, tourists, and scholars. Permanently	As described above, the Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very

	reducing the natural illumination intended by our nation's most storied and revered architects and designs is a major concern.	limited in annual and daily duration. Detailed Historic Resources Façade Shadow Study were provided in Chapter 8, *Historic Resources*, of the DEIR/DPIR. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
6.3	Not only will this extensive development cast harmful shadow on historic resources, we struggle to see how its design fits within the context of this architecturally significant neighborhood. Any new visual elements should enhance the character and quality of architecture here.	As described in Section 3.3 of the DEIR/DPIR, the Project will reinforce Boston's "high spine" planning strategy, which was developed to protect and preserve the character of the City's historic neighborhoods by concentrating growth between them, and using new development to stitch disconnected neighborhoods together into a continuous urban fabric.
6.4	We therefore request that the BPDA require a detailed analysis from the proponent illustrating what alterations would be required of the current proposal in order to eliminate or significantly reduce the amount of shadow cast on the historic resources and its visual impact, particularly from Copley Square.	Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
6.5	Additional renderings showing the views to the project from the pedestrian experience within Copley Square and other historic areas of the neighborhood would be beneficial to understanding the project's visual impact.	View studies showing the pedestrian experience from Copley Square, the Southwest Corridor Park, Bay Village, the South End and many other locations were provided in Chapter 8, *Historic Resources*, of the DEIR/DPIR. Please also refer to Figures 1.8p-s of this SID for additional rendered views.
6.6	We would also like a clear explanation of how the design team believes the proposal appropriately fits within the context of this most historic neighborhood.	As discussed at the meeting with the BPA on May 23rd, 2017, this neighborhood contains not only historic structures, but also many modern buildings, including the 1976 200 Clarendon building (formerly known as the John Hancock Tower), the 1987 Back Bay Station and the 2009 One Clarendon building. In addition, 3 other new projects have been approved in the Stuart Street Corridor and are yet to be constructed. The variety of architectural periods and styles is one of the defining characteristics of the neighborhood. As described in Section 3.3 of the DEIR/DPIR, the Project will reinforce Boston's "high spine" planning strategy, which was developed to preserve the character of the City's historic neighborhoods by concentrating growth between them, and using new development to stitch disconnected neighborhoods together into a continuous urban fabric.

Letter 7	**Urban Land Institute**	
7.1	ULI would ask the Developer as part of their public benefits offering to consider screening the garage façade that is exposed on Clarendon Street.	As described in Section 3.4.1 of the DEIR/DPIR, the Project proposes architectural screening of the Dartmouth and Stuart Street Garage facades as part of the demolition and reconstruction of the portion of the Garage within the Garage West Parcel. The Project does not include the screening of the Clarendon Street Garage façade. Other than the portion of Garage that is being demolished and rebuilt with the Garage West Parcel, the existing Garage façade is not being modified by the Project. Any additional screening is functionally and cost prohibitive as it may create the need to mechanically ventilate the entire existing Garage.
7.2	ULI, however, does feel strongly that the notion of creating a curb cut for vehicular traffic on Dartmouth Street will significantly hinder the project's ability to truly impact the public realm in this area.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
7.3	As noted above, ULI Boston feels that this is the ideal opportunity for the City with the help of the Developer to further analyze opportunities to improve the limited bicycle lane infrastructure that exists today.	The Proponent will continue to work closely with MassDOT and the City of Boston on the bicycle facilities and infrastructure proposed by the Project.
7.4	ULI Boston would urge the Developer to consider additional affordable housing, and to do so would support a larger percentage of off-site units, and/or the inclusion of "middle income" units that would be provided for on site. ULI Boston believes that there is a tremendous shortage of housing options for "middle income" renters, those earning above 80% AMI, and would be supportive of inclusionary units that would provide opportunities for these households.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
Letter 8	**Boston Groundwater Trust**	
8.1	To fully comply with the Article 32 zoning component of capturing the first inch of runoff the proponent should work with BWSC and the Trust to explore all possible types of recharge systems and methods of stormwater management.	Please refer to Sections 1.9.4, 2.4.1 and 2.4.3 of the SID for a summary of the Projects stormwater management strategy and compliance with Article 32.
8.2	As stated in the DPIR, the proponent will provide the BPDA, BWSC and the Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how the GCOD criteria will be achieved for each individual Project Component prior to the issuance of a building permit in compliance with the requirements of PDA No. 2. This letter must also detail how each of the four parcels will meet the GCOD requirement for no	The Proponent will provide the BPDA, BWSC and BGwT a letter stamped by a professional engineer registered in Massachusetts that details how the Ground Water Conservation Overlay District (the "GCOD") criteria will be achieved to the maximum extent practicable for each of the Project Components prior to the issuance of a building permit in compliance with the requirements of PDA No. 2.

	reduction in groundwater levels on site or on adjoining lots.	
8.3	The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In the event that groundwater levels drop below the observed preconstruction baseline levels during construction, provisions must be in place to halt construction and dewatering until the cause is found and remedied.	The Proponent will prepare and submit for approval a Groundwater Monitoring Plan which will outline frequency and reporting of groundwater levels prior to, during, and post-construction, at the appropriate time before the Project commences. Groundwater level data will be furnished to the BGwT and the Agency on a weekly basis and provisions will be in place to halt construction and dewatering in the event that groundwater levels drop below the preconstruction baseline levels.
Letter 9	**Neighborhood Association of the Back Bay ("NABB")**	
9.1	Perhaps most important for this project for the Back Bay is the lack of sufficient vision and development of the Dartmouth and Stuart Street sidewalks in the DPIR. Dartmouth Street sidewalk is the major entry to and from and a gateway between the Back Bay and South End neighborhoods. To date the design shown is a plan book application of the Green Streets Guidelines developed by the Boston Transportation Department. These guidelines are excellent for specific applicable locations, but they are inadequate for application to a unique gateway to the City and a primary axis between two neighborhoods – the South End and the Back Bay. The sidewalks should be more generous in width. Street furniture designed specifically for this location will be more appropriate than 5-foot planters with street trees. The existing walk provides partial shelter for pedestrians. No shelter is provided in the new scheme.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.9a-c, and 2.9f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street

		from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
9.2	In addition the small open space to the east of the station is minimal in size and is complicated with vehicular, service, pedestrian, and bicycle movement. The plan needs further thought and detail for safety and security and to create a place where people can comfortably congregate.	The proposed design of the Clarendon Street Plaza is as a pedestrian prioritized zone through the use of flush paving and materiality. The drop-off lane, delineated by bollards and tactile paving, is designed to a minimum dimension to allow for one vehicle to pass while another is dropping off.
9.3	To date no commitment to meet the affordable housing requirement has been forthcoming - the developer should be specific about how the affordable housing obligation of this project will be met so that the neighborhood can comment about this important aspect of the project. NABB's position is in favor of on-site affordable housing as much as is feasible, while the "buy out" option for developers is unacceptable.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
9.4	Dartmouth Street setback rule is ignored, which will impair the view and visibility of the sky from Copley Square and is an adverse impact on the public realm.	The setback of the Garage West building ranges from 15 feet to 27 feet, creating the building's undulating façade, which adds visual interest and improves pedestrian-level wind conditions. The difference between this setback range and the 25-foot setback in the Stuart Street Zoning on the clear view of the sky plane from Copley Square, is negligible.
9.5	Some of the proposed buildings do not comply with targets for sustainability of new buildings. In these times, the most sustainable projects that can be constructed are essential for our future.	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel.
9.6	The proposed garage exit onto Dartmouth poses a hazard to pedestrians, cyclists, and vehicles and must not be pursued. An alternative second means of egress should be developed in the event that the Federal Highway Department determines to close the Clarendon Street ramp to the Turnpike. This should be included in the FPIR.	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please also refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
9.7	The risk of gridlock in the neighborhood as a result of the additional traffic generated by this project and others in the pipeline has not been convincingly laid to rest. Analysis of the impact of the consequences of the new traffic generated by the project on already major choke and crash points at the Beacon Street intersection with Berkeley Street has not yet been provided nor has specific mitigation been planned.	A detailed transportation analysis, including a level-of-service (LOS) analysis was conducted and presented in the DEIR/DPIR. The analysis concluded that the Project will have limited impact to the surrounding intersections and mitigation has been proposed. Please refer to Section 2.1.6 for an update on Project improvements and mitigation commitments.
9.8	The narrowing of sidewalks on Dartmouth Street may not provide adequate, let alone generous, capacity for the peak hour crowds going to and from Back Bay station and between the South End and Back Bay neighborhoods	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon

		Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DEIR/DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
9.9	Meeting minimum requirements for sidewalk width defined for a Commercial District is not appropriate, given that this location is a unique Gateway area that should be generous in terms of capacity; moreover, the planters and trees proposed for the furnishing zones along the sidewalks that restrict the space for pedestrians are unsuited to these locations, will be limited in their growth, and will be especially vulnerable to deterioration	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be

		noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DEIR/DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
9.10	Proposed garage opening and loading dock on Dartmouth Street will create unacceptable risk and disruption to the interactions between vehicular traffic and pedestrians	Please note that there is no loading facility proposed on Dartmouth Street. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
9.11	The street impact of a proposed pedestrian bridge across Stuart Street is highly undesirable, contrary to the longstanding written position taken by the Boston Civic Design Commission (BCDC) against cross-street pedestrian bridges, and another adverse impact on the public realm. The bridge detracts from the street life. Urban pedestrians bring vitality to the streets.	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.
9.12	The broad spread of low to very low existing groundwater readings suggests the existence of leaks into underground structures. In addition to those structures mentioned in the DPIR, defects in the applicant's existing buildings, sump pumps, foundation walls or retaining structures at the edge of the rail-bed tunnel may be contributing to the groundwater draw	As part of the Project, additional groundwater monitoring wells may be installed within the area of the Station to further assess groundwater elevations and potential sources of groundwater lowering. It should be noted that the majority of the below-grade structures in the within the Project Site are owned by various state agencies and not by the Proponent. However, if leaks are identified during

	downs. If so, they should be required to be identified and eliminated.	construction, the Project will make an effort to seal them to the extent practicable.
9.13	Since the surface of most of the existing site is previously developed without regard to storm water recharge, it appears that the applicant's goal that "recharge from the post development site shall approximate recharge from pre-development conditions" is quantitatively smaller than desirable. In light of the ample increase in developed floor area, a much stronger commitment to recharge volumes should be required.	Please refer to Section 2.4.3 and to Table 2-5 for the proposed infiltration calculations and recharge volumes. The Project will result in a significant increase in groundwater recharge over existing conditions.
9.14	Wind is already a major concern in this area, and not infrequently dangerous conditions arise especially for more vulnerable individuals (small children and the elderly). It is unclear if the mitigation measures proposed are optimum and claims of wind reductions are justified.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
9.15	Solar Glare – no mitigation has been proposed so far, although this has been identified as a problem for some locations	The solar glare indicated in the DEIR/DPIR analysis is *extremely* minimal (1-2 hours out of 8,760 hours per year) as a result of strategies taken to mitigate solar glare, such as (1) building massing being rectilinear, (2) glass properties being minimally reflective and (3) window openings in the residential towers (Station East and Garage East) being interrupted with opaque wall frequently.
9.16	Moreover, while the new shadows cast on Copley Square comply with Stuart Street Zoning, among other consequences for Trinity Church and the Boston Public Library they will darken the stained-glass windows at Old South Church most noticeably during the Christmas season.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letter 10	**Bay Village Neighborhood Association ("BVNA")**	
10.1	We join the CAC letter in urging that the repositioning of the Clarendon Street crosswalk to the south side of Stanhope Street and remediation of the Clarendon Street garage exit be undertaken with the first project built. Otherwise we will have a new public plaza and station	If Station East is built in advance of Garage East, the proposed sidewalk improvements under the Garage and the realigned crosswalk at Clarendon and Stanhope Streets will be delivered.

	entrance that remains hard and even dangerous to access from further north on that block of Clarendon.	
10.2	We also support the other public improvement phasing adjustments proposed by the CAC, regarding the earliest possible delivery of the extra-wide crosswalk at Dartmouth St, the redundant elevator to the Orange Line, and some substitute for the through-block connector to Stuart Street if Station East is built before Garage West.	With the development of Garage West, a new through-block connector to Stuart Street will be delivered, providing pedestrians alternative routes. With the development of Station East, a new through-block connector to Clarendon Street will be delivered, also providing pedestrians alternative routes. The widening of the Dartmouth Street crosswalk requires relocating the existing traffic signal and other modifications to the curb line and potentially utilities in front of the Station and is therefore best accomplished with the development of Station West. Please refer to Figure 2.7b. Per the lease agreement with MassDOT, the redundant elevator to the Orange Line will be delivered with the development of Station East. If Station East is developed in advance of Garage West, an outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any required accessibility improvements will be made to the existing Stuart Street connector.
10.3	The developer should be required to include attractive screening on the Clarendon Street side of the garage. The Proponent is adding such screening in its plans for the rebuilt Dartmouth Street side of the garage. The addition of the same or similar screening would signal the two "entrances" to the Station and improve the aesthetic appeal of the proposed project as it is viewed from Bay Village.	As described in Section 3.4.1 off the DEIR/DPIR, the Project proposes architectural screening of the Dartmouth and Stuart Street Garage facades as part of the demolition and reconstruction of the portion of the Garage within the Garage West Parcel. The Project does not include the screening of the Clarendon Street Garage façade. Other than the portion of Garage that is being demolished and rebuilt with the Garage West Parcel, the existing Garage façade is not being modified by the Project. Any additional screening is functionally and cost prohibitive as it may create the need to mechanically ventilate the entire existing Garage.
10.4	Despite the proposed improvements, it is important that the Station retain a public character (rather than be made to feel like a mall), with all advertising required to be secondary to way-finding.	Please refer to Appendix E of the DEIR/DPIR for a detailed description of the Station Concourse Improvements, including a discussion of station signage.
10.5	In addition, opportunities should be sought to integrate public art into the Station.	As part of the Concourse Improvements, the Proponent and the MBTA intend to integrate public art into the Station.
10.6	We also encourage the Proponent to find an accessible anchor tenant for its largest new ground-floor commercial space, such as a general merchandise retailer (Target etc.).	Comment noted.
10.7	Finally, we urge the Proponent to ensure that long-time commercial tenants of the site (Eastern Bank, Harvard Vanguard, etc.) are either accommodated on-site or able to find an agreeable local alternative.	The Proponent is discussing opportunities for both short- and long-term relocation with all existing Garage tenants and will continue to explore options as the Project advances.

10.8	Bay Village shares the view that fixing the ventilation of Back Bay Station is an absolutely critical public purpose, for which the META is responsible but in which the Proponent should assist however necessary to ensure success.	The MBTA held a public meeting on their ventilation improvement project on 5/3/17 where progress on the various project phases was presented and public questions were addressed.
10.9	Bay Village is aware that MassDOT is considering closing the Clarendon Street on-ramp to I-90. If the ramp is left open, the Proponent proposes to open a garage exit onto Dartmouth Street to replace the demolished exit drum. Bay Village agrees with the CAC that such a garage exit would have a substantial negative effect on that busy pedestrian block of Dartmouth. On the other hand, a single garage exit onto Clarendon alone would be unacceptable to Bay Village, as it would funnel all garage traffic towards the Clarendon/Columbus intersection and then to the Arlington Street I-90 Ramp. Bay Village is encouraged to see that, if the Clarendon Street ramp is closed	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
10.10	However, Bay Village is still concerned about additional burdens placed on the Arlington Street ramp. In particular, we remain concerned that drivers leaving the site will come down Clarendon, turn left on Columbus, then turn right on Isabella to cut to the I-90 ramp (or head towards I-93) and avoid the long and crowded light at the intersection of Arlington, Columbus, and Stuart. Increased traffic on this route would place an unsustainable burden on residential Isabella Street, and also further endangers pedestrians in the unsafe crosswalk across Arlington Street that connects Isabella Street to Melrose Street	The Build traffic analysis presented in Section 4.6 of the DEIR/DPIR projects that 8 and 30 vehicle trips generated by the Project would travel down Columbus Avenue to Arlington Street in the morning and evening peak hours respectively. While some of these trips may choose to use Isabella Street as an alternate route, the increase in traffic volume on Isabella Street would be relatively limited. The Proponent is aware of concerns expressed by the community about the crosswalk on Arlington Street at Isabella Street, but believes that the existing crosswalk length and geometry combined with speed of traffic on Arlington Street are the primary issues at this location. Improvements to address these pre-existing conditions should be studied and addressed with BTD in the context of the overall Arlington Street corridor from Columbus Avenue to Marginal Road.
10.11	The data does show a project-related increase in delays to cars coming down Columbus St and trying to turn right on Arlington in the Evening Peak Hour: from 462.2 seconds (2023 No-Build Base) to 528.9 seconds (2023 Build Base), or from 528.9 seconds (2023 No-Build Alternate) to 593.4 seconds (2023 Build Alternate). While the service level remains 'F', those are queuing increases of +66.7 seconds or +64.5 seconds, respectively, due to the project; we expect this increased minute of wait time to directly result in drivers diverting down Isabella Street. Given this finding, we urge the Proponent to mitigate this adverse result by providing resources to improve the pedestrian crossing and driver merging at Arlington & Isabella, potentially through signalization.	See response above. Signalization of the intersection would depend upon a warrants analysis, and warrants may not be satisfied.
10.12	Throughout construction of any of the four air-rights parcels and during the Station renovation, it is critical to	Comment noted.

	Bay Village that access to the Station from Clarendon Street be maintained	
10.13	We note that the new proposed terminus for the #39 Bus would be four blocks further away from Bay Village than the Clarendon Street bus turnaround. We agree with the CAC that this relocation merits reconsideration by the MBTA. And in the event that Station East is built before Garage West, adequate connection from the #39 Bus to the Station, absent the new through-block connector to Stuart Street, needs to be treated as a major concern.	If Station East is developed in advance of Garage West, an outdoor lift or elevator will be delivered near the corner of Stuart Street and Trinity Place to facilitate access to and from the Station for Bus 39 passengers. In addition, lighting, wayfinding and any required accessibility improvements will be made to the existing Stuart Street connector. Please refer to Section 2.2.1 and to Figures 2.7a-c, and 2.7f for a detailed description of the Project's public realm improvements.
10.14	The BVNA is in favor of on-site affordable housing at this important transit-accessible site in the heart of downtown, at the higher levels specified by the Stuart Street Zoning (Boston Zoning Code 48-6, Item 1). We wish to see its spirit of the Stuart Street Planning Study honored in the PDA in this regard; we also support more housing opportunities for low and moderate-income families downtown.	Please refer to Section 2.6 for an update on affordable housing. The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Program, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. The details on the affordable housing component will be addressed with the City as the Project progresses. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
Letter 11	**The Ellis South End Neighborhood Association**	
11.1	Exit ramp for the garage onto Dartmouth Street: we recognize that the construction of this exit is contingent on the closure of the entrance ramp to the MassPike as the project construction is envisioned with the closing of the existing entrance drum on Stuart Street. While many favor the closing of the entrance to the MassPike, just as many are opposed to the construction of a new ramp onto Dartmouth Street. Although this possibility has been known throughout the life of the review process, there has been no presentation by the developer of how this would work. As you know, there have been prolonged discussions about the pedestrian circulation around the Back Bay Station questioning the developer's analysis in addition to a number of comments about the vehicle congestion all around the station. To now move the project forward without any substantive discussion about the potential exit onto Dartmouth Street would be ill-advised.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for a discussion of measures that would be incorporated in the design of the Dartmouth Street garage exit to minimize pedestrian/vehicular conflicts in the event that the On-Ramp remains open and the driveway is needed.
11.2	The pedestrian and vehicle flow around the Stanhope	Please refer to Section 2.2 and Figures 2.7a-f for an updated discussion of public realm refinements since the DEIR/DPIR,

	Street and Clarendon Street intersection is unsafe and cries out for improvement.	including proposed pedestrian improvements at this location
11.3	Affordable housing: the Ellis is firmly supportive of the inclusion of affordable housing for all development projects. While having the units located in the residential building itself ("on-site") is oftentimes the preferred route, history has shown that such a result is not always obtained. The City of Boston and the developers have been able to come up with alternatives within the rules that are often criticized. Onsite can even be extended for a one-half mile radius from the project. There has even been some discussion that the City would extend the radius as far as three-quarters of a mile to include Parcel P-12, an outdoor parking lot near the intersection of Tremont Street and Shawmut Avenue next to the Tufts New England Medical Garage. A project of up to 600 affordable units is now under discussion by BPDA. A development of that size would not solve the affordable housing shortage in Boston, but would be a small step towards a solution. In terms of the number of affordable units that Boston Properties would be required to include, it should be held to the applicable requirement at the time it submitted the Project Notification Form rather than a requirement applicable to later submissions.	Please refer to Section 2.6 for an update on affordable housing. The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Program, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. The details on the affordable housing component will be addressed with the City as the Project progresses. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
11.4	Location of the Number 39 bus: the CAC was informed that the management of the T preferred a re-design of the route to have a terminus at the corner of Boylston and Dartmouth Streets next to the main library with the closest bus stop to the Orange Line continuing at a stop on St. James Avenue. Part of the reason presented for this route re-location was its proximity to both the Orange and Green Lines. There has been no public input regarding that bus route and public officials on the CAC opposed a re-routing that did not adhere to agreements reached with the T back in the 1980's when the 39 bus route was implemented to mitigate the partial closure of what had been the Arborway via Huntington subway route. The terms of the agreement referenced have not been made available. It has been represented, however, that the bus route was to be maintained with a stop next to the Back Bay Station. Boston Properties has suggested that a new bus stop may be possible as part of a re-design of Stuart Street where the proposed entrance to the new commercial building would provide for a covered access approach to the station for the users of the 39 bus. Anyone who has witnessed the congestion and traffic back-ups on Clarendon, Berkeley and Stuart Streets created by the articulated buses coming out of the turnaround next to the garage exit know a solution is needed. But the solution should not be at odds with the convenience of the current users of the 39 bus.	Please refer to Section 2.1.4 and Figure 2.4 for an update on the MBTA's proposed relocation of the Route 39 Bus terminus.

11.5	It would be short-sighted not to ask the developer to address its plan to help Mayor Walsh accomplish the goals of "Go Boston 2030".	The Proponent thanks you for your comment. The extensive public realm improvements, enhancement of non-auto modes and TDM strategies to be implemented as part of the Project are consistent with, and will complement, the goals and objectives of "Go Boston 2030".
11.6	Project staging: the developer has been clear throughout the review process that certain parts would be undertaken in a logical fashion as the project progressed. We respect their planning and recognize that much of the planning would be difficult to re-schedule. It was the view of many CAC members that the Stanhope and Clarendon intersection along with the grading and elevation of the sidewalk at the I-90 entrance and the crosswalk from the station entrances on Dartmouth Street receive priority.	Please refer to Section 1.7, as well as Figures 2.5 and 2.7a-f for an updated summary of proposed Project mitigation and phasing commitments, including a commitment on the Stanhope and Clarendon crosswalk, as requested by BTD and others.
11.7	Honoring the memory of A. William Randolph: many long-time residents of the neighborhoods surrounding the project have expressed concern about the treatment to be afforded to his memory and those accomplishments during the hey-day of train travel as currently highlighted around the concourse. The re-design of the concourse should be done to maintain Mr. Randolph's legacy.	As described in Section 2.2.6, public art is an important consideration in the Station. The Proponent is committed to honoring the legacy of A. William Randolph, and will carefully evaluate potential locations to relocate the statue and other historical materials as part of the Concourse Improvements.
11.8	Re-location of the Harvard Vanguard Health Center and other tenants: the developer indicated early on that it was working with Harvard Vanguard and Eastern Bank to understand their space needs should they be displaced. Little more has been heard about these plans. Many users of the Harvard Vanguard Health Center would be severely impacted should it no longer be located in the same neighborhood.	The Proponent is discussing opportunities for both short- and long-term relocation with all existing Garage tenants and will continue to explore options as the Project advances.
Letter 12	**Trinity Church**	
12.1	In addition to the shading, I am concerned about wind, which batters the building at all levels. The Draft Project Impact Report (DPIR) for the Back Bay/South End Gateway Project only addresses wind at the pedestrian level and claims there is no change around the base of Trinity Church. However, to ensure that wind impacts on Trinity Church will not Increase, it is essential that Boston Properties complete an analysis of wind around the whole height of the building.	Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017. As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.

Letter 13	Tent City Resident Alliance	
13.1	We support and agree with the developer to create affordable housing. However, we ask that the developer ensure an equitable mix of potential residents. We are concerned about this because the gentrification and escalating cost of housing in the South End has made it almost impossible for some longtime residents to remain in the area. We are concerned that the creation of more high-end housing would only exacerbate this problem. It is our opinion that the current affordable housing commitment benefits upper middle class residents and does not reflect the median income of the majority of people in South End. An inequitable mix would put our traditionally multicultural and multi-class community even more at risk and will do nothing to contribute to the diverse urban fabric of the neighborhood. So, we ask that "affordable" housing be defined as something that is actually affordable for all of the middle class not just the upper middle class.	Please refer to Section 2.6 for an update on affordable housing. The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. The details on the affordable housing component will be addressed with the City as the Project progresses. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
13.2	We would also like to request that the affordable housing be located on-site, and ask further that the affordable housing be distributed across the floors of the building, in the same proportion of unit sizes as the market rate units (proportions of studio, one bedroom, two bedroom, etc. units).	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
13.3	We are in full support of having open space on the back side of the Station. We would like to see this public space/park be dedicated to a local citizen who has made significant contributions to our neighborhood.	Comment noted.
13.4	We request that some retail space be set aside as affordable for use by minority-owned businesses and local non-profit organizations as a public benefit (some ideal vendors might be a Farmer's Market, Artists for Humanity or any other local nonprofits that serve youth and the community).	Comment noted. The retail plan will be developed as the Project design progresses.
13.5	Adding numerous apartment and condo units will put a strain on the already formidable and difficult conditions for parking in our neighborhood. Therefore, we agree and appreciate the offer to allow Tent City residents parking spaces in the garage to offset some of the inconvenience that will likely be created. We would like to further discuss this to solidify an agreement.	Comment noted. The Proponent is happy to discuss current and future parking needs at your convenience.
13.6	We request that some of the new jobs created be given to Boston residents and that Tent City residents, especially teenagers, are actively recruited and hired. We also request that job openings at the Back Bay retail be posted at Tent City and in local free publications.	The Proponent will be required to execute a Boston Residents Construction Employment Plan for the construction of each phase of the Project. The Proponent is not the employer for the Station retail.
13.7	We request that the developers undertake a study that determines damages such as settling and cracking that	Please see refer to Sections 6.10 of the DEIR/DPIR for a summary of mitigation measures that will be incorporated

	may occur to Tent City property as a result of the construction of the project and cover costs of any such damage to Tent City property.	into the design and construction of the Project to limit potential adverse impacts to neighboring properties during the construction period.
13.8	While we wish the solar glare and street-level wind impact studies had included Tent City (since we have a number of residents who are elderly and/or disabled and walking in high wind conditions can be difficult), we were happy to hear that a number of locations near Tent City experience better wind conditions and minimal solar glare with the creation of the new project.	The Proponent appreciates this recognition of the Project's benefits.
13.9	We would like any information that can be provided regarding the increased demand on infrastructure (such as already over loaded transistors, and the increased demand on police, fire department, and schools).	Please refer to Chapter 7, *Infrastructure* of the DEIR/DPIR for an assessment of the Project's impacts on infrastructure, as required by MEPA and the BPDA.
13.10	Tent City Apartments are located so close to the proposed construction that Tent City residents ask that concerns related to the impact and safety issues be addressed. There are a number of residents and children with serious health concerns that will be impacted by the construction. Therefore, we request that the developers pay moving expenses within the Tent City Apartments for those Tent City residents with health issues that will make it impossible for them to live in the apartments that face the construction.	Please refer to Section 6.11 of the DEIR/DPIR for a summary of temporary construction impacts and proposed mitigation measures.
13.11	We request that the developers provide compensation to the Tent City Apartments for the anticipated decrease in people willing to rent apartments during construction. With the increase in noise, increase in dust and rodents, and the loss of quality of life caused by construction, we anticipate that it will be very difficult to rent apartments during the construction period which could last for years. Tent City should not bear the full burden of this impact.	Please refer to Section 6.11 of the DEIR/DPIR for a summary of temporary construction impacts and proposed mitigation measures.
13.12	Further, we request that the developers cover the increased cost of rodent control for the Tent City Apartments that is anticipated because of construction. Tent City should not have to bear the full burden of this impact.	Please refer to Section 6.11.10 of the DEIR/DPIR for a summary of proposed rodent control measures during construction.
13.13	We also request that the developers pay for additional police during the construction period to ensure the safety of residents in this already high traffic area, especially the safety of those most vulnerable –children whose BPS buses stop in front of the construction site, caregivers and children in strollers, senior citizens and those living with disabilities for whom the construction poses particular risks.	As described in Section 6.11.11 of the DEIR/DPIR, police details will be employed at the construction gates to assist in managing vehicular and pedestrian traffic. Coordination with the Boston Police Department will be essential in providing safe travel routes for pedestrians during peak construction periods.
13.14	Due to the heavy pedestrian traffic and to protect the safety of Tent City residents, we request that the developers use horizontal safety nets of the kind now	As described in Section 6.11.11 of the DEIR/DPIR, the entire perimeter of each building's construction site will be protected with a construction fence with debris net on top

	required in New York City to protect construction workers and pedestrians.	of concrete barriers to separate the construction activities and general public.
Letter 14	**Walk Boston**	
14.1	The proposal for Route 39 is to remove it entirely from the streets directly connected to Back Bay Station, and to truncate the route before it connects with the Orange Line or the commuter rail/Amtrak services. Reducing the convenience of connections between Route 39 and other portions of the MBTA system will result in negative impacts on transit riders that should be avoided. We urge the City and MEPA to require the proponent to bring Route 39 back to the station. A possible layover site is Trinity Place (between Stuart and St. James Streets). The re--routing of the 39 bus route to this layover location could provide a reasonable drop--off and pick--up solution on Stuart Street, which will have direct pedestrian access in Back Bay Station for bus riders.	Please refer to Section 2.1.4 and Figure 2.4 for an update on the MBTA's proposed relocation of the Route 39 Bus terminus.
14.2	Sidewalks along the Dartmouth Street side of the project, where foot traffic is already heavy and likely to increase due to the new development, have been widened to a minimum of 13 feet, as shown in Fig, 3.8b. Sidewalks along Stuart Street are to be a minimum of 11 feet, as shown in Fig, 3.8c, perhaps reflecting the proponent's projection of likely foot traffic on this side of the site. Along Clarendon Street, sidewalks range from 9 to 15 feet, as shown in Fig. 3.8d; it is not entirely clear if the 9' width is a result of the footprint of the proposed residential building. Sidewalks may not be sufficiently wide, especially if street trees, planters or bicycle parking are also accommodated in the width otherwise available for pedestrians.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth, Stuart and Clarendon Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing

		raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension. The 9-ft. sidewalk dimension shown in Figure 2.7d along Clarendon Street refers to the new concrete paved pedestrian zone. The Project also proposes an additional unobstructed furnishing zone of 3 feet. The resulting 12 ft. sidewalk dimension represents the same width as the existing condition, and is not impacted by the proposed residential building.
14.3	Although there are 15 different projections of vehicular traffic under alternative futures, there are no projections at all of pedestrian traffic. There are, however, projections of pedestrian level of service at selected intersections. See Table 4.12.3 page 4-126. The accompanying text states that PLOS doesn't change between Existing, No-build and Build Conditions because walk times and cycle lengths will not change. Is this a valid conclusion without the benefit of projecting future pedestrian volumes?	Pedestrian volumes in the area are expected to increase as a result of the Project as well as other background growth. The pedestrian analysis presented in Section 4.12.3 of the DEIR/DPIR considers delay as a measure of PLOS grade. For signalized intersections, the average delay is determined by the phasing and timing of the signals, and will therefore remain unchanged if there are no proposed changes to the signal phasing and timing. For un-signalized intersections, the delay is determined by the availability of gaps in conflicting vehicle movements rather than pedestrian volume, and the analysis reflects the increases in traffic projected under future No-build and Build conditions. Please also refer to Section 2.1.2.3 and Figures 2.14 and 2.15 for a summary of the pedestrian analyses that were developed and presented as part of the public outreach and discussion with the City of Boston's Citizen's Advisory Committee ("CAC").
14.4	WalkBoston does not believe that it is in the interest of public safety and convenience to shift existing vehicular access so that it results in a garage exit ramp in a congested pedestrian zone. An alternative to this garage exit ramp should be developed.	Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
14.5	As noted above, WalkBoston believes that Clarendon Street is a better location for garage and Turnpike access than the proposed Dartmouth Street garage exit and circuitous Turnpike access.	Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.

14.6	The new plaza on the Clarendon Street side of the property has been designed with a drop--off lane that doubles as a route for delivery and service vehicles for the residential and retail occupants of the structure. The drop--off lane occupies what appears to be about 40% of the plaza, and raises the question of whether it needs to be this size.	The proposed design of the Clarendon Street Plaza is as a pedestrian prioritized zone through the use of flush paving and materiality. The drop off lane, delineated by bollards and tactile paving, is designed to a minimum dimension to allow for one vehicle to pass while another is dropping off.
14.7	We are gratified that the proponent enlarged the proposed waiting area, rather than transforming it into a retail facility. However, we continue to be concerned about the redesign of the concourses to narrower passageways lined by many retail facilities. New retail activity will increase in the number of pedestrians to accommodate on the narrowed concourses.	As presented in the DEIR/DPIR and as discussed at the meeting with WalkBoston on 5/25/17, the Concourse Improvements do not reduce the circulation space available at the Concourse level. There is only a modest amount of new retail space lining the Concourse, which is intended to primarily serve the traveling public already using the Station. Much of the reconfigured space will serve MBTA, Keolis and AMTRAK-related uses.
14.8	The relocation of the commuter rail and Amtrak ticket offices to a new location at a substantial distance from either the waiting area or the entrances to the rail platforms seems ill--advised. The proposed new location is deeper within the station area, much closer to the east entrances than to the likely more important west entrances. It is also indistinguishable from adjacent retail stalls that may or may not have relevance for rail travelers. The proposed layout is occurring during a period of reduction in the number of small retail businesses in many locations, including central Boston and the Back Bay. Active ticket offices in a central location may be more important to bolster other retail outlets, and benefit the management and rental of retail stalls throughout the station area.	Please refer to Appendix B and Figure B.1 for the revised location of the Keolis and AMTRAK ticketing facility.
14.9	The proposal calls for use of the station platforms for supports for the new high--rise building being built in the Station East portion of the project. These new obstructions narrow the platforms for waiting or alighting passengers and add complexity in an environment where moving to or from access points is already complicated. This is true of both the Orange line platform, serving both directions for subway passengers and the southernmost railway platform serving commuter rail passengers to and from the south and southwest, including Providence, New York, Washington and the entire eastern seaboard. Using the existing rail platforms for construction of these supports will obstruct passenger traffic during construction as well as after completion. Designs should be carefully integrated with existing obstructions such as columns to minimize interference with passenger traffic flow.	Comment noted. The Project will minimize the impact on passenger traffic at platform level to the greatest extent possible. As discussed with the MBTA and MDOT, a minimum clearance of eight (8) feet will be maintained between the building superstructure and the platform edge to minimize platform obstructions.

Letter 15	Old South Church	
15.1	From a shadow study produced by Boston Properties, the proposed buildings would plunge our Welcome Plaza and Stained Glass windows into shadow from the hours of 8:00am-10:00am for 12 weeks of the year .... this includes times during which we hold worship services. the period of shadowing will overlap with Advent and Christmas.	As discussed at meetings with New Old South Church on April 5 and May 26, 2017, the Project is well within the height and density limits allowable in the Stuart Street District. It has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church. The Project-related shadows on the Church's facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
15.2	This project will darken our outdoor Welcome Plaza and our windows, before and during worship services, for almost a quarter of the year, every year, forever.	As discussed at meetings with New Old South Church on April 5 and May 26, 2017, the Project is well within the height and density limits allowable in the Stuart Street District. It has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church. The Project-related shadows on the Church's facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
15.3	Of particular frustration to us in the matter at hand, is that Boston Properties did not reach out to us to inform us of the shadows. We learned of this situation two weeks ago from another source.	The Proponent regrets that New Old South Church was not made aware of the shadow studies earlier, as they were presented to the public at large as part of the DEIR/DPIR public filing. As discussed at meetings on April 5 and May 26, 2017, the Project-related shadows on New Old South Church are extremely limited and are less than what is allowable under the Copley Square shadow restriction in the Stuart Street Zoning. Please note that both the Copley Place Tower and the 40 Trinity project presented similar shadow studies in their Article 80 and MEPA filings and the Proponent understands that New Old South Church raised no concerns on the shadows cast by those projects on the Church, which occur over a longer period of the year.

Letter 16	**Susan D. Prindle**	
16.1	As one who was involved in the Stuart Street zoning change, I am particularly concerned that the proposed project violates its guidelines in several significant ways: First, there is no commitment to 17.5% affordable housing requirement. This is a critical element of the Stuart Street guidelines, as it will not only enliven the area, but will reduce its transportation needs, enabling workers to live near their places of employment.	Please refer to Section 2.6 for an update on affordable housing. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
16.2	Second, the 25' Dartmouth Street setback, which is particularly important to the view and skyplane from Copley Square, is being violated.	The setback of the Garage West building ranges from 15 feet to 27 feet, creating the building's undulating façade, which adds visual interest and improves pedestrian-level wind conditions. The difference between this setback range and the 25-foot setback in the Stuart Street Zoning on the clear view of the sky plane from Copley Square, is negligible.
16.3	Despite the developer's assertions to the contrary, the wind studies do not identify any decrease in wind as a result of the alternative zoning compliant massing. (RWDI letter of 12/21/16, page 3: "These are additional minor design changes and the wind conditions at grade level are expected to be similar to the conditions predicted from the wind tunnel test.")	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
16.4	The proposed pedestrian bridges across Dartmouth, Stuart, and Trinity Place are inconsistent with the goal of enlivening the street that was an underpinning of the new zoning. I believe they should be removed from the proposed PDA.	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.
16.5	The Stuart Street guidelines state that "Proposed Projects shall incorporate advanced sustainability methods and/or accreditation that achieve certifiable status at LEED Gold or net zero energy consumption or meets or exceeds comparable environmental standards in effect, as determined through Large Project Review." Although the Garage West proposal complies with this guideline, the residential buildings do not. A project of this density, which will inevitably have significant impacts on its surroundings should, I believe, be held to the Gold standard at minimum.	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel. Since the filing of the DEIR/DPIR, the Proponent has identified additional Innovation in Design Credits to evaluate as a strategy to achieve a LEED Gold certification level for the Garage East and Station East buildings.
16.6	Public access and permeability of the site is key to preventing the creation of an impenetrable wall between the neighborhoods. The pedestrian connector from Stuart Street to the station is most important in this regard, and should be retained no matter what ramp alternative is adopted.	The Stuart Street connector is an integral part of Garage West component of the Project, and will be constructed regardless of whether or not the I-90 On-Ramp is closed.
16.7	Because of the volume of pedestrian traffic to and from the station, the sidewalk capacity should be studied	Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the pedestrian analyses that were developed

	carefully. It may be necessary to reduce the width of the furnishing strip.	and presented as part of the public outreach and discussion with the City of Boston's Citizen's Advisory Committee ("CAC"). Please also refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth, Stuart and Clarendon Streets.
16.8	I also believe the proposed garage opening and loading dock on Dartmouth are inappropriate and should be eliminated from the proposal because of potential conflict with pedestrian use.	Please note that there is no loading facility proposed on Dartmouth Street. As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please also refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
16.9	While the expansion of the Clarendon Plaza is encouraging, I believe the developer should further investigate (by a grade change or some other delineation) separating the pedestrian and vehicle paths.	The Plaza will utilize architectural bollards to protect pedestrians from vehicular traffic using the drop-off/service lane. Pedestrian circulation will be prioritized through the use of flush curbs and tactile paving along the edge of the public plaza and where the sidewalk crosses the drop-off lane. To further emphasize pedestrian priority, the material and patterning of the sidewalk will continue across the drop-off lane.
16.10	I hope the developer will be encouraged to screen the existing garage from view so that it integrates better with the design of the newer structures.	As described in Section 3.4.1 off the DEIR/DPIR, the Project proposes architectural screening of the Dartmouth and Stuart Street Garage facades as part of the demolition and reconstruction of the portion of the Garage within the Garage West Parcel. The Project does not include the screening of the Clarendon Street Garage façade. Other than the portion of Garage that is being demolished and rebuilt with the Garage West Parcel, the existing Garage façade is not being modified by the Project. Any additional screening is functionally and cost prohibitive as it may create the need to mechanically ventilate the entire existing Garage.
16.11	It would be helpful if MASSDOT'S Interchange Modification Report were completed before the building design is finalized, since it seems impossible to adequately evaluate the impacts of the proposed alternatives without that information.	Please refer to Section 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure.

16.12	Commonwealth Avenue was identified as a potential truck route for the project. The BPDA and the developers should be aware that this would be a violation of a longstanding truck and bus restriction on Commonwealth Avenue between Arlington Street and Massachusetts Avenue, instituted because of the danger of vibration to the wood pilings that support buildings in the neighborhood. Alternate routes should be found.	Commonwealth Avenue was not identified in the DEIR/DPIR as a potential truck route for the Project. All trucks accessing the Project site either during construction or operation, will be required to comply with City of Boston truck access restrictions.
16.13	Much of the transit demand in Back Bay comes from the western suburbs. Upgrading the Orange Line will not address this need. The Green Line is at capacity at rush hour now. Are there plans to upgrade the service to increase capacity? If not, can existing bus routes fill the gap until an upgrade is possible?	Please refer to Section 4.10 of the DEIR/DPIR for a detailed transit analysis. The analysis shows that a very limited number of Project trips would potentially use the Green Line, resulting in a negligible impact to existing conditions. The analysis also indicates there is enough Commuter Rail and Bus service to accommodate the Project generated trips estimated to use these transit services.
16.14	Wind continues to be a major concern in the area. Although I appreciate the efforts to install plantings around the offending buildings, I am not sure that they will survive in this environment, or provide adequate wind breaks if they do. The concept of wind screens may be a better and more permanent alternative, particularly in the area of the Hancock Tower. Follow-up onsite wind testing, as required by the Stuart Street guidelines, should be shared with the public.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
16.15	Shadow studies show significant impacts, particularly on Trinity and Old South Church. These buildings are symbols of Boston, and deserve greater respect than to be overshadowed by new construction, particularly during the holidays. The developer should be asked to study massing that would further mitigate these impacts.	The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Detailed Historic Resources Façade Shadow Study were provided in Chapter 8, *Historic Resources*, of the DEIR. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017. As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.

16.16	Solar glare is identified as a problem in several areas, but no mitigation is proposed, to with: *disturbing glare at Stuart and Dartmouth for 1-2 hours; Southwest Corridor Park two instances of disturbing glare for 1-2 hours; Mass Pike westbound, two instances of disturbing glare for 1-2 hours; disturbing glare at 100 Clarendon, Copley Place Tower, 40 Trinity, and 131 Dartmouth.* The developer does not seem to be taking responsibility for this problem. I believe he should be required to investigate alternative exterior materials that will not cause unreasonable glare.	The solar glare indicated in the DEIR analysis is *extremely* minimal (1-2 hours out of 8,760 hours per year) as a result of strategies taken to mitigate solar glare, such as (1) building massing being rectilinear, (2) glass properties being minimally reflective and (3) window openings in the residential towers (Station East and Garage East) being interrupted with opaque wall frequently.
16.17	The DPIR is not clear about whether there will be discharge into the Charles, and if so how it will be adequately purified so that it does not contribute to further pollution of the waterway.	Please refer to Section 2.4.1 for clarification on the proposed drainage systems. Stormwater runoff from the Garage West and Garage East parcels that are directed to BWSC facilities are ultimately discharged to the Deer Island Waste Water Treatment Plant. Similarly, stormwater flows from the existing Station are ultimately discharged to Deer Island. In large storm events there are combined sewer overflows to the Charles River for the BWSC and MWRA systems. There are no direct stormwater discharges to the Charles River from the Project Site.
16.18	The phasing of the proposed mitigation should be adjusted to better reflect the impacts of the project. Since the greatest traffic impact is caused by the Garage West building, all traffic mitigation measures should be tied to that building, not delayed to a later phase of the project.	Please refer to Sections 2.1 and 2.2, as well as Figures 2.5 and 2.7a-f for an updated summary of proposed Project mitigation and phasing commitments.
Letter 17	**Greater Boston Convention and Visitors Bureau – Director**	
17.1	I ask that in the not too distant future, the developers consider locating a Visitor Information Concierge in the renovated station which would provide information, answer questions and give directions the old fashion way ... maybe even a few insider tips.	The Proponent appreciates this suggestion and would be happy to discuss how a Visitor Information Concierge could be integrated into the Station.
Letter 18	**Carolyn Arrington**	
18.1	My particular objection has to do with the shadowing affect these structures will have on the important and historic buildings in Copley Square as well as over the park area. Trinity Church, considered one of the finest examples of Romanesque architecture in the world with its important Tiffany windows, the Boston Public Library's historic McKim building which in fact houses one of the most extensive collections of rare books in the nation, and the New Old South Church, an example of Northern Italian Ruskinian Gothic architecture situated at the corner of Dartmouth and Boylston Street. If this project proceeds, it will shadow (based on the studies as submitted by the developer) Old South's garden and plaza, the south and east facing facades of the building and the important stained glass windows	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a

	they hold for 12 weeks of the year during service hours and during Advent and Christmas (busiest time of the church calendar) forever. The windows light the majestic main sanctuary as well as our stone chapel; in fact, the most significant window, the east facing window over the pulpit depicts the story of the shepherds and magi being led by the star to Bethlehem.	summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letter 19	**Jacqueline S. Yessian**	
19.1	The 25-foot setback from Dartmouth Street, which allows a view corridor on Dartmouth Street between the South End and Back Bay neighborhoods. The Back Bay Station is an important civic structure amidst three neighborhoods. The streetscape, including generous space between the building face and the curb are important to preserve the prominence of the entry, a gateway to Boston.	Comment noted.
19.2	The project has not yet to commit to the Stuart Street zoning requirement for 17.5% affordable housing. In addition, the CAC is considering proposing additional affordable housing in the public benefit package.	Please refer to Section 2.6 for an update on affordable housing. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
19.3	The project has yet to commit to meeting the prescribed sustainability requirements of LEED Gold as a minimum. LEED platinum is the minimum recommended level for these times.	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel.
19.4	Although the shadow studies indicate that the buildings' shadow on Copley Square meets the zoning, no more than two hours of shadow any day during prescribed times, shadows fall onto national historic landmarks – in particular, Trinity and Old South Church, YMCA, Boston Public Library. Shadows cover church windows during the Christmas season during normally scheduled church services. These should be avoided/mitigated.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all three tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.

19.5	The project will add shadow, solar glare, pedestrian level wind, and traffic impacts that should be mitigated by the project. Specific, clear criteria should be developed to assist the developer and the public to evaluate the appropriate mitigation.	Please refer to Chapter 9, *Summary of Proposed Mitigation*, of the DEIR/DPIR, for a summary of proposed mitigation by Project Component. Please also refer to Section 2.1.6 and Figure 2.5 for summary of updated transportation mitigation commitments, and Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth, Stuart and Clarendon Streets. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017. As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses. The solar glare indicated in the DEIR/DPIR analysis is *extremely* minimal (1-2 hours out of 8,760 hours per year) as a result of strategies taken to mitigate solar glare, such as (1) building massing being rectilinear, (2) glass properties being minimally reflective and (3) window openings in the residential towers (Station East and Garage East) being interrupted with opaque wall frequently.
19.6	The developer proposes a bridge across Stuart Street. The bridge is not part of the project, nor is it under consideration in the near future. This should be removed from the project. Urban bridges are contrary to street level pedestrian vitality, which is so important to a healthy neighborhood.	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.
19.7	The shadow studies indicate that the project shadows on Copley Square fall within the Stuart Street zoning, as noted. These hours leave the park in shadow midday during the winter. The park would be much more user friendly with sunshine in the winter. The criterion for accepting an adverse impact such winter shadows as this example, should not be as low as that “they are legal”, but should take account of the severity of the harm caused. Copley Square Park is already one of the most heavily used parks in the city. With the 5,000 additional people planned to occupy the new buildings, the demand will be significantly higher on a daily basis.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on Copley Square. Not only is the duration of the shadow impact on Copley Square limited to 1 hour and 54 minutes on the longest day of impact during the regulated period, but the extent of the shadow is *de minimus*, moving across approximately 4,600 SF over 2 periods, which

		equates to approximately only 3.15 percent of the total surface area of the square.
19.8	It is unclear if the mitigation measures proposed are optimum and if claims of wind reductions in the surrounding area are justified. Nor has a program been developed to evaluate the buildings once constructed to determine where and what type of additional mitigation will be needed.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
19.9	Perhaps most important for this project for the Back Bay is the lack of sufficient vision and development of the Dartmouth and Stuart Street sidewalks in the DPIR. Dartmouth Street sidewalk is the major entry to and from the Back Bay and South End. It is also the major connector between these two neighborhoods. To date the design shown is a plan book application of the Green Streets Guidelines developed by the Boston Transportation Department. These guidelines are excellent for specific applicable locations. Although they fall short for application for a gateway to the City and primary axis between two neighborhoods – the South End and the Back Bay. The sidewalks should be more generous in width. Street furniture designed specifically for this location will be more appropriate than 5 foot planters with street trees. The existing walk provides partial shelter for pedestrians. This sheltered space is proposed to be encloses with no shelter provided in the new scheme.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DEIR/DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.

19.10	The small open space to the east of the station is minimal in size and is confused with vehicular, service, pedestrian, and bicycle movement. The plan needs further thought and detail for safety and security and to create a place people can comfortably congregate.	The proposed design of the Clarendon Street Plaza is as a pedestrian prioritized zone through the use of flush paving and materiality. The drop off lane, delineated by bollards and tactile paving, is designed to a minimum dimension to allow for one vehicle to pass while another is dropping off.
19.11	Until MassDOT and U.S. Highway Administration determine the fate of the Clarendon Street access to the Mass Turnpike, many decisions must remain open. However, a majority of the CAC remains adamant that a vehicular exit (or entrance and exit) onto this section of Dartmouth Street would pose an unacceptably increased hazard for pedestrians and vehicles on Dartmouth Street, despite implementation of technical improvements, such as horns, lights, etc.	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please also refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
19.12	The current bus stop located on the site to the east of the Station serves as an accessible multimodal transportation link between train and bus services. The current location provides an accessible, enclosed connection between the MBTA Orange Line, the AMTRAK station, and the MBTA Bus system. An alternative bus stop location, if necessitated by the project, should work equally, such as on Stuart Street.	Please refer to Section 2.1.4 and Figure 2.4 for an update on the Route 39 Bus terminus relocation.
Letter 20	**MacKenzie Bok**	
20.1	I want to stress that it is absolutely essential that the inclusionary development policy be satisfied with on-site affordable housing at this location.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
20.2	I believe that—in line with the zoning code recently generated by the Stuart Street Planning Study—asking the Proponent to designate an additional 2.5% of market rate units as affordable is a reasonable tradeoff for the increased density allowed in this area.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
20.3	...it strikes me as entirely within reason for the City to require the additional 2.5% in affordable housing. I am open to allowing the flexibility for that extra requirement to be met by nearby offsite housing (within ¾ mile from the project site), rather than literally on-site.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a

		combination of the three. Please refer to Section 2.6 for an update on affordable housing. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
20.4	If a substantial public subsidy were to be added, not currently under consideration by the CAC (such as a 121A agreement with the City of Boston), it would need to be justified by the addition of some substantial further public benefit.	The Project poses significant challenges to development, due to the air rights nature of the sites and also provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of this SID, which could justify the use of public subsidy. If a subsidy were pursued in the future, it would be the subject of a public process.
20.5	I believe the Assessor should only even consider a 121A agreement here if something major about the project changes—i.e., if it were to hugely increase its affordable housing provision well above the Stuart Street levels.	The Project poses significant challenges to development, due to the air rights nature of the sites and also provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of this SID, which could justify the use of public subsidy. If a subsidy were pursued in the future, it would be the subject of a public process.
20.6	I would urge the Proponent, as it fine-tunes the tower design, to consult with Professor Brugge's team before determining what level of air filtration system to install.	MERV 13 filters will be used for outdoor/supply air. MERV 13 filters are specifically designed to filter fine particulates such as PM 2.5 to provide good indoor air quality. Materials will also be specified that have low VOCs (volatile organic compounds). The Project will also improve indoor air quality through its construction practices by requiring a construction indoor air quality management plan which addresses storage of materials on-site, protection of duct work during construction and scheduling or sequencing of activities to minimize air quality impacts. At the end of construction, a flush out period or air quality testing will be conducted to verify air quality standards.
20.7	I would be remiss not to mention, as a parishioner of Trinity Church in Copley Square, my concern about new shadow across its western windows...it is reasonable to discuss any possible modifications that could reduce these shadows, and to consider possible mitigation for the churches.	Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letter 21	**Mary McAvity Cerulli**	
21.1	The principal source of its energy is natural gas, which will tie us to using this fossil fuel for 50 years, despite the City's efforts to reduce substantially the greenhouse gas emissions over this same period. A much stronger	The Proponent continuously evaluates renewable energy alternatives as those technologies evolve and makes genuine efforts to incorporate them when possible and financially feasible. Please refer to Appendix C for the

	emphasis should be given to the use of alternative green energy sources if Massachusetts wants to be a leader in reducing its carbon emissions and reach its Global Warming Solutions Act goals.	updated On-Site Clean and Renewable Energy Analysis Report.
21.2	There does not seem to be plans for affordable apartments. This is not right given Boston's lack of affordable housing. We need diversity to thrive.	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
21.3	The project will cast shadows on the neighborhood and especially on the windows of the several churches in the area.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
21.4	Wind is already a concern in the area and it is not sure that the mitigation measures proposed will be adequate.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
Letter 22	**Kenneth E. Kruckemeyer**	
22.1	The proposed work on the station will be performed as an up-front payment of the proponent's 99-year lease. How will subsequent updates to the station be financed?	Any future improvements to the Station during the course of the lease will be funded from a capital improvements fund that is established from annual Station revenues.
22.2	The DPIR states that the Developer wishes the site to be designated a "blighted open area." A full accounting of public funding and tax breaks is essential.	The Project poses significant challenges to development, due to the air rights nature of the sites and also provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of the FEIR, which could justify the use of public subsidy. If a subsidy were pursued in the future, it would be the subject of a public process.

22.3	Boston Properties proposes filling much of the existing circulation space with retail shops. In doing so, the station will not be able to accommodate an increase in public transportation patronage that the City will need for its economic survival. This is already-paid-for public space that should not be compromised for short-term return.	As presented in the DEIR/DPIR, the Concourse Improvements do not reduce the circulation space available at the Concourse level. There is only a modest amount of new retail space lining the Concourse, which is intended to primarily serve the traveling public already using the Station. Much of the reconfigured space will serve MBTA, Keolis and AMTRAK-related uses.
22.4	The project proposes to reduce the existing sidewalk space on Dartmouth, Stuart and Clarendon Streets. The resulting sidewalks will be insufficient to satisfy the needs of passers-by, transit, rail and bus riders, and the patrons of the proposed shops and development. Here again, space that has been constructed for active public use is to be privatized and the remaining sidewalks and streets will be less able to serve their intended function.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth, Stuart and Clarendon Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
22.5	The project proposes removing the existing ventilation tower at the rear of Back Bay Station near Clarendon Street. This tower was designed to exhaust diesel fumes	The Clarendon Street ventilation tower is not currently functional and has not been in use for many years. The MBTA and their consultants are studying an alternative to

	above sensitive receptors. The exhaust tower should only be removed at such time as a substitute exhaust shaft has been built and incorporated into the proposed residential tower.	this tower as part of the MBTA-led ventilation improvement project.
22.6	Finally, the lease for this property requires that an adequate and effective solution be established for the #39 bus, which now connects with the station and lays over in the turnaround at the east entrance to Back Bay Station. This connection between one of the most active MBTA bus lines in the region and the Orange Line, Commuter Rail and Amtrak is essential, and is especially critical for people with disabilities. The layover flexibility provided in this off-street space is also imperative to keep return trips on time. The current proposal to relocate the #39 bus to St. James Street with no connection to Back Bay Station and no off-street layover is clearly a major degradation of public accommodation.	Please refer to Section 2.1.4 and Figure 2.4 for an update on the Route 39 Bus terminus relocation.
Letter 23	**Lee Humphrey**	
23.1	The principal source of its energy is natural gas, which will tie us to using this fossil fuel for 50 years, despite the City's efforts to reduce substantially the greenhouse gas emissions over this same period. This doesn't seem to make a lot of sense. A much stronger emphasis should be given to the use of alternative green energy sources.	The Proponent continuously evaluates renewable energy alternatives as those technologies evolve and makes genuine efforts to incorporate them when possible and financially feasible. Please refer to Appendix C for the updated On-Site Clean and Renewable Energy Analysis Report.
23.2	Traffic will probably increase in the neighborhood with the possibility of gridlock as a result.	A detail transportation analysis, including a level-of-service (LOS) analysis was conducted and presented in Chapter 4 of the DEIR/DPIR. The analysis concluded that the Project will have a modest impact to the surrounding intersections and mitigation has been proposed. Please refer to 2.2 of this SID, which outlines all proposed Project improvements and mitigation.
23.3	Wind is already a concern in the area and it is not sure that the mitigation measures proposed will be adequate.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
23.4	Particularly of concern are the shadows that the project will cast on the neighborhood and especially on the windows of the several churches in the area.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration.

		Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letter 24	**Michael McCord**	
24.1	It is not enough to ask if new buildings are meeting the highest levels of LEED requirements (and these buildings, as currently proposed, aren't even attaining platinum ratings); they must go beyond this still too low bar.	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel. The project is exceeding minimum requirements for energy performance, indoor potable water use, GHG emissions and LEED certification (Article 37).
24.2	Related to this, of course, is the plan of National Grid to install a new intermediate pressure fracked gas pipeline under Boston's streets and sidewalks-ostensibly to service all this new construction, but quite likely as a longer term plan to transport fracked gas to tanker stations north of the city for export. That, too must be stopped, and requiring that these projects be free of fracked gas for heating and cooling is an important first step. Of course, the developers will say it is too expensive, but a warmed planet, let alone a submersed Back Bay, will also have some costs that if not for them, then for their children.	Comment noted.
Letter 25	**Jacqueline Royce**	
25.1	I see many benefits to an improved Back Bay Station concourse, but other than long-overdue ventilation improvements, I heard of no planned improvements to the dark, unpleasant train platform experience. As I understand it, no funding is allocated to making the platform experience where you arrive or board the train a positive experience. No artwork or improved, modern lighting, or design was evident.	The Station platform is outside of the Proponent's leased premises at the Station and any improvements in this area will need to be designed and performed by the MBTA. As discussed in detail in the DEIR, in addition to assuming property management responsibilities for the Station Concourse, the Proponent has committed to funding and executing $32M in Concourse Improvements and has also funded $5M for the MBTA's ventilation improvement project. In addition, the Project delivers multiple significant upgrades to the Station, including new accessible entrances from Stuart and Clarendon Streets, a new public plaza on Clarendon Street serving as a forecourt to the Station entrance and redundant elevators.
25.2	The exterior design does not enhance the neighborhood or fit into the scale of existing buildings, destroys historic character, and offers an unsettling, off-balance, and unwelcome addition to the skyline. The buildings are too tall for too small building site.	This neighborhood contains not only historic structures, but also many modern buildings, including the 1976 200 Clarendon building (formerly known as the John Hancock Tower), the 1987 Back Bay Station and the 2009 One Clarendon building. In addition, 3 other new projects have been approved in the Stuart Street Corridor and are yet to be constructed. The variety of architectural periods and styles is one of the defining characteristics of the neighborhood. As described in Section 3.3 of the DEIR, the

		Project will reinforce Boston's "high spine" planning strategy, which was developed to preserve the character of the City's historic neighborhoods by concentrating growth between them, and using new development to stitch disconnected neighborhoods together into a continuous urban fabric.
25.3	The buildings, apparently, do not go beyond LEED Silver or Gold, whereas projects in 2017 should reach platinum and beyond in order to take advantage of the possibility to lead the way to future sustainable buildings	Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel. Since the filing of the DEIR/DPIR, the Proponent has identified additional Innovation in Design Credits to evaluate as a strategy to achieve a LEED Gold certification level for the Garage East and Station East buildings.
25.4	Have you considered any easy, best-practices, green infrastructure efforts e.g. rain gardens on Clarendon and vertical gardens in the MBTA Concourse?	Please note the vast majority of the Site is not on terra firma, but rather on concrete decks spanning transportation infrastructure below. Please refer to Section 2.2and Figures 2.7a-f for public realm/landscaping plans. Due to the limited amount of terra firma on the Project Site, where feasible, the Project's streetscape design utilizes green infrastructure. The Station East Project proposes providing a vertical garden within the public winter garden area.
25.5	Will the project seriously reconsider bridging costs/benefits of clean energy alternatives?	The Proponent continuously evaluates renewable energy alternatives as those technologies evolve and makes genuine efforts to incorporate them when possible and financially feasible. Please refer to Appendix C for the updated On-Site Clean and Renewable Energy Analysis Report.
25.6	Can you consider wider setbacks on Dartmouth Street with more open space and greenery at sidewalk level to create an extension of South West Corridor?	Please refer to Section 3.5 of the DEIR/DPIR for a detailed discussion on site design, including the incorporation of BTD's Complete Streets Guidelines. Please also refer to Sections 1.2 and 3.4 of the DEIR/DPIR for a discussion of Site constraints. The vast majority of the Site is not on terra firma, but rather on concrete decks spanning transportation infrastructure below. Please also refer to Section 2.2 and Figures 2.7a-f of the FEIR for public realm/landscaping plans.
25.7	The transportation issues of gridlock and impact on new traffic generated by the project have not been adequately addressed	A detailed transportation analysis, including a level-of-service (LOS) analysis was conducted and presented in Chapter 4 of the DEIR/DPIR. The analysis concluded that the Project will have a modest impact to the surrounding intersections and mitigation has been proposed. Please refer to Section 2.1 of the SID, which outlines all proposed Project improvements and mitigation.
25.8	Will you seriously reconsider the impact of increased private vehicles, pedestrian, train, bus, and bike traffic?	Please refer to Chapter 4 of the DEIR/DPIR and Figures therein for details of the Transportation Impact Study (TIA) performed for the Project.
25.9	I heard no discussion about low/middle income housing on site	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a

		combination of the three. Please refer to Section 2.6 for an update on affordable housing.
25.10	Have sufficient wind mitigation measures been addressed?	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
Letter 26	**Priscilla Lavin**	
26.1	No commitment to meet affordable housing requirement	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
26.2	Dartmouth Street setback is ignored, which will impair the view and visibility of the sky from Copley Square	The setback of the Garage West building ranges from 15 feet to 27 feet, creating the building's undulating façade, which adds visual interest and improves pedestrian-level wind conditions. The difference between this setback range and the 25-foot setback in the Stuart Street Zoning on the clear view of the sky plane from Copley Square, is negligible.
26.3	Undesirable street impact of a proposed pedestrian bridge across Stuart Street	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.
26.4	Non-compliance of some buildings with targets for sustainability of new buildings	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel. The Project is exceeding minimum requirements for energy performance, indoor potable water use, GHG emissions and LEED certification (Article 37).
26.5	Possibility of gridlock in the neighborhood as a result of the additional traffic generated by the project	A detail transportation analysis, including a level-of-service (LOS) analysis was conducted and presented in the DEIR/DPIR. The analysis concluded that the Project will have limited impact to the surrounding intersections and mitigation has been proposed. Please refer to Section 2.2 of this SID, which outlines all proposed Project improvements and mitigation.
26.6	Impact of the new traffic generated by the project on already major choke and crash points at the Beacon Street intersections with Berkeley and Clarendon Streets	See response above. The Proponent is continuing to coordinate additional crash analysis and potential Roadway Safety Audits including these intersections with MassDOT.
26.7	Capacity of narrower sidewalks on Dartmouth Street - will they be adequate for the peak hour crowds going to and from Back Bay station?	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies

		include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17 ft. pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5 ft. furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
26.8	Proposed garage opening and loading dock on Dartmouth Street	Please note that there is no loading facility proposed on Dartmouth Street. As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please also refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.

26.9	Wind is already a major concern in this area and it is unclear if the mitigation measures proposed are optimum and claims of wind reductions are justified.	As demonstrated in the wind analyses presented in the DEIR/DPIR, the Project minimizes wind impacts and offers significant improvements in pedestrian-level wind conditions, particularly along Stuart and Clarendon Streets. Additional targeted wind mitigation elements such as building canopies and screens will be explored as the Project design progresses.
26.10	Solar Glare - no mitigation has been proposed so far, although this has been identified as a problem for some locations.	The solar glare indicated in the DEIR analysis is *extremely* minimal (1-2 hours out of 8,760 hours per year) as a result of strategies taken to mitigate solar glare, such as (1) building massing being rectilinear, (2) glass properties being minimally reflective and (3) window openings in the residential towers (Station East and Garage East) being interrupted with opaque wall frequently.
Letter 27	**Kristen C. Field**	
27.1	I am concerned that projects in Boston currently are notably lacking in protecting pedestrian and cyclists and also providing pleasant street furniture for the public to gather on wide walkways.	The Project includes many public improvements, specifically aimed towards pedestrians and cyclists, throughout the entirety of the Project Site. Furnishing zones buffer sidewalks from vehicle traffic, and include bike racks, benches, planters, and street trees. These amenities not only help to protect pedestrians along sidewalks, but also enhance the user experience by providing shade, wind mitigation, and moments of respite. The design currently includes short term bike parking within the furnishing zone, as well as bike lanes along Dartmouth and Stuart Streets. The Proponent will continue to work closely with MassDOT and the City of Boston on the bicycle facilities and accommodations proposed by the Project.
27.2	…the development projects I have seen pay little attention to the fact that we already have too many vehicles on our city streets and generally find easy ways to provide parking within the project but dump cars out into the neighborhood willy nilly. Vision Zero is working to reduce fatalities from crashes to zero and adding more and more cars to our city is likely to defeat that goal.	The extensive public realm improvements, enhancement of non-auto modes and TDM strategies to be implemented as part of the Project are intended to minimize auto trips and are consistent with the goals and objectives of "Vision Zero".
Letter 28	**Josh Zakim**	
28.1	I remain troubled by the hazard presented to pedestrians and motorists alike with the current plans for vehicular circulation into and out of the garage area.	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for more detail on the measures that would be implemented to minimize pedestrian/vehicular conflicts on Dartmouth Street if the On-Ramp remains open.
28.2	As this review process moves forward, I also want to ensure that sufficient affordable housing units and	The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development

	opportunities for homeownership are included as a part of this project. These elements will be crucial for increasing neighborhood stability and fostering civic life in our growing community.	Policy, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. Please refer to Section 2.6 for an update on affordable housing.
Letter 29	**Peter Papesch**	
29.1	…although seemingly not overwhelming when viewed in the context of its high-rise neighbors, the project nevertheless accentuates the sense of human alienation because it is so far out of scale for the pedestrians as well as its residential and office neighbors. Given the design of 3 separate tall structures, did the designers consider what the occupants of the new towers will look down on? As example, the views from the upper levels of the new 888 Boylston building are a dismal collection of arid roof-tops sprinkled with mechanical equipment and little else - not a very inspiring vista, and one which presages the views from the Gateway Project towers. Could not the design team and their BPDA counterparts influence how the adjacent rooftops of lower buildings might be enhanced?	Comment noted. Views are always considered as part of a design process. Rooftops of adjacent lower buildings outside of the property line are not part of the Project.
29.2	…coupled with the Gateway Project's uninspiring views is the glaring absence of non-anthropomorphic nature, i.e. green space. Vegetation helps soften the harsh lines of man-made structures while simultaneously providing at least a moderate amount of C02-absorption capability, not to mention its characteristic of reducing urban heat island effects;	Please note the vast majority of the Site is not on terra firma, but rather on concrete decks spanning transportation infrastructure below. Please refer to Section 2.2 and Figures 2.7a-f for public realm/landscaping plans. Due to the limited amount of terra firma on the Project Site, where feasible, the Project's streetscape design utilizes green infrastructure. The Station East Project proposes providing a vertical garden within the public winter garden area.
29.3	…from an operational and long-term climate change mitigation viewpoint, and if the project needs to be built, it behooves both the designers and their BPDA counterparts to ensure that the building incorporates to the maximum extent possible the eventual switch-over from fossil fuel energy supplies to lighting/electrical, mechanical and heating systems which are entirely electricity-driven; this involves planning for the eventual - i.e. future - switch to a single AC converter to an all-DC system within each portion of the Gateway Center or even the entire Gateway Center; such a grid system can be planned to rely maximally on a low-voltage DC power supply network to all daily equipment used by the Gateway Center's occupants such as LED lighting, telecom equipment, portable power tools, and computers and their associated USB products. Such a design provision would also incorporate from the start an eventual further reduction in GHG emissions from the Gateway Center at much lower costs than would be required to retrofit the complex later for these same features.	The project is planned to exceed current stretch energy code requirements and utilizing water-sourced heat pumps (electric) for the residential towers. Equipment life cycles will require at least one replacement prior to the City of Boston's 2050 commitment. At such a time when equipment is being replaced, appropriate low carbon, and presumably more energy efficient equipment can be installed to further enhance the energy performance and emissions of the building.

Letter 30	**Paul Johnson**	
30.1	Will BPX be seeking Chapter 121A status for Back Bay Station project?	The Project poses significant challenges to development, due to the air rights nature of the sites and also provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of the SID, which could justify the use of public subsidy. If a subsidy were pursued in the future, it would be the subject of a public process.
30.2	How about this, we commence a genuine, transparent public discussion as to the "potential" cash outlay from the People of Boston, the Commonwealth of Massachusetts and any federal monies you will seek for the Back Bay Station project.	The Project poses significant challenges to development, due to the air rights nature of the sites and also provides significant and extraordinary public benefits as enumerated in detail in the DEIR/DPIR and in Section 1.7 of the SID, which could justify the use of public subsidy. If a subsidy were pursued in the future, it would be the subject of a public process.
Letter 31	**Jacqueline Royce**	
	As part of the Green Committee of The Neighborhood Association of Back Bay, we strongly urge the project to develop plans that advance a net zero approach to energy. No new pipelines for fracked gas that commits us to fossil fuels instead of renewable energy.	The Proponent continuously evaluates renewable energy alternatives as those technologies evolve and makes genuine efforts to incorporate them when possible and financially feasible. Please refer to Appendix C for the updated On-Site Clean and Renewable Energy Analysis Report. Please also refer to 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel.
Letter 32	**Linda Edelblut**	
32.1	My only concern with the project is in regard to the amount of retail planned for Back Bay-I'd hate to see it become like a mall (particularly at the expense of escalators/easy flow of commuter passage).	The Station Concourse Improvements do not reduce the circulation space available at the Concourse level. There is only a modest amount of new retail space lining the Concourse, which is intended to primarily serve the traveling public already using the Station. Much of the reconfigured space will serve MBTA, Keolis and AMTRAK-related uses.
Letter 33	**Emily Gallup**	
33.1	Think of the shadows this structure will cause in the Public Garden, the Boston Common, and throughout the Back Bay!	Please note the Project does not cast *any* shadow on the Public Garden or the Boston Common. Detailed shadow studies were included and discussed in Section 6.3 of the DEIR/DPIR. Shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all three tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration.

		Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letters 34-86	**Various Letters of Support**	
	The Project Team thanks you for your support of the Project.	
Letter 87	**Gary Tondorf-Dick**	
87.1	What is so accurately portrayed as a "balancing act between height and history" has a more profound ephemeral impact as the shadows of these new towers eliminate the sun from reaching these timeless and irreplaceable cultural and religious buildings such as the Copley Square Library, Trinity Church and the Old South Church. These iconic buildings were designed to allow the natural sunlight to daylight the interior spaces and to enliven the cultural and religious imagery of the stained glass window motifs so critical to the interior spaces. The quality of the cultural and religious experience within these spaces will be forever diminished and the structural integrity of these buildings impacted by the shadow effect of these high rise towers proposed.	As discussed in Section 6.3 of the DEIR/DPIR, shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
Letter 88	**BPDA Urban Design**	
88.1	It is understood that the pedestrian realm will continue to be developed and improved as the Project moves forward. We appreciate the additional design work and material in this regard. As a general rule, please continue to maximize the pedestrian capacity and connectivity of the sidewalks along all three major bordering streets.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval

		of the Project's sidewalk dimensions proposed in the DEIR/DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17-foot pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5-foot furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
88.2	On Clarendon, the revised open area (now a 11,000-SF plaza) and narrowed drop-off area are positive improvements. Work to achieve as much sidewalk width as possible, particularly outboard of the Garage East site, which has a number of dimensional constraints. Consider eliminating or minimizing drop-off lanes.	Comment noted. Please refer to Section 2.2.5 for a discussion of curb-side loading and drop-off lanes.
88.3	Continue to enhance the reading of the new Station entry on Stuart Street and its public approach.	Comment noted. Please refer to Section 2.2.3 and Figures 1.8f-1.8i for an update on the design of the Stuart Street through block connector.
88.4	Stuart Street has greatly improved in simplicity and clarity of connections, especially at the corners. As with all sidewalks here, because of the high amount of pedestrian flows, maximize the width, and in particular allow for easy flows from the improved Station connecting corridor.	Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a and 2.7c, for plans detailing public realm improvements along Stuart Street. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
88.5	The new Stuart Street entry provides greater porosity into and from the station, as well as to the surrounding	Please refer to Section 2.2.3 and Figures 1.8f-1.8i. The Stuart Street through block connector has been carefully scaled to integrate into the continuous street frontage, and active and

	neighborhood. Consider greater enhancements to this new side door.	vibrant ground floor uses such as retail, restaurants and building lobbies along Stuart Street. A full width canopy, Station signage and a slightly recessed glass façade will signify a civic entrance, and differentiate the through block connector from adjacent retail and lobby entrances. The proposed location of the bus stop along Stuart Street, and the configuration of trees and street furniture in front of the through block connector will support the importance and functionality of the Station entrance, and will continue to be evaluated as the Project design is advanced.
88.6	The continued refinement (again, maximizing width for pedestrian flows) of the corner of Dartmouth and Stuart Streets shown at the BCDC on May 30th is applauded and should be retained.	The Proponent appreciates this recognition of the Project's benefits.
88.7	The detailed exposition of the Dartmouth Street sidewalk has helped all to understand the necessary balance of public realm and public passage. This should be continued in explorations of the daily drop-off operations in defined areas. Continue to work to provide ample pedestrian flow space at the juncture between the Station and the sidewalk.	As described in Section 2.2.5, accessible drop-off areas are planned at necessary locations along Stuart Street, Dartmouth Street, and off Clarendon Street in proximity to Station and lobby entrances. The public realm design maximizes the length of available curb-side drop-off, while ensuring that these activities do not compromise pedestrian flow or quality of experience. The proposed curbside uses are shown in Figures 2.9a and 2.9b for the Base and Alternate Scheme, respectively. As described in Section 1.5.2 and shown in Figure 1.10b, and Figures 2.7c and 2.7f, since the DEIR/DPIR, the Proponent has significantly widened the pedestrian zone along Stuart Street, which is now 14.5 feet (previously 11 feet in the DEIR/DPIR). In addition, the Garage West building footprint at the ground floor has been pushed in two (2) feet, allowing for a widened pedestrian zone of 17 feet (previously 15 feet in the DEIR/DPIR) and increasing the overall sidewalk width from 21.5 feet to 23.5 feet.
88.8	We strongly support the closing of the 1-90 ramp, which would result in the much-preferred Alternate Scheme - which results in no garage exit across the busy sidewalk onto Dartmouth Street.	As described in Section 1.3, the Garage exit onto Dartmouth Street is needed if the I-90 On-Ramp remains open. Please refer to Sections 1.3 for an update on MassDOT's IMR regarding the I-90 On-Ramp closure. Please refer to Section 2.1.2.3 and Figures 2.1 and 2.2 for a discussion of measures that would be incorporated in the design of the Dartmouth Street garage exit to minimize pedestrian/vehicular conflicts in the event that the On-Ramp remains open and the driveway is needed.
88.9	We appreciate the clarification of the operational changes to MBTA Bus Route No. 39.	Comment noted.
88.10	Above-grade pedestrian connections: We applaud the removal of the above-grade pedestrian connection over Dartmouth Street and the strengthening and clarification of the at-grade crossing - and possible further enhancement of the existing below-grade connection.	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.

	We ask that you additionally remove any above-grade pedestrian connections over Stuart Street as they do not contribute to the public realm and are not required as part of this Project.	
88.11	We appreciate your modest further refinement of the architectural expression of the towers, particularly the two residential towers on the east. The strategies for the office tower design are interesting, and we suggest that the conceptual treatment could be refined to become more cohesive as an architectural expression while still addressing wind impacts and the desire (which we support) for green amenity terraces.	Please refer to Section 2.2.4, for an update on the Projects exterior facade strategies, and to Figures 2.8a-c for conceptual façade renderings of the Garage West, Garage East and Station East Project Components. The Project team will further investigate the façade treatments of all four buildings during schematic design and design development phases.
88.12	The reduction of Station West from two levels of retail above the main floor to one level is a welcome and robust response - it allows for more natural light to permeate the space, while also giving a much stronger acknowledgement of the integrity of the Back Bay Station architecture, which the Proponent is restoring. The conceptual connecting internal retail bridge here, if required, has been designed to fit within the Station architecture and is thin, open, and elegant.	The Proponent appreciates this recognition of the Project's benefits.
88.13	Additionally, the BPDA concurs that an amendment to the existing PDA is clearly the most appropriate path to project entitlement.	Comment noted.
88.14	… while the project is not subject to the 2016 update to the City's Inclusionary Development Policy due to its filing date, we desire to see an acknowledgement of the additional affordable housing requirements identified within the Stuart Street Zoning.	Please refer to Section 2.6 for an update on affordable housing. The Proponent reiterates that the Project will comply with the City of Boston's applicable Inclusionary Development Program, which provides that affordable units may be created on-site, off-site, through a payment-in-lieu, or through a combination of the three. The details on the affordable housing component will be addressed with the City as the Project progresses. The zoning mechanism for the Project will be an amendment to the existing PDA No. 2. The expense and complexity of air rights development over active transportation infrastructure creates significant barriers to development that are considerable factors when evaluating project feasibility. In addition, while not subject to the Stuart Street Zoning, the Project is significantly under the height and density allowable in the Stuart Street District and cannot support additional affordable housing requirements.
88.15	…the Proponent should outline a strategy to achieve a minimum of LEED Gold Certification for all three major tower elements.	Please refer to Section 2.5 and Figures 2.12a-d. Updated LEED checklists have been provided for all parcels which indicate an additional 2-3 points at each parcel. Since the filing of the DEIR/DPIR, the Proponent has identified additional Innovation in Design Credits to evaluate as a strategy to achieve a LEED Gold certification level for the Garage East and Station East buildings.

88.16	The Pedestrian Connector (Bridge) across Stuart Street, should be eliminated; it is not required and remains unrelated to the proposed project under review.	Please refer to Section 1.5.2 for a summary of Project refinements since the DEIR/DPIR, including updates on the pedestrian bridge connections.
88.17	The potential phasing of the Proposed Project (with a description of interim conditions) and possibly concomitant phasing of public benefits should be fully described.	Please refer to Sections 1.5.2, 2.1 and 2.2, as well as Figures 2.5, 2.6 and 2.7a-f for an updated summary of proposed Project mitigation and phasing commitments. Please also refer to Section 1.7 for a complete description of public benefits to be delivered by phase.
88.18	Eliminate or minimize drop-off lanes throughout the site. Where a need is demonstrated to the satisfaction of BTD and BPDA staff, clarify operations of the drop-off and ensure the minimization of impacts on the public realm, with particular regard to pedestrian flow and quality of experience.	As described in Section 2.2.5, accessible drop-off areas are planned at necessary locations along Stuart Street, Dartmouth Street, and off Clarendon Street in proximity to Station and lobby entrances. The public realm design maximizes the length of available curb-side drop-off, while ensuring that these activities do not compromise pedestrian flow or quality of experience. The proposed curbside uses are shown in Figures 2.9a and 2.9b for the base and Alternate Scheme, respectively. As described in Section 1.5.2 and shown in Figure 1.10b, and Figures 2.7c and 2.7f, since the DEIR/DPIR, the Proponent has significantly widened the pedestrian zone along Stuart Street, which is now 14.5 feet (previously 11 feet in the DEIR/DPIR). In addition, the Garage West building footprint at the ground floor has been pushed in two (2) feet, allowing for a widened pedestrian zone of 17 feet (previously 15 feet in the DEIR/DPIR) and increasing the overall sidewalk width from 21.5 feet to 23.5 feet.
88.19	Provide any further information developed on shadow impacts on historic resources, including the windows and building fabric of both the New Old South and Trinity Churches, and the Boston Public Library.	Shadow impacts have been minimized to the extent practicable to avoid noticeable pedestrian impacts, and are in compliance with the specific requirements of the Stuart Street Zoning District, including the 2-hour shadow limitation on Copley Square. The Project has been designed to respect the Copley Square 2-hour shadow restriction collectively across all 3 tower components, which has the effect of minimizing shadows on area historic resources, including New Old South Church and Trinity Church. The Project-related shadows on the Churches' facades and stained glass windows are very limited in annual and daily duration. Please refer to Section 2.3 and to Appendix F for additional information on professional assessments of shadow and wind impacts and to Figures 2.10a-c and 2.11a-c for a summary of additional shadow studies specifically focused on the stained-glass windows of New Old South Church and Trinity Church. These shadow studies were also included in the memorandum submitted to MHC on May 16, 2017.
88.20	Provide already completed updates and any further developed clarity for the streetscapes along Dartmouth, Stuart, and Clarendon Streets.	As presented in the DEIR/DPIR and at multiple CAC and public meetings, extensive study has gone into the design of the sidewalks surrounding the Project. These studies include pedestrian level of service (PLOS) analysis, which has

		shown that the sidewalks along Dartmouth and Clarendon Streets will operate at a LOS A during the peak hour. Please refer to Section 2.1.2.2 and Figures 2.14 and 2.15 for a summary of the PLOS analysis. BTD's Complete Streets Guidelines ("CSG") are recommended for use across the entire city and provide a range of street types to account for areas with greater or lesser pedestrian traffic. The Project is using the street type with the most generous sidewalk dimensions as its reference – the Downtown Commercial Street. It should be noted, that in their comment letter, BTD expressed approval of the Project's sidewalk dimensions proposed in the DPIR. Please refer to Section 1.5.2 and to Figures 1.10a-b, for updates on sidewalk dimensions since the DEIR/DPIR, and to Section 2.2 for a detailed description of the Project's public realm improvements, and to Figures 2.7a-c, and 2.7f for plans detailing public realm improvements along Dartmouth and Stuart Streets. Along Dartmouth Street, the Project now proposes a generous 15 to 17-foot pedestrian zone that exceeds even the maximum dimension recommended by BTD's CSG by 3 to 5 feet, and a 6.5-foot furnishing zone. South of the Station entrance along Dartmouth Street, the furnishing zone will transition to a 1.5-foot dimension that meets the minimum recommendation. This allows for the pedestrian zone to transition to accommodate an existing raised outdoor restaurant patio. Within this area the pedestrian zone ranges from 17.75 feet to 13 feet, which still exceeds the minimum recommendation. Since the filing of the DEIR/DPIR, the Proponent has increased the width of the pedestrian zone on Stuart Street from 11 feet to 14.5 feet and decreased the furnishing zone in this area from 6.5 feet to 4 feet. Again, the pedestrian zone exceeds the CSG recommended dimension.
88.21	Provide a strategy for the effective screening - including both landscaping and/or architectural treatment - of all the major visible (and undeveloped as proposed by the Proponent) faces of the garage, notably Clarendon Street opposite Frieda Garcia Park, the exposed southern face at the Clarendon Street entry plaza, and as viewed down Trinity Place.	As described in Section 3.4.1 off the DEIR/DPIR, the Project proposes architectural screening of the Dartmouth and Stuart Street Garage facades as part of the demolition and reconstruction of the portion of the Garage within the Garage West Parcel. The Project does not include the screening of the Clarendon Street Garage façade. Other than the portion of Garage that is being demolished and rebuilt with the Garage West Parcel, the existing Garage façade is not being modified by the Project. Any additional screening is functionally and cost prohibitive as it may create the need to mechanically ventilate the entire existing Garage.
88.22	Provide enhanced views that include insets of the designed Project, rather than white outline massings.	Please refer to Figures 1.8p through 1.8s for additional rendered views of the Project.

	Additionally, provide more views (in part defined at the end of the May 30th BCDC meeting) from Copley Square, Boylston Street, and up and down Dartmouth Street (from near the Columbus Avenue intersection, from the corner of the BPL, from the southwest corner of Newbury Street) - all from ground level.	
88.23	Provide views of the new station side entry on Stuart Street. Continue to refine façade strategy of Garage West building at the ground level to provide clarity to office tower entry, station entry, and retail entry. Continue coordination of new bus stops and tree plantings also located in the vicinity of the new Stuart Street entry.	Please refer to Section 2.2.3 and Figures 1.8f-1.8i for an update on the design of the Stuart Street through block connector. Please also refer to Section 2.2.4, for an update on the Projects exterior facade strategies, and to Figures 2.8a-c for conceptual façade renderings of the Garage West, Garage East and Station East Project Components. The Project team will further investigate the façade treatments of all four buildings during schematic design and design development phases.
88.24	Investigate further shaping and crafting of the towers. The office building is noted above. For the two residential, evolve the differentiated 'familial' strategy of the design, and explore additional dimensional texture, possibly shaping the top of at least one of the two.	Please refer to Section 2.2.4, for an update on the Projects exterior facade strategies, and to Figures 2.8a-c for conceptual façade renderings of the Garage West, Garage East and Station East Project Components. The Project team will further investigate the façade treatments of all four buildings during schematic design and design development phases.
88.25	Work to strengthen the sense of the continuity of the public passage through the Station from Clarendon Street to Dartmouth Street. Potentially look for opportunities to celebrate the transition point at the old east facade.	Please refer to Section 2.2.3 and Figures 1.8m – 1.8o for an update on the design of the Clarendon Street through block connector.
88.26	Continued attention to public art - provide a potential curated approach to the installation of artwork in the major public spaces shaped by this Project.	As described in Section 2.2.6, public art is an important consideration in the Station. The Proponent is committed to honoring the legacy of A. William Randolph, and will carefully evaluate potential locations to relocate the statue and other historical materials as part of the Concourse Improvements. Additionally, opportunities for public art will be considered in the new Public Plaza, near the Station Entrance along Dartmouth Street, and in the Clarendon Street Connector and Winter Garden.

APPENDIX A: BPDA Request for Supplemental Information on the DPIR

BOSTON PLANNING & DEVELOPMENT AGENCY

REQUEST FOR SUPPLEMENTAL INFORMATION
BACK BAY SOUTH END GATEWAY PROJECT

SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL INFORMATION REQUEST

PROPOSED PROJECT:	BACK BAY SOUTH END GATEWAY PROJECT
PROJECT SITE:	LOCATED PRIMARILY OVER ACTIVE TRANSPORTATION INFRASTRUCTURE, INCLUDING THE I-90 EXTENSION OF THE MASSACHUSETTS TURNPIKE (the "I-90") AND THE TRACK AND CONCOURSE LEVELS OF THE STATION, THE PROJECT IS ROUGHLY BOUNDED BY DARTMOUTH STREET TO THE WEST, STUART STREET AND TRINITY PLACE TO THE NORTH, TRINITY PLACE AND CLARENDON STREET TO THE EAST, AND THE SOUTHERN PROPERTY LINE OF THE STATION TO THE SOUTH
PROPONENT:	BP HANCOCK, LLC
DATE:	JULY 05, 2017

The Boston Redevelopment Authority ("BRA") d/b/a The Boston Planning & Development Agency ("BPDA") is issuing this Supplemental Information Request in response to a Draft Project Impact Report ("DPIR") which BP Hancock, LLC (the "Proponent"), filed for the Back Bay South End Gateway project on January 31, 2017. Notice of the receipt by the BPDA of the DPIR was published in the Boston Herald on January 31. 2017, which initiated a public comment period with a closing date of April 17, 2017. Comments received since then have subsequently been added as well.

This document is not a Preliminary Adequacy Determination as we are not requesting a Final Project Impact Report. This document is only requesting that the Proponent provide more details around the information that was submitted in the DPIR and respond to all comments and feedback received during the initial comment period. When the Proponent files a response to this request we will start a new comment period and continue the public review process.

On December 29, 2015, the Proponent filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On March 29, 2015 the Proponent filed a Project Notification Form (PNF) pursuant of Article 80 Large Project Review for a proposal, which includes the redevelopment of four distinct air rights development parcels situated above and adjacent to the MBTA's Back Bay Station. The Proponent was issued a scoping determination on August 30, 2017, asking them to respond to public, city agency and BPDA staff questions and feedback. The Proponent did so by filing a DPIR on January 31, 2017 by updating their proposal of a mixed-use redevelopment project encompassing four distinct sites and comprising up to approximately 1.26 million square feet, and consisting of a new office building with ground floor retail, two new residential buildings, and a one-story vertical retail expansion of the existing Massachusetts Bay Transportation Authority's ("MBTA")

Back Bay/South End Station (the "Station"). The proposed Project will also result in the partial redevelopment of the existing 100 Clarendon Street Parking Garage (the "Garage"). This transformational development will deliver up to approximately 592,000 square feet of commercial office space, up to approximately 62,000 square feet of retail and restaurant space, and up to approximately 600 residential units in addition to project-related parking, loading and service uses (the "Project"). Notably, as certain components of the project are delivered, they will also create improved access to the existing Station. DPIR was sent to the City's public agencies pursuant to Section 80A-2 of the Code.

After the DPIR was filed, the BPDA hosted two more public meetings and five more Citizens Advisory Committee meetings while under Article 80 Large Project review. The public meetings were held on March 1, 2017 and April 4, 2017, both at the Boston Common Hotel and Conference Center at 40 Trinity Place. The meeting on April 4, 2017 was an open house format meeting with representative from multiple city agencies and the development team. Both meetings were advertised in the *Boston Guardian, Bay State Banner, South End News* as well as through the BPDA website.

The five CAC meetings, all of which were advertised via the BPDA website and standard email notifications, were also held at the Boston Common Hotel and Conference Center at 40 Trinity Place and took place on:

February 23, 2017
March 13, 2017
March 29, 2017
April 6, 2017
April 13, 2017

Written comments in response to the DPIR received by the BPDA from agencies of the City of Boston and elected officials are included in **Appendix A** and must be answered in their entirety. Written comments in response to the DPIR received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety. Written comments in response to the DPIR received by the BPDA from the Citizens Advisory Committee ("CAC") are included in **Appendix C** and must be answered in their entirety.

Supplemental Information is requested that the BPDA requires for its review of the Proposed Project in connection with Article 80 of the Code, Development Review and Approval and other applicable sections of the Code.

I. PROJECT DESCRIPTION

The Proponent is proposing a mixed-use redevelopment project encompassing four distinct sites and comprising up to approximately 1.26 million square feet, and consisting of a new office building with ground floor retail, two new residential buildings, and a one-story vertical retail expansion of the existing Massachusetts Bay Transportation Authority's ("MBTA") Back Bay/South End Station (the "Station"). The proposed Project will also result in the partial redevelopment of the existing 100 Clarendon Street Parking Garage (the "Garage"). This transformational development will deliver up to approximately 592,000 square feet of commercial office space, up to approximately 62,000 square feet of retail and restaurant space, and up to approximately 600 residential units in addition to project-related parking, loading and service uses (the "Project"). Notably, as certain components of the project are delivered, they will also create improved access to the existing Station.

Located primarily over active transportation infrastructure, including the I-90 Extension of the Massachusetts Turnpike (the "I-90") and the track and concourse levels of the Station, the Project is roughly bounded by Dartmouth Street to the west, Stuart Street and Trinity Place to the north, Trinity Place and Clarendon Street to the east, and the southern property line of the Station to the south (the "Project Site" or "Site").

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 BPDA a filing with supplemental information that meets the requirements of this request by detailing the Proposed Project's impacts and proposed measures to mitigate, limit or minimize such impacts. After submitting the supplement information filing, the Proponent shall publish notice of such submittal. Public comments, including the comments of public agencies, shall be transmitted in writing to the BPDA after the public notice has been published. If the BPDA determines that the filing of supplement information 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 BPDA to issue a Certification 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, 15 copies of a bound booklet and an electronic copy (PDF format) containing all submission materials reduced to size 8-1/2" x 11", except where otherwise specified are required. The electronic copy should also be emailed to Michael Rooney at Michael.Rooney@Boston.gov. 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 request for supplemental information should be included in the booklet for reference.

A. General Information

1. Applicant/Proponent Information
   a. Development Team
      (1) Names
         (a) Proponent (including description of development entity and type of corporation, and the principals thereof)
         (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 judgments or actions pending concerning the Proposed Project

(2) History of tax arrears on property owned in Boston by Applicant

(3) Evidence of site control over Project Site, including current ownership and purchase options, if any, for all parcels in 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 public easements into, through, or surrounding the site.

2. Project Site

a. An area map identifying the location of the Proposed Project
b. Description of metes and bounds of Project Site or certified survey of the Project Site.
c. Current zoning

3. Project Description and Alternatives

a. The filing of supplement information shall contain a full description of the Proposed Project and its components, including, its size, physical characteristics, development schedule, costs, and proposed uses. This section shall also present analysis of the development context of the Proposed Project. Appropriate site and building plans to illustrate clearly the Proposed Project shall be required.
b. A description of alternatives to the Proposed Project that were considered shall be presented and primary differences among the alternatives, particularly as they may affect environmental and traffic/transportation conditions, shall be discussed.

4. Public Benefits

a. Anticipated employment levels including the following:
   (1) Estimated number of construction jobs
   (2) Estimated number of permanent jobs

b. Current and/or future activities and program which benefit adjacent neighborhoods of Boston and the city at large, such as, child care programs, scholarships, internships, elderly services, education and job training programs, etc.
c. Other public benefits, if any, to be provided.

5. Community Process

a. A list of meetings held and proposed with interested parties, including public agencies, abutters, and business and community groups.
b. Names and addresses of project area owners, abutters, and any community or business groups which, in the opinion of the applicant, may be substantially interested in or affected by the Proposed Project.

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 filing.

A statement on the applicability of the Massachusetts Environmental Policy Act (MEPA) should be provided. If the Proposed Project is subject to MEPA, all required documentation should be provided to the BPDA, including, but not limited to, a copy of the Environmental Notification Form, decisions of the secretary of Environmental Affairs, and the proposed schedule for coordination with BPDA procedure.

C. TRANSPORTATION COMPONENT

Comments from the Boston Transportation Department ("BTD"), dated April 20, 2017 are included in ***Appendix A.***

The BTD Comment Letter focuses on four overarching considerations, including:

- Need for coordination with development projects proposed in the Stuart Street corridor which are in varying stages of design and construction.
- Traffic impacts on local streets generated by the ramp closure alternative.
- Recognition of excellent transit-access to the site and consideration of "shared" traveling options.
- The creation of a public realm that is friendly for people walking or riding bicycles.

Please refer to the full text of the BTD Comments in **Appendix A** and respond as necessary in the filing of supplemental information.

D. ENVIRONMENTAL PROTECTION COMPONENT

The filing of supplemental information must respond to any and all feedback under environment review, including, but limited to, concerns regarding wind and shadow.

E. URBAN DESIGN/PLANNING COMPONENT

The filing of supplemental information must address the comments from the BPDA's Urban Design and Planning Department, dated June 30, 2017 included in ***Appendix A***

The BPDA's Urban Design and Planning Comment Letter requests supplemental information be provided on a number of key issues, including:

- The Pedestrian Connector (Bridge) across Stuart Street, should be eliminated; it is not required and remains unrelated to the proposed project under review.
- The potential phasing of the Proposed Project (with a description of interim conditions) and possibly concomitant phasing of public benefits should be fully described.
- Eliminate or minimize drop-off lanes throughout the site. Where a need is demonstrated to the satisfaction of BTD and BPDA staff, clarify operations of the drop-off and ensure the minimization of impacts on the public realm, with particular regard to pedestrian flow and quality of experience.
- Provide any further information developed on shadow impacts on historic resources, including the windows and building fabric of both the New Old South and Trinity Churches, and the Boston Public Library.
- Provide already completed updates and any further developed clarity for the streetscapes along Dartmouth, Stuart, and Clarendon Streets.
- Provide a strategy for the effective screening - including both landscaping and/or architectural treatment - of all the major visible (and undeveloped as proposed by the Proponent) faces of the garage, notably Clarendon Street opposite Frieda Garcia Park, the exposed southern face at the Clarendon Street entry plaza, and as viewed down Trinity Place.
- Work to strengthen the sense of the continuity of the public passage through the Station from Clarendon Street to Dartmouth Street. Potentially look for opportunities to celebrate the transition point at the old east facade.
- Continued attention to public art - provide a potential curated approach to the installation of artwork in the major public spaces shaped by this Project.

Please refer to the full text of the BPDA's Urban Design and Planning Comments in **Appendix A** for more information and respond as necessary in the filing of supplemental information.

F. INFRASTRUCTURE SYSTEMS COMPONENT

The filing of supplemental information must address the comments of the Boston Groundwater Trust, dated April 7, 2017 and included in ***Appendix A****. The filing must also address any and all other comments related to infrastructure systems.*

G. DEVELOPMENT IMPACT PROJECT COMPONENT

Based on the square footage and uses outlined in the PNF and DPIR, the Proposed Project will be subject to and be required to enter into a Development Impact Project ("DIP or Linkage") agreement, assuming the proposed project requires zoning relief. An updated analysis of square footage and uses should be submitted with the supplemental information filing.

H. PUBLIC NOTICE

The Proponent will be responsible for preparing and publishing in one or more newspapers of general circulation in the City of Boston a Public Notice of the submission of the filing of supplemental information to the BPDA. Following publication of the Public Notice, the Proponent shall submit to the BPDA a copy of the published Public Notice together with the date of publication.

APPENDIX A

COMMENTS FROM CITY PUBLIC AGENCIES

Back Bay/South End Gateway Project
BPDA Planning & Urban Design DPIR Comments

The Back Bay/South End Gateway Project DPIR addressed a number of points raised in the Planning and Urban Design Comment memo dated August 19, 2016. We appreciate the attention paid by the Proponent to address these issues and the time spent explaining the many aspects of the more fully documented Proposed Project in the series of public, CAC, and BCDC meetings that ensued during the course of this year.

The following is a partial list of positive improvements that we strongly encourage the Proponent to maintain and improve upon where possible throughout the development of the Proposed Project. Some comments suggest a response that should be contained in additional information as a record of the potential Project's evolution and eventual approval.

- Pedestrian-level improvements in general. It is understood that the pedestrian realm will continue to be developed and improved as the Project moves forward. We appreciate the additional design work and material in this regard. As a general rule, please continue to maximize the pedestrian capacity and connectivity of the sidewalks along all three major bordering streets.
- On Clarendon, the revised open area (now a 11,000-SF plaza) and narrowed drop-off area are positive improvements. Work to achieve as much sidewalk width as possible, particularly outboard of the Garage East site, which has a number of dimensional constraints. Consider eliminating or minimizing drop-off lanes.
- Continue to enhance the reading of the new Station entry on Stuart Street and its public approach.
- Stuart Street has greatly improved in simplicity and clarity of connections, especially at the corners. As with all sidewalks here, because of the high amount of pedestrian flows, maximize the width, and in particular allow for easy flows from the improved Station connecting corridor.
- The new Stuart Street entry provides greater porosity into and from the station, as well as to the surrounding neighborhood. Consider greater enhancements to this new side door.
- The continued refinement (again, maximizing width for pedestrian flows) of the corner of Dartmouth and Stuart Streets shown at the BCDC on May 30th is applauded and should be retained.
- The detailed exposition of the Dartmouth Street sidewalk has helped all to understand the necessary balance of public realm and public passage. This should be continued in explorations of the daily drop-off operations in defined areas. Continue to work to provide ample pedestrian flow space at the juncture between the Station and the sidewalk.
- We strongly support the closing of the I-90 ramp, which would result in the much-preferred Alternate Scheme - which results in no garage exit across the busy sidewalk onto Dartmouth Street.
- We appreciate the clarification of the operational changes to MBTA Bus Route No. 39.
- Above-grade pedestrian connections: We applaud the removal of the above-grade pedestrian connection over Dartmouth Street and the strengthening and clarification of the at-grade crossing - and possible further enhancement of the existing below-grade connection. We ask that you additionally remove any above-grade pedestrian connections over Stuart Street as they do not contribute to the public realm and are not required as part of this Project.

- We appreciate your modest further refinement of the architectural expression of the towers, particularly the two residential towers on the east. The strategies for the office tower design are interesting, and we suggest that the conceptual treatment could be refined to become more cohesive as an architectural expression while still addressing wind impacts and the desire (which we support) for green amenity terraces.
- The reduction of Station West from two levels of retail above the main floor to one level is a welcome and robust response - it allows for more natural light to permeate the space, while also giving a much stronger acknowledgement of the integrity of the Back Bay Station architecture, which the Proponent is restoring. The conceptual connecting internal retail bridge here, if required, has been designed to fit within the Station architecture and is thin, open, and elegant.

Additionally, the BPDA concurs that an amendment to the existing PDA is clearly the most appropriate path to project entitlement. Further, we acknowledge the degree to which you conform to the Stuart Street Zoning Guidelines, but also ask that you continue to collaborate with agency staff on two items. First, while the project is not subject to the 2016 update to the City's Inclusionary Development Policy due to its filing date, we desire to see an acknowledgement of the additional affordable housing requirements identified within the Stuart Street Zoning. Second, the Proponent should outline a strategy to achieve a minimum of LEED Gold Certification for all three major tower elements.

Finally, please address the following issues or provide the requested additional information or studies (also see above) for the Supplemental Filing:

- The Pedestrian Connector (Bridge) across Stuart Street, should be eliminated; it is not required and remains unrelated to the proposed project under review.
- The potential phasing of the Proposed Project (with a description of interim conditions) and possibly concomitant phasing of public benefits should be fully described.
- Eliminate or minimize drop-off lanes throughout the site. Where a need is demonstrated to the satisfaction of BTD and BPDA staff, clarify operations of the drop-off and ensure the minimization of impacts on the public realm, with particular regard to pedestrian flow and quality of experience.
- Provide any further information developed on shadow impacts on historic resources, including the windows and building fabric of both the New Old South and Trinity Churches, and the Boston Public Library.
- Provide already completed updates and any further developed clarity for the streetscapes along Dartmouth, Stuart, and Clarendon Streets.
- Provide a strategy for the effective screening - including both landscaping and/or architectural treatment - of all the major visible (and undeveloped as proposed by the Proponent) faces of the garage, notably Clarendon Street opposite Frieda Garcia Park, the exposed southern face at the Clarendon Street entry plaza, and as viewed down Trinity Place.
- Provide enhanced views that include insets of the designed Project, rather than white outline massings. Additionally, provide more views (in part defined at the end of the May 30th BCDC meeting) from Copley Square, Boylston Street, and up and down Dartmouth Street (from near the Columbus Avenue intersection, from the corner of the BPL, from the southwest corner of Newbury Street) - all from ground level.
- Provide views of the new station side entry on Stuart Street. Continue to refine facade strategy of Garage West building at the ground level to provide clarity to office tower entry, station entry, and retail entry. Continue coordination of new bus stops and tree plantings also located in the vicinity of the new Stuart Street entry.

- Investigate further shaping and crafting of the towers. The office building is noted above. For the two residential, evolve the differentiated 'familial' strategy of the design, and explore additional dimensional texture, possibly shaping the top of at least one of the two.
- Work to strengthen the sense of the continuity of the public passage through the Station from Clarendon Street to Dartmouth Street. Potentially look for opportunities to celebrate the transition point at the old east facade.
- Continued attention to public art - provide a potential curated approach to the installation of artwork in the major public spaces shaped by this Project.

Again, we appreciate the effort that went into the DPIR and look forward to your further responses to the issues above. Should you have any questions, please do not hesitate to reach out to staff directly.

BOSTON
TRANSPORTATION
DEPARTMENT

ONE CITY HALL SQUARE • ROOM 721
BOSTON, MASSACHUSETTS 02201
617-635-4680 • FAX 617-635-4295

April 20, 2017

Brian Golden, Director
Boston Planning & Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

RE: Draft Project Impact Report: Back Bay/South End Gateway Project

Dear Mr. Golden,

Thank you for the opportunity to comment on the Back Bay/South End Gateway Project ("the Project") Draft Project Impact Report (DPIR), which follows on the Boston Transportation Department (BTD) comment letter on the Project Notification Form (PNF). That comment letter focused on four overarching considerations:

1. Need for coordination with development projects proposed in the Stuart Street corridor which are in varying stages of design and construction.
2. Traffic impacts on local streets generated by the ramp closure alternative.
3. Recognition of excellent transit-access to the site and consideration of "shared" traveling options.
4. The creation of a public realm that is friendly for people walking or riding bikes.

BTD is pleased to note that the project team has overall met the spirit of these considerations, as well as many of the detailed requests in the previous letter, but notes below several places where we would encourage rethinking and/or more analysis. The ramp closure is something of an exception, as it has been clarified to be a Massachusetts Department of Transportation (MassDOT) project and not something being promoted by the development team.

One overall request is that relevant mitigation be tied to whichever phase goes first. For example, the reconstruction of the crosswalk across Clarendon at Stanhope should be completed with whichever of Station East or Garage East is first.

BTD appreciates the proponent's overall commitment to much of the new Stuart Street zoning, even though it is in a planned development area (PDA) and therefore the zoning does not apply. One area that we unfortunately do not see, however, is the commitment to dedicate 0.5% of construction costs to some combinations of a transportation improvement fund or public realm improvement fund, in addition to the comments below.

Parking

On p. 4-93, the DPIR states that the project will continue to reserve 14 spaces for car-share vehicles, and will "work with each provider to provide more if demand warrants." BTD would like the proponent to describe how they will

monitor demand and what will trigger more vehicles. BTD encourages the proponent to talk to car-share providers now and see if there is demand for more spaces at this time, and if there is, to provide those spaces.

The proponent proposes an additional bike-share station on Clarendon Street. As described in BTD's PNF letter, BTD would like the proponent to propose two stations. Currently, BTD would like to see one on Clarendon (as proposed) and a second in the general vicinity, located in coordination with BTD.

The City of Boston requests for all new developments to make 5% of the total number of parking spaces electric vehicle (EV) parking spaces, and for 15% to be EV ready, with conduit laid and appropriate electrical capacity. With 2,013 spaces, that is 101 EV spaces, and 302 EV-ready. The DPIR proposes retaining the current 6 EV spaces, with additional spaces when demand warrants, and makes no mention of making others EV-ready.

While BTD acknowledges that this project may be different than a new build as the garage is not being fully demolished, a number between 6 and 101 should be negotiated. The proponent proposed conducting an assessment of EV demand in the future; BTD encourages the proponent to conduct that analysis now to determine the correct number at build, in addition to a plan for how and on what frequency to conduct that analysis in the future, as well as what would trigger more EV spaces. Further, in order to reduce cost in the future, a large percentage of new spaces should be made EV-ready, and requisite electric capacity should be built in to the project.

The DPIR states that "All new monthly parking permits will be charged the full market-rate monthly rate". When parking is rented to an employer, will they be required to pass this on to the employee – ie required to implement unbundled parking? BTD would support this, or alternatively parking cash-out for employees who do not park at the facility.

Boston Bike Parking Guidelines requests 1 space per unit and 0.3 space per 1,000 square feet of commercial/retail development, which is 797 spaces (600 residential, plus 197 commercial/retail), whereas the DPIR proposes 480 spaces. BTD would suggest working towards the Guideline's parking ratios, but if that cannot be achieved, BTD suggests the proponent ensure that others can store their bikes in their units and offices, with policies such as the following:

- Explicitly allowing cyclists to enter all residential and commercial entry points with their bikes.
- Explicitly allowing cyclists to enter use all elevators with their bikes.
- Installing a way to store bikes in units/apartments, such as a wall-mounted bike rack.

Public Realm

BTD's PNF letter, based upon Boston's Complete Streets Guidelines, suggests a minimum pedestrian zone width of 12 feet in addition to furniture and frontage zones. BTD is pleased to see 15 foot pedestrian zones along Dartmouth and Clarendon Streets, but the DPIR shows an 11 foot pedestrian zone along Stuart Street. BTD notes that the proposed parking lane on Stuart Street is 12 feet wide, whereas BTD standard parking lanes are 7 to 8 feet wide. BTD proposes the proponent study making a skinnier parking lane and a wider pedestrian zone here.

BTD supports trees along Dartmouth Street, as these will create a more vibrant complete street for those exiting the station as well as for those walking along that corridor.

BTD's PNF comment letter requested a detailed public realm configuration of the Columbus Avenue – Clarendon Street intersection, and while the proponent describes the west side of Clarendon, BTD would like to see a public

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realm improvement proposal for the triangle northeast of the intersection, south of the highway. Relatedly, the proponent should spell out the plan for the closed headhouse on that corner.

BTD would like to reemphasize the request in the PNF letter for a proposal to work on a joint Stuart Street streetscape plan with other developers in the corridor. This plan should contain a maintenance component.

The DPIR shows bollards in the new crosswalk across Dartmouth Street. These bollards should be spaced to allow those with disabilities and riding bikes easy access across the street. How far apart are the bollards in the DPIR plans?

The DPIR shows curb extensions on Dartmouth Street at the garage exit on Dartmouth in the base scheme. Curb extensions are to facilitate pedestrians crossing streets, and BTD would not suggest having them here.

Traffic Analysis and Operations

BTD would like to thank the proponent for working with other developers along Stuart Street to progress a design for that street that allows fewer through lanes and wider sidewalks. As the proponent is aware, one of those developments, Copley Place, is currently on hold. That project was going to reconstruct the intersection of Dartmouth and Stuart Streets. Because the Back Bay/South End Gateway Project is likely to go first, BTD would like to see a proposal from the proponents to complete this reconstruction with the Garage West phase if it has not been done already, with mitigation to be shifted elsewhere if it has already occurred.

Because of the project's impact on Trinity Place, especially by directing traffic northbound between Stuart and St. James Streets, BTD's PNF letter requested a public realm plan for Trinity Place and St. James Avenue, which shows how pedestrian flow, on-street parking, shuttle and tour bus parking, hotel pick-up and drop-off, and especially Copley Square event-staging can be managed. BTD would still like to see this analysis.

BTD has recently received Synchro files for the proponent's proposed signal changes, and will have comments on those at a later date.

Transportation Demand Management (TDM)

As mentioned in our PNF letter, BTD encourages the project to require commercial and retail tenants to subsidize transit and bike share membership for employees, as well as to bundle subsidized transit, bike share and car share membership for residents through residential leases, as well as for the first year of any condo sales.

The DPIR takes credit for showers and changing rooms for bicyclists in the LEED checklists, but does not spell that commitment out. The Boston Bike Parking Guidelines require one shower/changing facility for the first 40,000 square feet and an additional for each additional 80,000 square feet. That would be approximately 8 facilities. BTD would like to see the development's plan for implementing these changing facilities, including which will have showers, where they will be located, and how they will be accessed both from bike parking and from the rest of the development.

Transit

BTD notes that MassDOT will use the proponent's lease income to complete renovations and upgrades of Back Bay Station. BTD is very much in favor of MassDOT using these funds in this manner.

The transit capacity analysis was conducted on an hourly basis. Did the team look at peak 15-minute capacity?

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The DPIR mentions that the plaza at Station East anticipates the rerouting of the MBTA's 39 bus. As the MBTA has not yet presented this change to the City or community, and the change is not certain: the proponent should develop a plan for what will occur if the 39 does not change its route.

The DPIR says that "new redundant elevators to Tracks 1/3 and 2 at the existing head house on the south side of Columbus Avenue may be provided". BTD supports the provision of these elevators if feasible, and would prefer that it occur with whichever phase is built first.

Sincerely,

Joshua A. Weiland

Joshua A. Weiland
Transportation Planner
Boston Transportation Department
Cc: Vineet Gupta, Director of Policy and Planning
John DeBenedictis, Director of Engineering

Boston
Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439 voice
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Executive Director

Christian Simonelli

April 10th, 2017

Michael Rooney, Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201-1007

Subject: Back Bay/South End Gateway Draft Project Impact Report (DPIR) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the draft project impact report (DPIR) for the Back Bay/South End Gateway Project. The Boston Groundwater Trust was established by the Boston City Council to monitor groundwater levels in sections of Boston where the integrity of building foundations is threatened by low groundwater levels and to make recommendations for solving the problem. Therefore my comments are limited to groundwater related issues.

The project is located in the Groundwater Conservation Overlay District (GCOD) established under Article 32 of the Zoning Code. As stated in the DPIR, confirmed in a preliminary meeting, and at the scoping session for the Project Notification Form on May 11th, 2016, the project is proposed to be designed and constructed to comply with the requirements of Article 32.

The DPIR states that approximately three quarters of the Project Site is located on the Air Rights Development Parcel located over transportation facilities and infrastructure that are at an elevation below the desired groundwater recharge elevation. The DPIR also states that it may not be possible to infiltrate the first inch of runoff over the entire post-development impervious area. The DPIR states that Garage West Parcel, Garage East Parcel, and Station East Parcel will have clean runoff directed to a recharge system designed to infiltrate stormwater runoff in order to replenish groundwater. The DPIR states that the clean runoff from Station West Parcel will likely be directed to the existing MBTA storm drain systems below the existing station that ultimately discharges to Deer Island Waste Water Treatment Plant. To fully comply with the Article 32 zoning component of capturing the first inch of runoff the proponent should work with BWSC and the Trust to explore all possible types of recharge systems and methods of stormwater management.

As confirmed in a preliminary meeting and at the above referenced scoping session the GCOD requires both the installation of a recharge system and a demonstration that the project cannot cause a reduction in groundwater levels on site or on adjoining lots. In the case of the Back Bay/South End Gateway Project four separate parcels designated Garage West, Garage East, Station East, and Station West will all need to be addressed individually. As stated in the DPIR, the proposed construction of the four separate parcels will require various foundation types with construction of the four parcels occurring in different phases. As stated in the DPIR, the proponent will provide the BPDA, BWSC and the Boston Groundwater Trust a letter stamped by a professional engineer registered in Massachusetts that details how the GCOD criteria will be achieved for each individual Project Component prior to the issuance of a building permit in compliance with the requirements of PDA No. 2. This letter must also detail how each of the four parcels will meet the GCOD requirement for no reduction in groundwater levels on site or on adjoining lots.

The DPIR states that some local dewatering may be required during the construction processes and that the feasibility of recharging temporary dewatering effluent into the ground will be investigated during the design of the Project.

The DPIR states that performance criteria will be established for maintenance of groundwater levels during construction in the vicinity of the Project. In addition the DPIR also states that the contractor will be required to implement necessary steps during the work to not lower groundwater levels outside the limits of the Project Site and that geotechnical instrumentation will be installed and monitored before and during the foundation installation portion of the work to observe the performance of the adjacent buildings and structures.

The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In the event that groundwater levels drop below the observed pre-construction baseline levels during construction, provisions must be in place to halt construction and dewatering until the cause is found and remedied. I look forward to working with the proponents Engineer on reviewing the monitoring wells in the area to be read and reported. Reporting of the groundwater level data and provisions to halt construction and dewatering if groundwater levels outside the project site drop below baseline levels should mirror the plan developed by the projects Engineer for the 888 Boylston Street project.

I look forward to continuing to work with the proponent and the Agency to assure that this project can have only positive impacts on area groundwater levels.

Very truly yours,

Christian S. Simonelli

Christian Simonelli
Executive Director

CC: Kathleen Pederson BRA,
Maura Zlody, BED

Boston Disability Commission Advisory Board

BOSTON CITY HALL | ONE CITY HALL PLACE | 9th FLOOR | ROOM 967 | BOSTON MA, 02201
617.635.3682 | fax 617.635.2726 | TTY 617.635.2541 | www.cityofboston.gov/boardsandcommissions

March 6, 2017

ATTN: Michael Rooney
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

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RE: *Back Bay/South End Gateway Draft Project Impact Report*

Dear Mr. Rooney:

The mission of the Boston Disability Commission Advisory Board is to facilitate full and equal participation in all aspects of life by persons with disabilities in the City of Boston, including housing, employment, transportation, and civic life.

After reviewing the Draft Project Impact Report for Back Bay/South End Gateway project and listening to a presentation by the development team at our Advisory Board meeting on February 27th, 2017, we would like to express our unanimous opposition to allowing the accessible units required by the Boston Planning and Development Agency's Inclusionary Development Policy (IDP) for this project to be built off-site.

The Advisory Board works hard every day to facilitate full and equal access to all aspects of community life for Boston's diverse residents and visitors, including those with physical, sensory, and other disabilities. As a Commission, we strongly feel that it sends a negative message to persons with disabilities that their housing needs are not equal to those without disabilities if the accessible units required by the IDP are allowed to be located off-site.

Should the project proceed as proposed, it will deny the opportunity for persons with disabilities to live in any and all parts of Boston, especially near major transportation hubs, such as those located adjacent to this project.

Additionally, we would like to express our opposition to the City's common practice of placing accessible IDP residential units off-site, and we ask the BDPA to consider this opposition in all development moving forward.

Thank you for your consideration.

Respectfully,

Carl O. Richardson III

Carl Richardson
Acting Chairperson
Boston Disability Commission Advisory Board

JOSH ZAKIM
BOSTON CITY COUNCILOR
DISTRICT 8

April 18, 2017

Michael Rooney, Project Assistant
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Dear Mr. Rooney,

I am writing today to express some of my concerns with the current proposal for the Back Bay/South End Gateway Project as submitted by Boston Properties. While the proponents have thoughtfully addressed some of my earlier concerns surrounding the project's impacts on streets and sidewalks in the immediate area, I remain troubled by the hazard presented to pedestrians and motorists alike with the current plans for vehicular circulation into and out of the garage area. Given the sheer volume of large development projects currently underway or slated to begin in the near future in this area, I would like to see design improvements that offer a more holistic understanding of the multi-modal transportation demands within the neighborhood.

As this review process moves forward, I also want to ensure that sufficient affordable housing units and opportunities for homeownership are included as a part of this project. These elements will be crucial for increasing neighborhood stability and fostering civic life in our growing community.

I hope that you and your colleagues consider these issues as you review this project, and I look forward to seeing how this project evolves as the process continues. Please feel free to contact me at 617-635-4225 or josh.zakim@boston.gov with any questions.

Sincerely,

Josh Zakim

Boston City Hall - One City Hall Square - Boston, MA 02201
josh.zakim@boston.gov

APPENDIX B

COMMENTS FROM THE PUBLIC

BOSTON PRESERVATION ALLIANCE

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Executive Director
Gregory J. Galer, Ph.D.

The Otis House
141 Cambridge Street
Boston, MA 02114
617.367.2458
bostonpreservation.org

April 18, 2017

Secretary Matthew A, Beaton
Executive Office of Energy & Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114
Re: Back Bay/South End Gateway Project, EEA No. 15502

Mr. Michael Rooney
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
via email: Michael.rooney@boston.gov
Re: Back Bay/South End Gateway Project

Dear Secretary Beaton and Mr. Rooney,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 40 Organizational Members, 98 Corporate Members, and a reach of 35,000 friends and supporters we represent a diverse constituency advocating for the thoughtful evolution of the city and celebration of its unique character. We appreciate the opportunity to offer comments on projects that impact the historic character of the city.

The Alliance joins numerous voices from the Back Bay community, including from some of the city's most important historic sites, to express concern about the impact of the proposed Back Bay/South End Gateway Project. The site is located amidst some of the city's most prized historic neighborhoods and internationally-known historic buildings and spaces such as the Back Bay and the South End Landmark Districts and a block from Copley Square, Trinity Church, and Old South Church. Its visual and shadow impacts will forever alter these historic resources.

One of our main concerns for a project of this size in Boston is shadow impacts on historic resources. While we recognize that the DPIR concludes that the shadow impact on Copley Square is in compliance with established limits for new shadow on Copley Square Park itself, we urge the BPDA and MEPA to recognize that shadow impacts to historic buildings must be considered as well. Shadows are not simply an aesthetic or human comfort issue, though they are commonly discussed this way thus minimizing their effects. Data clearly demonstrate that shadows can have a significant detrimental impact on historic structures. The physical health of buildings can be

greatly compromised due to increased moisture retention (from reduced sunlight-induced drying) leading to weakened mortar, ice dams, biological growth, and rotted wood. When new construction suddenly puts a historic building in shadow, these effects can be permanent and expensive to mitigate in perpetuity- a responsibility which places additional burden on the stewards of Boston's historic treasures. The proposal places many historic buildings under shadow-induced threat.

We are particularly concerned about shadows this project will cast on Trinity Church and Old South Church. These historic sites, representing local, state, and national levels of significance, have for generations met the difficult challenge of generating resources to maintain and preserve their buildings, and have been important contributors to the cultural and civic life of the city. It is crucial that new, private, and profitable development not cause unnecessary harm to the historic fabric, setting, and experience of these character-defining elements of Boston. The sunlight which illuminates the world-class stained glass windows in both Trinity and Old South are essential elements of their design, significance, and draw to worshippers, tourists, and scholars. Permanently reducing the natural illumination intended by our nation's most storied and revered architects and designs is a major concern.

Not only will this extensive development cast harmful shadow on historic resources, we struggle to see how its design fits within the context of this architecturally significant neighborhood. Any new visual elements should enhance the character and quality of architecture here. New structures should not compete with, diminish, or distract from the historic character of the neighborhood as we feel the current design will. Boston should expect nothing short of world-class design that will be as valued by future generations as the Boston Public Library, Trinity Church, Old South Church, and others in the area are today. What about the current design is responsive to its historic context? Does this proposal contribute to the character and iconic nature of the Back Bay and South End? While Back Bay Station was bold and innovative in its day, today we see a host of issues in its design. Does the proposal remedy these faults with a scheme that is more than simply bold and novel?

Finally, we know all too well of the delicate balance between old and new in this area of the city and the many challenges and missteps that have occurred along the way, from foundation and groundwater issues causing damage to historic resources to wind challenges that we live with today. We urge both detailed review and appropriate precaution be taken as construction plans move forward. With the insertion of so much new development in this physically complex area there are many opportunities for unintended negative consequences. Our historic buildings do not survive simply because they are old and we leave them alone. Stewardship of the highest caliber is necessary, and that care falls upon all of us as we consider the insertion of new vibrancy to a very old city.

We therefore request that the BPDA require a detailed analysis from the proponent illustrating what alterations would be required of the current proposal in order to

eliminate or significantly reduce the amount of shadow cast on the historic resources and its visual impact, particularly from Copley Square. In order to weigh the benefits of this development with the consequences to the historic fabric of the neighborhood, it would be helpful to understand how the building(s) proposed might need to be shifted, reduced, or altered in design to influence the shade and visual impact. Additional renderings showing the views to the project from the pedestrian experience within Copley Square and other historic areas of the neighborhood would be beneficial to understanding the project's visual impact. We would also like a clear explanation of how the design team believes the proposal appropriately fits within the context of this most historic neighborhood.

While we wholeheartedly support the redevelopment and rejuvenation of Back Bay Station, we cannot sacrifice the city's most unique treasures in exchange. As Boston grows, we will continue to face these kinds of challenges and we must work together to determine the most appropriate solutions to preserve what makes our city special while embracing the vibrancy of new construction within Boston's unique historic context. We are hopeful that adjustments can be made in the proposal to accomplish the redevelopment's goals while protecting our irreplaceable historic fabric.

Thank you,



Greg Galer
Executive Director

CC:
Michael A. Cantalupa, Boston Properties
Michelle Wu, Boston City Council
Michael Flaherty, Boston City Council
Annissa Essaibi George, Boston City Council
Salvatore LaMattina, Boston City Council
Josh Zakim, Boston City Council
Rosanne Foley, Boston Landmarks Commission
Brona Simon, Massachusetts Historical Commission
Senator William Brownsberger
Representative Byron Rushing
Representative Jay Livingstone
Vicki Smith, Neighborhood Association of Back Bay
Reverend Dr. Samuel Lloyd, Trinity Church
Reverend Nancy Taylor, Old South Church
David Leonard, Boston Public Library
Kenzie Bok, Bay Village Neighborhood Association

April 20, 2017

Massachusetts Executive Office of Energy and Environmental Affairs
Matthew A. Beaton, Secretary
Alex Strysky, Analyst, Alex.Strysky@state.ma.us
100 Cambridge Street, Suite 900
Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager, Michael.Rooney@boston.gov
Boston Redevelopment Authority
1 City Hall Square
Boston MA 02201

Comments:
EEA No. 15502 The Back Bay | South End Gateway Project
Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

Dear Mr. Strysky and Mr. Rooney;
I am a Back Bay resident with a direct view to the project site from my home. I am a member of the Civic Advisory Committee and frequently travel by train and use the Orange Line, as well as the 39 bus. The Back Bay Station project has the potential to become a great asset for the City. We anticipate benefitting from the improved Back Bay Station and associated public realm improvements, as well as additional housing, retail, and office uses. The project is made possible by the allocation of this public site to the project, making it a public/private venture that sets a high bar for design. I am writing to you to express my concerns regarding the Back Bay |South End Gateway Draft Project Impact Report DPIR proposed by Boston Properties. The project should be further modified/developed to address concerns raised here, in the NABB letter, CAC letter, as well as other's comments. I anticipate continuing participation on the project and look for Final Project Impact Report (FPIR) or other document incorporating further development.

Recently enacted Stuart Street Zoning
The building design should meet all of the recently enacted Stuart Street Zoning provisions, including:

- Setback - The 25 foot setback from Dartmouth Street, which allows a view corridor on Dartmouth Street between the South End and Back Bay neighborhoods. The Back Bay Station is an important civic structure amidst three neighborhoods. The streetscape, including generous space between the building face and the curb are important to preserve the prominence of the entry, a gateway to Boston.
- Affordable Housing - The project has not yet to commit to the Stuart Street zoning requirement for 17.5% affordable housing. In addition, the CAC is considering proposing additional affordable housing in the public benefit package.
- Sustainability - The project has yet to commit to meeting the prescribed sustainability requirements of LEED Gold as a minimum. LEED platinum is the minimum recommended level for these times.
- Shadow - Although the shadow studies indicate that the buildings' shadow on Copley Square meets the zoning, no more than two hours of shadow any day, during prescribed times, shadows fall onto national historic landmarks – in particular, Trinity and Old South Church, YMCA, Boston Public Library. Shadows cover church windows during the Christmas season during normally scheduled church services. These should be avoided/mitigated.

Environmental Impacts

- The project will add shadow, solar glare, pedestrian level wind, and traffic impacts that should be mitigated by the project. Specific, clear criteria should be developed to assist the developer and the public to evaluate the appropriate mitigation.
- Urban Bridge - The developer proposes a bridge across Stuart Street. The bridge is not part of the project, nor is it under consideration in the near future. This should be removed from the project. Urban bridges are contrary to street level pedestrian vitality, which is so important to a healthy neighborhood.
- Shadow on Copley Square

- The shadow studies indicate that the project shadows on Copley Square fall within the Stuart Street zoning, as noted. These hours leave the park in shadow midday during the winter. The park would be much more user friendly with sunshine in the winter. The criterion for accepting an adverse impact such winter shadows as this example, should not be as low as that "they are legal", but should take account of the severity of the harm caused. Copley Square Park is already one of the most heavily used parks in the city. With the 5,000 additional people planned to occupy the new buildings, the demand will be significantly higher on a daily basis.

- Pedestrian Level Winds
  - Unpleasant wind is a major component of the microclimate in the area around Copley Square.
  - It is unclear if the mitigation measures proposed are optimum and if claims of wind reductions in the surrounding area are justified. Nor has a program been developed to evaluate the buildings once constructed to determine where and what type of additional mitigation will be needed.
- Public Realm Improvements
  - Perhaps most important for this project for the Back Bay is the lack of sufficient vision and development of the Dartmouth and Stuart Street sidewalks in the DPIR. Dartmouth Street sidewalk is the major entry to and from the Back Bay and South End. It is also the major connector between these two neighborhoods. To date the design shown is a plan book application of the Green Streets Guidelines developed by the Boston Transportation Department. These guidelines are excellent for specific applicable locations. Although they fall short for application for a gateway to the City and primary axis between two neighborhoods – the South End and the Back Bay. The sidewalks should be more generous in width. Street furniture designed specifically for this location will be more appropriate than 5 foot planters with street trees. The existing walk provides partial shelter for pedestrians. This sheltered space is proposed to be encloses with no shelter provided in the new scheme.
  - The small open space to the east of the station is minimal in size and is confused with vehicular, service, pedestrian, and bicycle movement. The plan needs further thought and detail for safety and security and to create a place people can comfortably congregate.
- Parking Garage vehicular Circulation
  - Until MassDOT and U.S. Highway Administration determine the fate of the Clarendon Street access to the Mass Turnpike, many decisions must remain open. However, a majority of the CAC remains adamant that a vehicular exit (or entrance and exit) onto this section of Dartmouth Street would pose an unacceptably increased hazard for pedestrians and vehicles on Dartmouth Street, despite implementation of technical improvements, such as horns, lights, etc.
- 39 Bus Stop location
  - The current bus stop located on the site to the east of the Station serves as an accessible multimodal transportation link between train and bus services. The current location provides an accessible, enclosed connection between the MBTA Orange Line, the AMTRAK station, and the MBTA Bus system. An alternative bus stop location, if necessitated by the project, should work equally, such as on Stuart Street.
  - The DPIR site plan incorporates a potential bus stop with a direct, enclosed, accessible connection to the potential bus stop and the train station.

Thank you for your consideration of my comments.

Sincerely,



Jacquelin S. Yessian
160 Commonwealth Avenue, Unit 603
Boston, MA 02116

Cc: Mayor@boston.gov, Josh.Zakim@boston.gov, Bill.Linehan@boston.gov, Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov, William.Brownsberger@masenate.gov, [redacted]

Susan Prindle
140 Marlborough Street
Boston, MA 02116

April 11, 2017

Massachusetts Energy and Environmental Affairs
Matthew A. Beaton, Secretary of Energy and Environmental Affairs
c/o Alex Strysky, Analyst,
100 Cambridge Street, Suite 900
Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager,
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Back Bay/South End Gateway project DPIR (EEA 15502)

Dear Mr. Rooney and Mr. Strysky,

Thank you for the opportunity to comment on the Back Bay/South End Gateway project. While many of the goals of the project are laudable, there are outstanding issues that need to be resolved before such a significant alteration to the Back Bay's landscape is undertaken.

Summary of Major Concerns

- Inconsistency with Stuart Street Zoning
  - No firm commitment to meet the enhanced affordable housing requirement
  - Violation of 25' Dartmouth Street setback
  - Undesirable visual and street impact of proposed pedestrian bridges
  - Non-compliance with targets for sustainability
- Urban Design
  - Narrowing sidewalk may not provide enough pedestrian capacity
  - Proposed garage opening and loading dock has negative effect on Dartmouth Street
- Transportation Issues
  - Potential gridlock
  - Increased traffic impact on the neighborhood, especially the major crash point at Beacon with Berkeley Streets
- Environmental Issues
  - Wind Impact
  - Shadows
    Solar Glare
- Phasing of mitigation measures

Inconsistency with Stuart Street Zoning

As one who was involved in the Stuart Street zoning change, I am particularly concerned that the proposed project violates its guidelines in several significant ways: First, there is no

commitment to 17.5% affordable housing requirement. This is a critical element of the Stuart Street guidelines, as it will not only enliven the area, but will reduce its transportation needs, enabling workers to live near their places of employment.

Second, the 25' Dartmouth Street setback, which is particularly important to the view and skyplane from Copley Square, is being violated. After the long and arduous negotiations that resulted in the adoption of the new zoning regulations for Stuart Street, it is extremely disheartening to believe that they will not be enforced in this case. The As of Right Alternative, which the developer seems to have discarded, seems a better fit. Despite the developer's assertions to the contrary, the wind studies do not identify any decrease in wind as a result of the alternative zoning compliant massing. (RWDI letter of 12/21/16, page 3: "These are additional minor design changes and the wind conditions at grade level are expected to be similar to the conditions predicted from the wind tunnel test.")

The proposed pedestrian bridges across Dartmouth, Stuart, and Trinity Place are inconsistent with the goal of enlivening the street that was an underpinning of the new zoning. I believe they should be removed from the proposed PDA.

The Stuart Street guidelines state that "Proposed Projects shall incorporate advanced sustainability methods and/or accreditation that achieve certifiable status at LEED Gold or net zero energy consumption or meets or exceeds comparable environmental standards in effect, as determined through Large Project Review." Although the Garage West proposal complies with this guideline, the residential buildings do not. A project of this density, which will inevitably have significant impacts on its surroundings should, I believe, be held to the Gold standard at minimum.

Urban Design

Public access and permeability of the site is key to preventing the creation of an impenetrable wall between the neighborhoods. The pedestrian connector from Stuart Street to the station is most important in this regard, and should be retained no matter what ramp alternative is adopted.

Because of the volume of pedestrian traffic to and from the station, the sidewalk capacity should be studied carefully. It may be necessary to reduce the width of the furnishing strip. I also believe the proposed garage opening and loading dock on Dartmouth are inappropriate and should be eliminated from the proposal because of potential conflict with pedestrian use.

While the expansion of the Clarendon Plaza is encouraging, I believe the developer should further investigate (by a grade change or some other delineation) separating the pedestrian and vehicle paths.

I hope the developer will be encouraged to screen the existing garage from view so that it integrates better with the design of the newer structures.

Transportation

It would be helpful if MASSDOT'S Interchange Modification Report were completed before the building design is finalized, since it seems impossible to adequately evaluate the impacts of the proposed alternatives without that information.

The transportation issues of the project are daunting. I urge the BPDA and BTD to be particularly diligent in their analysis of this project. The possibility of gridlock in the area when the already permitted projects come on line seems very real and needs to be addressed. This is an ongoing concern for both the business and the residential communities. It is particularly worrisome during emergencies and the multiple special events that occur in our area, scenarios which has not been studied to date.

The residential portion of Back Bay unfortunately functions as a corridor between the Stuart Street area and Storrow Drive. According to Vision Zero statistics, the most dangerous choke point is at Beacon and Berkeley, where 27 accidents occurred between 2012 and 2016. Mass DOT (comment 4.19) has requested that the developers mitigate intersections with above average crash rates. I hope that this initiative will be pursued in relation to this project.

Commonwealth Avenue was identified as a potential truck route for the project. The BPDA and the developers should be aware that this would be a violation of a longstanding truck and bus restriction on Commonwealth Avenue between Arlington Street and Massachusetts Avenue, instituted because of the danger of vibration to the wood pilings that support buildings in the neighborhood. Alternate routes should be found.

Much of the transit demand in Back Bay comes from the western suburbs. Upgrading the Orange Line will not address this need. The Green Line is at capacity at rush hour now. Are there plans to upgrade the service to increase capacity? If not, can existing bus routes fill the gap until an upgrade is possible?

Environmental Protection

Wind continues to be a major concern in the area. Although I appreciate the efforts to install plantings around the offending buildings, I am not sure that they will survive in this environment, or provide adequate wind breaks if they do. The concept of wind screens may be a better and more permanent alternative, particularly in the area of the Hancock Tower. Followup onsite wind testing, as required by the Stuart Street guidelines, should be shared with the public.

Shadow studies show significant impacts, particularly on Trinity and Old South Church. These buildings are symbols of Boston, and deserve greater respect than to be overshadowed by new construction, particularly during the holidays. The developer should be asked to study massing that would further mitigate these impacts.

Solar glare is identified as a problem in several areas, but no mitigation is proposed, to wit: disturbing glare at Stuart and Dartmouth for 1-2 hours; Southwest Corridor Park two instances of disturbing glare for 1-2 hours; Mass Pike westbound, two instances of disturbing glare for 1-2 hours; disturbing glare at 100 Clarendon, Copley Place Tower, 40 Trinity, and 131 Dartmouth.

The developer does not seem to be taking responsibility for this problem. I believe he should be required to investigate alternative exterior materials that will not cause unreasonable glare. I note that the Hancock caused unanticipated glare along Blue Hill Avenue that is a real problem in the afternoons – let us not replicate this situation.

There is an ongoing effort to make the Charles River swimmable. The DPIR is not clear about whether there will be discharge into the Charles, and if so how it will be adequately purified so that it does not contribute to further pollution of the waterway.

Mitigation
The phasing of the proposed mitigation should be adjusted to better reflect the impacts of the project. Since the greatest traffic impact is caused by the Garage West building, all traffic mitigation measures should be tied to that building, not delayed to a later phase of the project.

I believe that future mitigation should be dispersed to the areas most directly affected by the project, and that it should be discussed only after the Article 80 process is complete.

Thank you again for the opportunity to comment.

Sincerely,



Susan D. Prindle

Cc: Bill.Linehan@boston.gov,
Josh.Zakim@boston.gov,
Byron.Rushing@mahouse.gov,
Jay.Livingstone@mahouse.gov,
William.Brownsberger@masenate.gov,
Lauren.Shurtleff.bra@boston.com
[redacted]

OLD SOUTH CHURCH *in* BOSTON

A Congregation of the United Church of Christ

645 Boylston Street, Boston, Massachusetts 02116
Tel: 617-536-1970 | Fax: 617-536-8061 | www.oldsouth.org

Gathered in 1669

NANCY S. TAYLOR
Senior Minister

April 5, 2017

Mr Brian P. Golden
Director
Boston Planning & Development Agency
One City Hall – 9th Floor
Boston, MA, 02201

BRA
'17 APR 10 PM4:27:10

RE: The Back Bay/South End Gateway Project at MBTA Back Bay Station

Dear Mr. Golden,

I am writing today hoping that you will be of assistance in protecting our 1875 National Historic Landmark building, Old South Church in Boston, located near the Copley T Station.

We have recently been made aware that the Back Bay/South End Gateway Project at MBTA Back Bay Station will cast significant shadows both on our gracious outdoor Welcome Plaza on Boylston Street and on our building's stained glass windows during several months of the year. This is a serious concern. The shadows would alter the setting of our historic building.

Our stained glass windows are an enormously important feature. Gracing our Grand Sanctuary and our stone Chapel our windows are works of art in their own right. In addition, they serve a religious function in making the Christian story come alive in striking imagery. Not least, the windows are actually a critical source of light in both the Chapel and the Grand Sanctuary.

From a shadow study produced by Boston Properties, the proposed buildings would plunge our Welcome Plaza and Stained Glass windows into shadow from the hours of 8:00am-10:00am for 12 weeks of the year ....this includes times during which we hold worship services. The period of shadowing will overlap with Advent and Christmas. This is particularly unfortunate because our most famous window depicts a beloved Christmas story (a multitude of the Heavenly Host appearing to the shepherds in the fields). This project will darken our outdoor Welcome Plaza and our windows, before and during worship services, for almost a quarter of the year, every year, forever. This is a major problem for us. This will adversely affect us permanently.

This adverse effect extends beyond our worshipping community. Hundreds of thousands of people a year visit our historic building and our sanctuary, which is free and open to the public seven days a week. This project will mean our building and grounds will appear less beautiful, less majestic, less awe inspiring—and will feel colder and look darker—for visitors, tourists, art students, a multitude of our regular building users, and worshippers.

Old South Church in Boston works hard to be an excellent neighbor in Boston. We hosted healing services in the wake of the 2013 Marathon bombings and ministered to the city. We hosted and planned interfaith services on the occasion of the inaugurations of Governor Patrick and Mayor Walsh. We responded to the sudden closure of the bridge to Long Island and the resultant displacement of hundreds of homeless persons by co-founding Boston Warm, providing sanctuary and services to Boston's most vulnerable. As we near our 350th anniversary (in 2019) we are mindful of the history that we authored: baptizing Benjamin Franklin on the day he was born, hosting the Boston Tea Party in our former home (the Old South Meetinghouse), writing in 1700 the first anti-slavery tract on this soil, founding the YMCA in America, welcoming into membership the likes of Samuel Adams, William Dawes and the first published African American, Phillis Wheatley. When a 200-year old time capsule was unearthed recently from beneath the Massachusetts State House, several items related directly to our history (a Pine Tree Shilling minted by Old South founder John Hull; a nail from our Meetinghouse). I could go on. Today we work at the intersections of interfaith understanding, minister to the unhoused, and work with many organizational partners to play our part in ensuring that Boston is a great city. Nearly 350 years old we are still making history.

Of particular frustration to us in the matter at hand, is that Boston Properties did not reach out to us to inform us of the shadows. We learned of this situation two weeks ago from another source. Public comment will end in mere days. We fear that time is running out.

Will you look into our concerns? Should we direct our complaints elsewhere? Can we meet to discuss these matters? I can be reached at [redacted] or ([redacted] (cell) or [redacted] (work).

Thank you in advance for your assistance in the present.

Sincerely,

boston planning & development agency

BACK BAY / SOUTH END GATEWAY PROJECT

Open House Public Meeting

Boston Common Hotel & Conference Center, 40 Trinity Place

April 4, 2017 | 6:00PM – 8:00PM

PUBLIC COMMENT

As part of The Green Committee of The Neighborhood Assoc of Back Bay, we strongly urge the project to develop plans that advance a net Zero approach to energy. No new pipelines for fracked gas that commits us to fossil fuels instead of renewable energy.

CONTACT INFORMATION

NAME: Jacqueline Royce, PhD

ADDRESS: 780 Boylston St 26I Boston 02199

EMAIL ADDRESS: [redacted]

Michael Rooney <michael.rooney@boston.gov>

Fwd: Back Bay Station Redevelopment

1 message

Lauren Shurtleff <lauren.shurtleff@boston.gov> Wed, Apr 19, 2017 at 9:11 AM
To: Jonathan Greeley <jonathan.greeley@boston.gov>, Michael Rooney <michael.rooney@boston.gov>

FYI
---------- Forwarded message ---------
From: Paul Johnson [redacted]
Date: Tue, Apr 18, 2017 at 23:05
Subject: Back Bay Station Redevelopment
To: [redacted], Lauren.Shurtleff@boston.gov <Lauren.Shurtleff@boston.gov>

Hello Mike and Lauren,

For what it's worth, myself and several others in my camp would like a broader discussion to take place regarding public subsidies before the Back Bay Station project moves right along towards a B R A board vote.

Thank you Keir for taking the time to talk after the CAC meeting last week.

That said, there have been no definitive answers given to date that I know of, re the (9) public Subsidies identified the DPIR. Nor, to my knowledge has there been any full accounting of public subsidies granted or applied for at your North Station redevelopment project.

Seeing as it could be argued that you are effectively privatizing all residential property possibilities in addition to massive gross square footage for separate private uses proximate to two of the three primary transit hubs in the city of Boston, this should not be viewed as an unreasonable request from members of the public...

2) Will BPX be seeking Chapter 121A status for Back Bay Station project ?

The answer to the public that these are "hypothetical questions" at this stage of the game is a pretty weak one in my view. Once upon a time I worked at a Real Estate Investment Trust and the money guys could account for every last penny of costs/financing to their investors - long before any formal project proposal.

From your website:

"Boston Properties, a self-administered and self-managed real estate investment trust (REIT), is one of the largest owners, managers and developers of Class A office properties in the United States, with a significant presence in five markets: Boston, Los Angeles, New York, San Francisco and Washington, DC."

"Boston Properties is a fully integrated real estate investment trust that develops, redevelops, acquires, manages, operates and owns a diverse portfolio of primarily Class A office space totaling 47.7 million square feet and consisting of 164 office properties (including six properties under construction), five retail properties, four residential properties (including two properties under construction) and one hotel."

So then, your portfolio consists of roughly 50 Million sf of properties in Boston, LA, NYC, San Francisco and DC, your firm has been in business 47 years and you have 153 million publicly traded shares outstanding, but you're not sure what your financing package consists of for a 1.2 million sf foot mega project ?

How about this, we commence a genuine, transparent public discussion as to the "potential" cash outlay from the People of Boston, the Commonwealth of Massachusetts and any federal monies you will seek for the Back Bay Station project.

If there's nothing to hide, what reason do you give for declining this discussion prior to the B R A board vote ?

Thank you for your consideration;

Sincerely,

Paul Johnson

Future Urban Solutions Group

[redacted]

--

Michael Rooney <michael.rooney@boston.gov>

My Gateway Center observations

1 message

Peter Papesch [redacted] Thu, Apr 6, 2017 at 12:52 PM
To: Michael.Rooney@boston.gov
Cc: dtcnabb@nabbonline.com, Jacquelin Yessian [redacted], Michael McCord [redacted], "Jacqueline M. Royce" [redacted]

Hello, Mr. Rooney:

I am a retired architect-developer and educator, and a citizen of Boston. As such, I am very much concerned with mitigating climate change and global warming. As a consequence I have become a member of the NABB Green Committee and I also chair the BSA's Sustainability Education Committee.

Enormous projects like the Gateway Project which fail to be designed to meet Net Zero performance will for the life of the project effectively undermine any GHG emission targets which Boston espouses. If our mayor signs the Global Covenant of Mayors for Climate and Energy, and the Metro Mayors Climate Commitment, without requiring Net Zero performance of new projects, he and his administration are making a public statement that belies his official commitments to reduce or eliminate the city's GHG emissions. Thus it seems to fall upon the citizens of Boston to oppose this and any other non-Net Zero project in every way possible, and there are many ways to do that.

In fact, it is important to ask a fundamental question: does Boston and its economy really need all the new high-rise office and residential towers, especially since there is a very clear shortfall in affordable housing units for those residents who serve our economy at all its levels.

So much for big picture considerations.

Specific comments about the Gateway Project from a small-scale architect-developer are:

- although seemingly not overwhelming when viewed in the context of its high-rise neighbors, the project nevertheless accentuates the sense of human alienation because it is so far out of scale for the pedestrians as well as its residential and office neighbors. Given the design of 3 separate tall structures, did the designers consider what the occupants of the new towers will look down on? As example, the views from the upper levels of the new 888 Boylston building are a dismal collection of arid roof-tops sprinkled with mechanical equipment and little else - not a very inspiring vista, and one which presages the views from the Gateway Project towers. Could not the design team and their BPDA counterparts influence how the adjacent rooftops of lower buildings might be enhanced?
- coupled with the Gateway Project's uninspiring views is the glaring absence of non-anthropomorphic nature, i.e. green space. Vegetation helps soften the harsh lines of man-made structures while simultaneously providing at least a moderate amount of CO2-absorption capability, not to mention its characteristic of reducing urban heat island effects;
- from an operational and long-term climate change mitigation viewpoint, and if the project needs to be built, it behooves both the designers and their BPCA counterparts to ensure that the building incorporates to the maximum extent possible the eventual switch-over from fossil fuel energy supplies to lighting/electrical, mechanical and heating systems which are entirely electricity-driven; this involves planning for the eventual - i.e. future - switch to a single AC converter to an all-DC system within each portion of the Gateway Center or even the entire Gateway Center; such a grid system can be planned to rely maximally on a low-voltage DC power supply network to all daily equipment used by the Gateway Center's occupants such as LED lighting, telecom equipment, portable power tools, and computers and their associated USB products. Such a design provision would also incorporate from the start an eventual further reduction in GHG emissions from the Gateway Center at much lower costs than would be required to retrofit the complex later for these same features.

Even at this late stage of the development process, the project still exists only in the form of drawings and models, and can readily be improved.

Peter Papesch, AIA
Chair, BSA Sustainability Education Committee
Co-chair, Back Bay Green Initiative
[redacted]

THE FRIENDS OF TITUS SPARROW PARK

The Friends of Titus Sparrow Park, Inc.
800 Boylston St.
P.O. Box 990965
Boston, MA 02199

BOARD MEMBERS

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April 19, 2017

Peter Paravalos
Director of Transit-Oriented Development, Design and Construction
Mass Department of Transportation
10 Park Plaza, Suite 4160
Boston MA 02116

Dear Mr. Paravalos,

The Friends of Titus Sparrow Park recently learned of MBTA's plans to modify the ventilation system for Back Bay Station. We are concerned about how such modifications could impact the environment around Titus Sparrow Park.

Our understanding is that the Clarendon Street vent stacks have not worked for years. We also have heard that future plans may include ventilating all of the smoke in the tunnel between Back Bay Station and Massachusetts Avenue through the West Newton Street vent stack and Carter Field. We understand this is being considered rather than repairing the Clarendon stacks right next to the station which were originally designed to dissipate much of the smoke before it entered the station. This smoke would be concentrated at Titus Sparrow Park, an area frequently used by many young children and gardeners, rather than the commercial area at Clarendon Street.

The Friends of Titus Sparrow Park is a citizen group that raises considerable funds to improve the plantings and provide activities at Titus Sparrow Park. We are an established 501c3 organization. More about The Friends of Titus Sparrow Park can be found on our website at: www.titussparrowpark.org.

We ask you to reconsider this approach. Before diverting fumes to a residential area, we request that an environmental impact study be performed. Additionally, we request presentation of your plans and up-to-date information for the Southwest Corridor Park Conservancy and South End neighbors.

We look forward to your response.

Steven Sloan

Sincerely,
Steven Sloan
President, Friends of Titus Sparrow Park

Michael Rooney <michael.rooney@boston.gov>

Back Bay/South End Gateway Project

Jonathan Greeley <jonathan.greeley@boston.gov> Fri, Apr 21, 2017 at 6:25 AM
To: michael.rooney@boston.gov, Sara Myerson <sara.myerson@boston.gov>, lauren.shurtleff@boston.gov, Corey Zehngebot <corey.zehngebot@boston.gov>, david.carlson@boston.gov

Sent from my iPhone

Begin forwarded message:

From: nikki fortes <nikkifortes@yahoo.com>
Date: April 20, 2017 at 11:47:13 PM EDT
To: Jonathan.Greeley@boston.gov
Subject: Back Bay/South End Gateway Project

20 April 2017
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Back Bay/South End Gateway Project

To Whom It May Concern:

Tent City is the 269 unit, mixed-income, housing development located directly across from the proposed Back Bay Development. We, the Resident Alliance, have noted some positive changes to the original project, and would ask the Boston Planning and Development Agency to consider the following issues related to Affordable Housing, Traffic/Parking, Jobs, the Environmental Impact and Construction.

Affordable Housing
We support and agree with the developer to create affordable housing. However, we ask that the developer ensure an equitable mix of potential residents. We are concerned about this because the gentrification and escalating cost of housing in the South End has made it almost impossible for some longtime residents to remain in the area. We are concerned that the creation of more high-end housing would only exacerbate this problem. It is our opinion that the current affordable housing commitment benefits upper middle class residents and does not reflect the median income of the majority of people in South End. An inequitable mix would put our traditionally multicultural and multi-class community even more at risk and will do nothing to contribute to the diverse urban fabric of the neighborhood. So, we ask that "affordable" housing be defined as something that is actually affordable for all of the middle class not just the upper middle class.

We would also like to request that the affordable housing be located on-site, and ask further that the affordable housing be distributed across the floors of the building, in the same proportion of unit sizes as the market rate units (proportions of studio, one bedroom, two bedroom, etc. units).

Open Space/Retail Space
We are in full support of having open space on the back side of the Station. We would like to see this public space/park be dedicated to a local citizen who has made significant contributions to our neighborhood.

We request that some retail space be set aside as affordable for use by minority-owned businesses and local non-profit organizations as a public benefit (some ideal vendors might be a Farmer's Market, Artists for Humanity or any other local nonprofits that serve youth and the community).

Traffic/Parking

Adding numerous apartment and condo units will put a strain on the already formidable and difficult conditions for parking in our neighborhood. Therefore, we agree and appreciate the offer to allow Tent City residents parking spaces in the garage to offset some of the inconvenience that will likely be created. We would like to further discuss this to solidify an agreement.

Jobs
We request that some of the new jobs created be given to Boston residents and that Tent City residents, especially teenagers, are actively recruited and hired. We also request that job openings at the Back Bay retail be posted at Tent City and in local free publications.

Environmental Impact
We request that the developers undertake a study that determines damages such as settling and cracking that may occur to Tent City property as a result of the construction of the project and cover costs of any such damage to Tent City property.

While we we wish the solar glare and street-level wind impact studies had included Tent City (since we have a number of residents who are elderly and/or disabled and walking in high wind conditions can be difficult), we were happy to hear that a number of locations near Tent City experience better wind conditions and minimal solar glare with the creation of the new project.

We would like any information that can be provided regarding the increased demand on infrastructure (such as already over loaded transistors, and the increased demand on police, fire department, and schools).

Construction
Tent City Apartments are located so close to the proposed construction that Tent City residents ask that concerns related to the impact and safety issues be addressed. There are a number of residents and children with serious health concerns that will be impacted by the construction. Therefore, we request that the developers pay moving expenses within the Tent City Apartments for those Tent City residents with health issues that will make it impossible for them to live in the apartments that face the construction.

We request that the developers provide compensation to the Tent City Apartments for the anticipated decrease in people willing to rent apartments during construction. With the increase in noise, increase in dust and rodents, and the loss of quality of life caused by construction, we anticipate that it will be very difficult to rent apartments during the construction period which could last for years. Tent City should not bear the full burden of this impact.
Further, we request that the developers cover the increased cost of rodent control for the Tent City Apartments that is anticipated because of construction. Tent City should not have to bear the full burden of this impact.

We also request that the developers pay for additional police during the construction period to ensure the safety of residents in this already high traffic area, especially the safety of those most vulnerable --- children whose BPS buses stop in front of the construction site, caregivers and children in strollers, senior citizens and those living with disabilities for whom the construction poses particular risks. Due to the heavy pedestrian traffic and to protect the safety of Tent City residents, we request that the developers use horizontal safety nets of the kind now required in New York City to protect construction workers and pedestrians.

Thank you, in advance, for taking our requests into consideration.

Respectfully Submitted,
TENT CITY RESIDENT ALLIANCE

Nikki Fortes, President

cc: Mayor Marty Walsh
Mass DOT 10 Park Plaza, Suite 4160 Boston, MA 02116

Michael Rooney <michael.rooney@boston.gov>

EEA No. 15502 The Back Bay / South End Gateway Project

1 message

Kristin C Field [redacted] Mon, Apr 17, 2017 at 6:18 PM
To: NABB Online [redacted], alex.strysky@state.ma.us, michael.rooney@boston.gov, Jacquelin [redacted] >
Cc: Vicki Smith [redacted]

Massachusetts Executive Office of Energy and Environmental Affairs
Matthew A. Beaton, Secretary
Alex Strysky, Analyst, Alex.Strysky@state.ma.us

100 Cambridge Street, Suite 900 Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager Michael.Rooney@boston.gov

1 City Hall Square Boston MA 02201

Comments:
EEA No. 15502 The Back Bay / South End Gateway Project
Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

Dear Mr. Strysky and Mr. Rooney;

After reading the NABB letter, I agree with their concerns. In particular, I am concerned that projects in Boston currently are notably lacking in protecting pedestrian and cyclists and also providing pleasant street furniture for the public to gather on wide walkways.

In addition, the development projects I have seen pay little attention to the fact that we already have too many vehicles on our city streets and generally find easy ways to provide parking within the project but dump cars out into the neighborhood willy nilly. Vision Zero is working to reduce fatalities from crashes to zero and adding more and more cars to our city is likely to defeat that goal.

Please find a way to make this project more pedestrian friendly. This is a walking city and we love it. Thank you.

Kristin C Field

333 Commonwealth Ave. Boston Ma. 02115

Michael Rooney <michael.rooney@boston.gov>

Concerns About the Back Bay/South End Gateway Project

1 message

Cilla Lavin [redacted] Mon, Apr 17, 2017 at 3:57 PM
To: Alex.Strysky@state.ma.us, Michael.Rooney@boston.gov
Cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov, William.Brownsberger@masenate.gov, [redacted], [redacted], william.brownsberger@masenate.gov, byron.rushing@mahouse.gov, jay.livingstone@mahouse.gov

April 17, 2017

Massachusetts Executive Office of Energy and Environmental Affairs

Matthew A. Beaton, Secretary

Alex Strysky, Analyst

100 Cambridge Street, Suite 900

Boston MA 02114

Boston Planning and Development Authority

Michael Rooney, Project Manager

1 City Hall Square

Boston MA 02201

Comments:

EEA No. 15502 The Back Bay / South End Gateway Project

Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

Dear Mr. Strysky and Mr. Rooney;

I am a Back Bay resident. I am writing to you to express my concerns regarding the Back Bay/South End Gateway Draft Project Impact Report DPIR submitted by Boston Properties. The project has the potential to become a great asset for the City. We anticipate benefitting from the improved Back Bay Station and associated public realm improvements.

The project is made possible by the allocation of this public site to the project, which sets a high bar for the design in delivering substantial public benefits. However as the project is currently planned and configured it falls short in several key respects as shown below, including the creation of foreseeable adverse impacts as well as deficiencies in the benefits it should be expected to generate.

My major concerns have to do with Transportation, Urban Design and the extent of the compliance of the project with the Stuart Street Zoning Regulations.

Specifically:

- Inconsistency with Stuart Street Zoning
    - No commitment to meet affordable housing requirement
    - Dartmouth Street setback is ignored, which will impair the view and visibility of the sky from Copley Square

- Undesirable street impact of a proposed pedestrian bridge across Stuart Street
- Non-compliance of some buildings with targets for sustainability of new buildings

- Transportation Issues
  - Possibility of gridlock in the neighborhood as a result of the additional traffic generated by the project
  - Impact of the new traffic generated by the project on already major choke and crash points at the Beacon Street intersections with Berkeley and Clarendon Streets

- Urban Design
  - Capacity of narrower sidewalks on Dartmouth Street – will they be adequate for the peak hour crowds going to and from Back Bay station?
  - Proposed garage opening and loading dock on Dartmouth Street

- Wind is already a major concern in this area and it is unclear if the mitigation measures proposed are optimum and claims of wind reductions are justified

- Solar Glare – no mitigation has been proposed so far, although this has been identified as a problem for some locations

Moreover while the new shadows cast on Copley Square comply with Stuart Street Zoning, among other consequences they will darken the stained glass windows at Old South Church most noticeably during the Christmas season. The criterion for accepting an adverse impact such as this example should not be as low as that they are legal, but should take account of the severity of the harm caused. If zoning regulations can be relaxed on a case-by-case basis they should also be subject to tightening on a case-by-case basis, particularly when public property is being used.

The historical neighborhood of the Back Bay contains beautiful parks, iconic Boston buildings including Trinity Church, Old South Church, the Boston Public Library and many other historical buildings. This neighborhood is appreciated daily not just by residents and commuters, but also by many hundreds of thousands of visitors from all over the world. It's important we keep it accessible, safe, and offering a quality of life for everyone, both current and future residents, commuters and visitors.

Sincerely,

Priscilla Lavin

274 Beacon St.
Boston, MA 02116

Michael Rooney <michael.rooney@boston.gov>

Back Bay Station/South End Gateway Project

2 messages

jacqueline royce <[redacted]> Sun, Apr 16, 2017 at 5:15 PM
To: Alex.Strysky@state.ma.us, Michael.Rooney@boston.gov
Cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, "Rushing, Byron - Rep. (HOU)" <Byron.Rushing@mahouse.gov>, "Rep. Jay Livingstone" <Jay.Livingstone@mahouse.gov>, William Brownsberger <William.Brownsberger@masenate.gov>, [redacted]

TO: Alex Strysky, Analyst
Office of Energy and Environmental Affairs

Michael Rooney, Project Manager
Boston Planning and Development Authority

DATE: April 14, 2017

FROM: Jacqueline Royce, PhD
Board of Directors
Neighborhood Association of the Back Bay (NABB)
and NABB Green Committee member

RE: Comments: EEA NO. 15502 T he Back Bay/South End Gateway Project
Article 80 Draft Project Impact Report (DPIR)

As a Back Bay resident with a background in City and Regional Planning, a close neighbor to the project, a frequent traveler on the commuter rail and the South West Corridor bicycle/walking path, and particularly as a NABB Green Committee member, I am concerned about the design and several issues proposed for the Back Bay/South End Gateway Project.

After attending several meetings about the project last week as well as last year, I am particularly concerned that the Draft Project Impact Report (DPIR) submitted by Boston Properties, neglects the public good and human welfare, and commits Boston to long-term dependence on fossil fuels and obsolete pipeline infrastructure without substantially contributing to Boston's pledge to become carbon neutral by 2050.

I see many benefits to an improved Back Bay Station concourse, but other than long-overdue ventilation improvements, I heard of no planned improvements to the dark, unpleasant train platform experience. As I understand it, no funding is allocated to making the platform experience where you arrive or board the train a positive experience. No artwork or improved, modern lighting, or design was evident. This example characterizes the overall neglect of benefits to residents and visitors from all over the world. The social costs are not adequately included in the calculations of the project.

Other stark examples of social costs, are the disregard for such historic treasures as the precious windows of Old South Church and the narrowness of the proposed Dartmouth Street sidewalk where the design element shown was one poor skinny tree in a window-box type container.

My other concerns are with transportation, affordable housing, and urban design.

- The exterior design does not enhance the neighborhood or fit into the scale of existing buildings, destroys historic character, and offers an unsettling, off-balance, and unwelcome addition to the skyline. The buildings are **too tall** for **too small** building site.
- The buildings, apparently, do not go beyond LEED Silver or Gold, whereas projects in 2017 should reach platinum and beyond in order to take advantage of the possibility to lead the way to future sustainable buildings
- Have you considered any easy, best-practices, green infrastructure efforts e.g. rain gardens on Clarendon and vertical gardens in the MBTA Concourse?

- Will the project seriously reconsider bridging costs/benefits of clean energy alternatives?
- Can you consider wider setbacks on Dartmouth Street with more open space and greenery at sidewalk level to create an extension of South West Corridor?
- The transportation issues of gridlock and impact on new traffic generated by the project have not been adequately addressed
- Will you seriously reconsider the impact of increased private vehicles, pedestrian, train, bus, and bike traffic?
- I heard no discussion about low/middle income housing on site
- Have sufficient wind mitigation measures been addressed?

The bottom line is, in 2030 will this proposed building enhance or diminish the quality of life in our neighborhood and Boston overall and will this project become part of the problem or part of the solution for developing a resilient Boston and will it help meet the City's Climate Action goals?

Please take a generous, long-term view and do not permit developers to ignore the widespread concerns of the neighborhood. Boston can do better. I hope you will take every opportunity to make this Gateway project into a gateway to a net zero city by 2050 that could be a model for other cities around the world.

Sincerely,

Jacqueline Royce, PhD

cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, Byron.Rushing@mahouse.gov, Jay.LIvingstone@mahouse.gov, William.Brownsberger@masenate.gov, [redacted]

Jacqueline Royce [redacted] Sun, Apr 16, 2017 at 5:29 PM
To: Alexander.Strysky@state.ma.us, Michael.Rooney@boston.gov
Cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, "Rushing, Byron - Rep. (HOU)" <Byron.Rushing@mahouse.gov>, "Rep. Jay Livingstone" <Jay.LIvingstone@mahouse.gov>, William Brownsberger <William.Brownsberger@masenate.gov>, [redacted], Neighborhood Association of the Back Bay <[redacted]>

TO: Alexander Strysky, Analyst
[Quoted text hidden]

Neighborhood Association of the Back Bay

N A B B

April 14, 2017

Officers:
Vicki C. Smith
Chairman
Susan Baker
Vice Chairman
Tracy Pesanelli
President
Sheri Olans Wright
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Peter Sherin
Barry Solar
Elaine Sullivan
Anne Swanson
Jack Wallace
Michael Weingarten
Marvin Wool
Jacquelin Yessian

Massachusetts Executive Office of Energy and Environmental Affairs
Matthew A. Beaton, Secretary
Alex Strysky, Analyst,
Alex.Strysky@state.ma.us
100 Cambridge Street, Suite 900
Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager
Michael.Rooney@boston.gov
1 City Hall Square
Boston MA 02201

Comments:
EEA No. 15502 The Back Bay / South End Gateway Project
Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

Dear Mr. Strysky and Mr. Rooney;

Members of NABB have attended several meetings about this project and have reviewed key project documents. We have two representatives on the CAC. I am writing to you to express NABB's concerns regarding the Back Bay South End Gateway Draft Project Impact Report DPIR submitted by Boston Properties.

The project has the potential to invigorate a key site at the nexus of the Back Bay and South End neighborhoods while improving the experience of Back Bay Station. The developer has worked hard to design a project that can meet these goals, but there are still important outstanding issues and foreseeable negative impacts of the current proposal that need resolution.

We anticipate benefitting from the improved Back Bay Station and associated public realm improvements and welcome this initiative to build a better bridge between the Back Bay and South End neighborhoods.

The project is made possible by the allocation of this public site to the project, which sets a high bar for the design in delivering substantial public benefits. However as the project is currently planned and configured it falls short in several key respects as shown below, including the creation of foreseeable adverse impacts as well as deficiencies in the benefits it should be expected to generate.

NABB hopes to participate in refining these suggested improvements in subsequent public meetings, and we hope that the Final Project Impact Report (FPIR) will incorporate these improvements into the project.

Our major concerns have to do with Transportation, Urban Design, Groundwater, and the extent of the compliance of the project with the Stuart Street Zoning Regulations, and broadly the foreseeable adverse impacts on the public realm.

Perhaps most important for this project for the Back Bay is the lack of sufficient vision and development of the Dartmouth and Stuart Street sidewalks in the DPIR. Dartmouth Street sidewalk is the major entry to and from and a gateway between the Back Bay and South End neighborhoods. To date the design shown is a plan book application of the Green Streets Guidelines developed by the Boston Transportation Department. These guidelines are excellent for specific applicable locations, but they are inadequate for application to a unique gateway to the City and a primary axis between two neighborhoods – the South End and the Back Bay. The sidewalks should be more generous in width. Street furniture designed specifically for this location will be more appropriate than 5-foot planters with street trees. The existing walk provides partial shelter for pedestrians. No shelter is provided in the new scheme.

In addition the small open space to the east of the station is minimal in size and is complicated with vehicular, service, pedestrian, and bicycle movement. The plan needs further thought and detail for safety and security and to create a place where people can comfortably congregate.

More specifically:

- Inconsistency with Stuart Street Zoning
    - To date no commitment to meet the affordable housing requirement has been forthcoming - the developer should be specific about how the affordable housing obligation of this project will be met so that the neighborhood can comment about this important aspect of the project. NABB's position is in favor of on-site affordable housing as much as is feasible, while the "buy out" option for developers is unacceptable.
    - Dartmouth Street setback rule is ignored, which will impair the view and visibility of the sky from Copley Square and is an adverse impact on the public realm.
    - Some of the proposed buildings do not comply with targets for sustainability of new buildings. In these times, the most sustainable projects that can be constructed are essential for our future.

- Transportation Issues
    - The proposed garage exit onto Dartmouth poses a hazard to pedestrians, cyclists, and vehicles and must not be pursued. An alternative second means of egress should be developed in the event that the Federal Highway

Department determines to close the Clarendon Street ramp to the Turnpike. This should be included in the FPIR.

- The risk of gridlock in the neighborhood as a result of the additional traffic generated by this project and others in the pipeline has not been convincingly laid to rest.
  Analysis of the impact of the consequences of the new traffic generated by the project on already major choke and crash points at the Beacon Street intersection with Berkeley Street has not yet been provided nor has specific mitigation been planned.

- Urban Design
  - The narrowing of sidewalks on Dartmouth Street may not provide adequate, let alone generous, capacity for the peak hour crowds going to and from Back Bay station and between the South End and Back Bay neighborhoods
    - Meeting minimum requirements for sidewalk width defined for a Commercial District is not appropriate, given that this location is a unique Gateway area that should be generous in terms of capacity; moreover the planters and trees proposed for the furnishing zones along the sidewalks that restrict the space for pedestrians are unsuited to these locations, will be limited in their growth, and will be especially vulnerable to deterioration
  - Proposed garage opening and loading dock on Dartmouth Street will create unacceptable risk and disruption to the interactions between vehicular traffic and pedestrians
  - The street impact of a proposed pedestrian bridge across Stuart Street is highly undesirable, contrary to the longstanding written position taken by the Boston Civic Design Commission (BCDC) against cross-street pedestrian bridges, and another adverse impact on the public realm. The bridge detracts from the street life. Urban pedestrians bring vitality to the streets.

- Groundwater - The broad spread of low to very low existing groundwater readings suggests the existence of leaks into underground structures. In addition to those structures mentioned in the DPIR, defects in the applicant's existing buildings, sump pumps, foundation walls or retaining structures at the edge of the rail-bed tunnel may be contributing to the groundwater draw downs. If so, they should be required to be identified and eliminated. Since the surface of most of the existing site is previously developed without regard to storm water recharge, it appears that the applicant's goal that "recharge from the post development site shall approximate recharge from pre-development conditions" is quantitatively smaller than desirable. In light of the ample increase in developed floor area, a much stronger commitment to recharge volumes should be required.

- Wind is already a major concern in this area, and not infrequently dangerous conditions arise especially for more vulnerable individuals (small children and the

elderly). It is unclear if the mitigation measures proposed are optimum and claims of wind reductions are justified.

- Solar Glare – no mitigation has been proposed so far, although this has been identified as a problem for some locations

Moreover while the new shadows cast on Copley Square comply with Stuart Street Zoning, among other consequences for Trinity Church and the Boston Public Library they will darken the stained glass windows at Old South Church most noticeably during the Christmas season. The criterion for accepting an adverse impact such as this example should not be as low as that they are legal, but should take account of the severity of the harm caused. If zoning regulations can be relaxed on a case-by-case basis they should also be subject to tightening on a case-by-case basis, particularly when public property is used.

The historical neighborhood of the Back Bay contains beautiful parks, iconic Boston buildings including Trinity Church, Old South Church, the Boston Public Library and many other historical buildings. This neighborhood is appreciated daily not just by residents and commuters, but also by many hundreds of thousands of visitors from all over the world. It is a matter of the highest priority to keep it accessible and safe, and to offer a quality of life for everyone, both current and future residents, commuters and visitors. A similar priority and considerations apply to the South End, the other Boston neighborhood most intimately affected by this Gateway project.

Thank you for the opportunity to comment.

Sincerely,

Vicki C. Smith

Vicki C. Smith, Chair

Cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, Byron.Rushing@mahouse.gov, Jay.Livingstone@mahouse.gov, William.Brownsberger@masenate.gov, [redacted]

MAPC
METROPOLITAN AREA PLANNING COUNCIL

SMART GROWTH AND REGIONAL COLLABORATION

April 18, 2017

Matthew A. Beaton, Secretary
Executive Office of Energy & Environmental Affairs
Attention: MEPA Office – Alex Strysky, MEPA #15502
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: Back Bay/South End Gateway Project, MEPA #15502

Dear Secretary Beaton:

The Metropolitan Area Planning Council (MAPC) regularly reviews proposals deemed to have regional impacts. The Council reviews proposed projects for consistency with *MetroFuture*, the regional policy plan for the Boston metropolitan area, the Commonwealth's Sustainable Development Principles, consistency with Complete Streets policies and design approaches, as well as impacts on the environment.

MAPC has a long-term interest in alleviating regional traffic and environmental impacts, consistent with the goals of *MetroFuture*. The Commonwealth also has established a mode shift goal of tripling the share of travel in Massachusetts by bicycling, transit and walking by 2030. Additionally, the Commonwealth has a statutory obligation to reduce greenhouse gas emissions (GHG) by 25% from 1990 levels by 2020 and by 80% from 1990 levels by 2050. In May 2016, the Massachusetts Supreme Judicial Court released a unanimous decision in *Kain vs. Massachusetts Department of Protection (DEP)* ordering the state's DEP to take additional measures to implement the 2008 Global Warming Solutions Act. Specifically, the Court held that DEP must impose volumetric limits on the aggregate greenhouse gas emissions from certain types of sources and that these limits must decline on an annual basis. This recent ruling reasserts the state's obligation to meet these goals.

BP Hancock LLC (the Proponent) is proposing a mixed-use transit-oriented development (TOD), which includes four distinct air-rights parcels. When fully complete, the Back Bay/South End Gateway Project (the Project) will comprise up to approximately 1.26 million square feet (sf) of development, including a new office building (approximately 592,000 sf) with ground floor retail, two new residential buildings (approximately 600 units), and a retail expansion (approximately 62,000 sf) of the existing MBTA Back Bay/South End Station. No new parking is proposed as part of the Project as the existing 100 Clarendon Street Parking Garage capacity of 2,013 spaces is expected to meet demand.

The approximately 5.2-acre Project site is located primarily over active transportation infrastructure, including the I-90 Extension of the Massachusetts Turnpike, and the track and concourse levels of Back Bay Station. The Project is roughly bounded by Dartmouth Street to the west, Stuart Street and Trinity Place to the north, Trinity Place and Clarendon Street to the east, and the southern property line of Back Bay Station to the south. The Project is expected to generate just over 3,600 daily vehicle trips, with slightly over 380 and 370 vehicle trips being made during the morning and evening peak hours, respectively. A total of 6,097 daily transit trips, 603 of which will occur in the morning peak hour and 632 in the evening peak hour are projected.

This Project exemplifies the best aspects of TOD by developing high density housing, retail and office uses above and adjacent to a multi-modal transit hub served by multiple public transportation services, including MBTA Commuter Rail lines, the Orange Line, local bus routes, and AMTRAK. The Project's mix of residential, commercial and retail uses will benefit from excellent transit accessibility, resulting in a high proportion of transit-trips rather than vehicle-trips. We recognize that the projected preliminary trip generation estimates for this project include transit mode-shares of 51% for both office and retail related trips and 31% for residential trips.

Mitigation

The Proponent has provided a strong commitment to implement integrated multimodal mitigation measures to improve vehicular traffic operations and accommodate walking, bicycling and transit use by employees, residents, and visitors to the site. The Proponent also proposes creating a public realm that is friendly for pedestrians and bicyclists, in accordance with Complete Streets design approaches.

While the Proponent has assumed management responsibility for and committed to renovating the concourse of Back Bay Station, MAPC respectfully requests that the Proponent also consider commitments to improving MBTA services. These improvements could include a contribution to the purchase of new Orange Line cars, improved signalization along the Orange Line, or maintenance of the Southwest Corridor Park which culminates at the Project site. For example, a mitigation fund could be established by the Commonwealth and the City of Boston to support these types of improvements. There is precedent for such a transportation mitigation fee established through the MEPA process. One such precedent is the Wynn Casino's commitment to improving Orange Line service. Another is the recent Memorandum of Understanding under which Boston Properties will contribute a transit improvement fee to support MBTA service improvements for the Kendall Square Urban Renewal Project.

Parking

All vehicular parking for the Project will be accommodated on-site in the redeveloped garage at 100 Clarendon Street. The garage will provide up to the existing permitted capacity of 2,013 spaces, with up to 576 spaces permitted for public use. The Project will provide 0.4 spaces per residential unit, or up to 240 residential parking spaces (based on up to 600 units). MAPC applauds the Proponent for proposing no net new parking as part of the Project, as this will encourage the use of non-vehicular modes of transportation. However, it remains unclear to what extent the Project will displace current parkers at this facility and whether the Proponent will mitigate these impacts. We suggest these issues be addressed in the Final Environmental Impact Report/Final Project Impact Report (FEIR/FPIR).

I-90 On-Ramp

Located beneath the garage, the Project site contains a westbound on-ramp to I-90 which is accessed from Clarendon Street. The Draft Environmental Impact Report/Draft Project Impact Report (DEIR/DPIR) indicates that the Proponent is considering the elimination of this existing I-90 ramp. The closing of the I-90 ramp could have far reaching impacts on traffic distribution, both locally and regionally, as one of the primary purposes of ramps is to remove regional traffic from local streets. The Proponent should conduct a thorough alternatives analysis and continue their collaboration with MassDOT and the Boston Transportation Department (BTD) regarding the future plans for this ramp. Due to the regional impacts of such a decision, MAPC asks to be kept up-to-date on this planning process, as we may have valuable input regarding the final outcome.

Transportation Demand Management (TDM) Program

MAPC is pleased that the Proponent has committed to include a robust Transportation Demand Management (TDM) program that includes a variety of measures to minimize automobile usage, parking demand, and project-related traffic impacts. These strategies include designating an on-site TDM Coordinator, joining A Better City Transportation Management Association (TMA), maintaining the existing electric vehicle charging stations, and agreeing to provide future stations if demand warrants, and working with car sharing services (e.g., ZipCar, Maven, Enterprise CarShare) to locate vehicles within the garage.

Bicycle Accommodations

MAPC is pleased the Proponent has developed a bicycle parking program that will incorporate long and short-term bicycle accommodations within the garage and elsewhere within the Project site for employees, residents and visitors. Short-term, outdoor bicycle parking will be provided throughout the site, focused on locations near Back Bay Station and retail entrances. A new Hubway station is proposed on the Clarendon Street plaza near the station's entrance – this is very welcome given the intensive use of the Hubway station across Dartmouth Street from Back Bay Station. Long-term, covered and secure bicycle parking will be provided in four bike rooms located throughout the site. The four secure rooms will provide up to approximately 484 spaces for employees and residents of the Project.

Affordable Housing

While MAPC is pleased that this Project proposes to develop a significant amount of housing, the Proponent needs to clearly identify the affordable housing component for the estimated 600 residential units, and whether these units will be rental, homeownership, or a combination. We do recognize that the Proponent states that the housing will be in compliance with the applicable Inclusionary Development Policy of the City of Boston, but this needs to be further explained. This is not simply a residential issue; it will also have a direct environmental impact, as the residents of affordable units will own fewer cars and are likely to take more transit trips than market-rate residents.

Thank you for the opportunity to comment on this project.

Sincerely,

Marc D. Draisen
Executive Director

cc: Brian Golden, Boston Planning and Development Agency
Vineet Gupta, Boston Transportation Department
David Mohler, MassDOT

Michael Rooney <michael.rooney@boston.gov>

Comments EEA No. 15502 The Back Bay/South End Gateway Project

1 message

Diana/Lee Humphrey <[redacted]> Tue, Apr 18, 2017 at 12:09 PM
Reply-To: Diana/Lee Humphrey <[redacted]>
To: Alex.Strysky@state.ma.us, "Michael.Rooney@boston.gov" <Michael.Rooney@boston.gov>
Cc: Marty Walsh <mayor@boston.gov>, "bill.linehan@boston.gov" <bill.linehan@boston.gov>, Josh Zakim <josh.zakim@boston.gov>, Byron Rushing <byron.rushing@mahouse.gov>, "Livingstone Jay - Rep. (HOU)" <jay.livingstone@mahouse.gov>, Senator Will Brownsberger <william.brownsberger@masenate.gov>, [redacted] Neighborhood Association of the Back Bay [redacted] Michael McCord <[redacted]g>, Jacqueline Royce [redacted] Mary Cerulli [redacted], Catherine Bordon [redacted]

Massachusetts Executive Office of Energy
and Environmental Affairs
Matthew A. Beaton, Secretary
Alex Strysky, Analyst
100 Cambridge Street, Suite 900
Boston, MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager
1 City Hall Square
Boston, MA 02201

Dear Mr. Strysky and Mr. Rooney:

I am a Back Bay resident and I am joining others in writing to you to express my concerns about the Back Bay South End Gateway proposal submitted by Boston Properties. Although the project has the potential to be a substantial asset to the City, there are several areas which should be improved.

1. The principal source of its energy is natural gas, which will tie us to using this fossil fuel for 50 years, despite the City's efforts to reduce substantially the green house gas emissions over this same period. This doesn't seem to make a lot of sense. A much stronger emphasis should be given to the use of alternative green energy sources.

2. Traffic will probably increase in the neighborhood with the possibility of gridlock as a result.

3. Wind is already a concern in the area and it is not sure that the mitigation measures proposed will be adequate.

4. Particularly of concern are the shadows that the project will cast on the neighborhood and especially on the windows of the several churches in the area.

The Back Bay is a unique treasure and we must regard ourselves as stewards to preserve it and pass it on to future generations. Money should not be the dominant reason to go forward with projects.

Thank you,

G. Lee Humphrey
169 Commonwealth Avenue
Boston

Trinity Church
in the City of Boston
Copley Square
206 Clarendon Street
Boston, Massachusetts 02116-3722

April 13, 2017

BRA

'17 APR 14 PM3:01:09

Boston Planning and Development Agency
One City Hall Plaza
Boston, MA 02120

Attention: Director

Re: Back Bay/South End Gateway Project

Ladies and Gentlemen:

I am writing on behalf of Trinity Church to submit our comments regarding the pending Back Bay/South End Gateway Project Draft Project Impact Report ("DPIR"). As more particularly described in the attached analysis prepared by our architectural firm, Goody Clancy, we are very concerned about the issues of shadow and wind impacts of this development upon this irreplaceable architectural landmark, Boston icon, and parish home for which we are fiduciaries. We are hopeful that this submission will lead to further study and redesign of the development so that these impacts may be eliminated. We stand ready with our team to participate constructively in the planning process going forward.

Thank you for your consideration of this submission.

Very truly yours,

Peter Lawrence, Senior Warden, on behalf of the
Vestry of Trinity Church Copley Square

GOODYCLANCY
ARCHITECTURE / PLANNING / PRESERVATION

420 Boylston Street
Boston, MA 02116
617 262 2760
www.goodyclancy.com

April 13, 2017

Peter Lawrence
Senior Warden
Trinity Church in the City of Boston
206 Clarendon Street
Boston, MA 02116

Re: Back Bay/South End Gateway Project

Dear Peter,

As the Principal-in-Charge of the architectural and preservation consultant team currently working on Trinity Church, I must call your attention to the alarming impact the proposed Back Bay/South End Gateway Project by Boston Properties (BP) will have on the church building. The concern is twofold, the known increase in shading the building and the unknown possibility of increased wind on areas of the church above the pedestrian level.

If built as currently designed, the office tower of the project will increase the shading on the west side of the church during the winter months. The BP team, reviewed the shading impacts in a meeting with Sarah Wilcox, Katharine Bachman and myself on Friday, April 7. According to the information presented, shading will occur for an 11 week duration from November 16 to February 1. The period of shadow will be as much as 60 minutes from 11:30 a.m. to 12:30 p.m. During this season of the year, this is a very significant loss of possible sun on the building at the exact time of day it might most effectively melt snow, and warm and dry stone.

The west façade of Trinity Church is the most decorative and most vulnerable on the building. It is already suffering from increasing deterioration due to environmental impacts, as evidenced in the loss of detail at the statues. Many forces are at work, but any increase to moisture retention in and on the stone is a major concern, especially in the cold wet months of winter when the stone has limited opportunities for exposure to sun. Wet stone is vulnerable to the destructive forces of freeze thaw cycles and wet stone, even in winter, encourages bio-growth, which holds more moisture and creates even more damage.

Exacerbating the wear and tear on your building, a National Historic Landmark, is very costly for the Parish. The repair work beginning in April 2017 totals over $11 million with a disproportionate 25% of this amount focusing on the west façade including the porch, the steps, the towers, and the upper façade and roof areas (which are all affected by the new shading). This is the same area that only 5 years ago, the Parish spent $2 million on. Because of the deterioration, from water and wind impacts, several areas of original sculpture are now being considered for replacement, which will increase costs exponentially.

Principals Jean C. Carroon FAIA / Robert C. Chandler FAIA / Zsuzsanna Gaspar AIA /
Roger N. Goldstein FAIA / Randolph Meiklejohn AIA / Lisa A. Quackenbush / David Spillane AICP, RIBA
Associate Principals Ben Carlson / Lisa Ferreira AIA / Arjun H. Mande AIA / Victor F. Ortale AIA / Jefferson Poole AIA / A. Todd Symonds AIA

Operating costs for the Church may also increase because the shading could cause the temperature sensors in the narthex vestibules to indicate colder temperatures and trigger additional heating.

In addition to the shading, I am concerned about wind, which batters the building at all levels. The Draft Project Impact Report (DPIR) for the Back Bay/South End Gateway Project only addresses wind at the pedestrian level and claims there is no change around the base of Trinity Church. However, to ensure that wind impacts on Trinity Church will not increase, it is essential that Boston Properties complete an analysis of wind around the whole height of the building.

It is the upper areas of Trinity Church for which the preservation team is most concerned. We believe the wind impact on the building is increasing as weather becomes more violent and more and more high rise buildings are constructed in the near neighborhoods. Only this year, a heavy tower roof hatch, which had been in place for a century and which was bolted into the structure, was ripped from the building and crashed into a parked car, breaking the windshield.

The wear and tear from wind on the priceless and irreplaceable stained glass of the building has been documented for many years and was a major focus of restoration work from 2001 to 2005 at a cost to the Parish of over $2 Million. An additional $1 Million will be spent in 2017 to safeguard more windows.

Trinity Church is an irreplaceable monument. It is one of the most important architectural landmarks in the City of Boston and the nation, with international reach. The list of repairs are unending and expensive, but the Parish has responsibly carried this burden for 140 years. It is my opinion, as a preservation architect with over 30 years of experience, that if the Back Bay/South End Gateway Project is built as proposed the burden on the Parish will become heavier.

Sincerely,

Jean Carroon FAIA LEED Fellow

Principal – Design, Preservation and Sustainability

Xc: Trinity Church - Robert Cowden, Sarah Wilcox, Katharine Bachman

April 18, 2017

Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office-EEA No. 15502
Alex Strysky, Alex.Strysky@state.ma.us
100 Cambridge Street, Suite 900
Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager, Michael.Rooney@boston.gov
1 City Hall Square
Boston MA 02201

Comments:
EEA No. 15502 The Back Bay / South End Gateway Project
Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

The DPIR, and subsequent public presentations, have answered a few of the many questions raised by the CAC and neighborhood residents, myself included. Nevertheless, it is difficult to focus on the proposed Gateway Towers because of the project's adverse impact on Back Bay Station and the surrounding streets and sidewalks. The project, as currently described will impact the daily life of residents and transit patrons, will reduce public safety, and will have a high cost to the MBTA, the City of Boston and the Commonwealth.

The EEA and BPDA will need to do its own analysis, since the "facts and figures" shown in the DPIR are highly suspect. People trying to get in and out of buses and taxis will be prevented from doing so by planters and bike parking at the curb. Existing openings to the Orange Line platform (and MBTA operations enclosures) cannot be counted as primary circulation. Dedicated waiting and seating space will block major circulation paths and become lethal tripping hazards in an evacuation. The list goes on.

This project should not be approved until the public is able to know the full cost to the City and The Commonwealth.

- The proposed work on the station will be performed as an up-front payment of the proponent's 99-year lease. How will subsequent updates to the station be financed?
- The DPIR states that the Developer wishes the site to be designated a "blighted open area." A full accounting of public funding and tax breaks is essential.

Here are important details to be considered:

1) Boston Properties proposes filling much of the existing circulation space with retail shops. In doing so, **the station will not be able to accommodate an increase in public transportation patronage that** the City will need for its economic survival. This is already-paid-for public space that should not be compromised for short-term return.

2) The project proposes to reduce the existing sidewalk space on Dartmouth, Stuart and Clarendon Streets. The resulting sidewalks will be insufficient to satisfy the needs of passers-by, transit, rail and bus riders, and the patrons of the proposed shops and development. Here again, space that has been constructed for active public use is to be privatized and the remaining sidewalks and streets will be less able to serve their intended function.

3) The project proposes removing the existing ventilation tower at the rear of Back Bay Station near Clarendon Street. This tower was designed to exhaust diesel fumes above sensitive receptors. The exhaust tower should only be removed at such time as a substitute exhaust shaft has been built and incorporated into the proposed residential tower.

4) Finally, the lease for this property requires that an adequate and effective solution be established for the #39 bus, which now connects with the station and lays over in the turnaround at the east entrance to Back Bay Station. This connection between one of the most active MBTA bus lines in the region and the Orange Line, Commuter Rail and Amtrak is essential, and is especially critical for people with disabilities. The layover flexibility provided in this off-street space is also imperative to keep return trips on time. The current proposal to relocate the #39 bus to St. James Street with no connection to Back Bay Station and no off-street layover is clearly a major degradation of public accommodation.

Back Bay Station was built to adapt and grow to serve the needs of the transit-riding public – those who come to work, to shop, to visit, to attend school and to otherwise enjoy and support Boston. Now is the time for the City and State to step up and assure the public interest will be preserved for the next 100 years.



Kenneth E. Kruckemeyer
12 Holyoke Street
Boston, MA 02116

THE UNIVERSITY CLUB OF BOSTON

April 18, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

On behalf of the University Club of Boston, I write in support of Boston Properties' proposed Back Bay South End Gateway Project.

Founded in 1891, the University Club has continuously operated and maintained a clubhouse in the city block directly to the south of what is now the Back Bay Garage since the mid-1920s. The club sold its main clubhouse at 40 Trinity Place in the 1950s, but retained the adjacent four-story athletic building with an entrance at 426 Stuart Street, which has remained the University Club's address through the present. The University Club operates its social and athletic programs in its owned building at 426 Stuart Street and in additional space it leases from Trinity Stuart at 40 Trinity Place.

Having operated in this location for nearly a century, our membership has seen this area of Back Bay evolve and change significantly over the years. With change comes the good and the bad. While serving needed parking demands over the years in the area, the above ground Back Bay Garage has stifled the pedestrian experience and urban context in the area bounded by Clarendon, Stuart and Dartmouth Streets, and the Mass Pike/rail line corridor. For this reason, we are excited about many of the changes and improvements proposed by Boston Properties as part of its large scale, mixed-use project. Key public benefits and neighborhood improvements from the club's perspective are as follows:

1. **Significant upgrades to the Back Bay Station and to the surrounding streetscape**. The Station is one of Boston's primary front doors. Club employees (many of whom commute to work using the station), visitors and members interact with the station on a daily basis. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.
2. **Streetscape improvements and the redesign/reconstruction of the sidewalks around the perimeter of the project**. The existing pedestrian conditions are poor and this project will improve them dramatically. Of particular importance to the University Club is the increased sidewalk width and the removal of the garage speed ramp along Stuart Street. This change will dramatically improve the pedestrian and street level experience on Stuart Street from Dartmouth Street to the club's front door mid-block at 426 Stuart Street. Most people coming to and from the club are walking, so improvements to the pedestrian experience and safety are very important to our membership.

426 Stuart Street, Boston, MA 02116 (617) 266-5600 Fax: (617) 266-5554
www.uclub.org

THE UNIVERSITY CLUB OF BOSTON

3. **A high-quality, well-designed, transit-oriented development.** This is a suitable location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to this area. Additional commercial and residential density near the club is important to its long-term viability as a social and athletic club.
4. **New retail opportunities.** The additional retail on top of Back Bay Station and on the ground floor along Dartmouth, Stuart and Clarendon Streets will provide a range of new options and generate activity in the neighborhood. This adds important vitality to the immediate area and enhances public safety as well, particularly in early morning and evening hours.
5. **Wind mitigation.** We are pleased to see that the project will improve existing windy conditions at the street level, particularly along Stuart Street where the club has its front door.

Throughout the course of its planning around the redevelopment of the Back Bay Station and the air-rights garage, representatives of Boston Properties have been communicating to and updating Club leadership and representatives about the redevelopment plans and schedule. The focus of those discussions has been on the club's concern that Boston Properties preserve and maintain the club's legal access to the rear of its building and property. The club controls specific easement rights to this area and its daily operation relies on vehicle and truck access for food and other deliveries, trash removal and short term on-site parking for members and staff. Maintaining access to the rear of the clubhouse during construction and in the final approved plan is critical to the club's operations. I am confident that we can work with Boston Properties and its project team to work out the details of an agreement to ensure and protect future access behind our property as well as a construction mitigation agreement to address concerns during the project's phased construction.

The Back Bay South End Gateway project is an important project for the Back Bay and has clear benefits to the immediate neighborhood where the University Club has operated for nearly a century. As a direct project abutter, we look forward to working closely with Boston Properties to ensure our building and access are protected from the first phase of construction through project completion. We also are very interested in being a part of the ongoing discussions around the potential closure of the Mass Pike Clarendon Street on-ramp behind our property.

Thank you for your attention to this matter.

Sincerely,

GM

ON BEHALF OF JOHN BRAZILIAN

John Brazilian
President - University Club

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The ELLIS
SOUTH END
NEIGHBORHOOD
ASSOCIATION

April 17, 2017

Michael Rooney
Project Manager
Boston Planning & Development Agency
Room 900 One City Hall Square
Boston, MA

Re: Back Bay/South End Gateway Project Comment Letter

Dear Mr. Rooney:

Thank you for the opportunity to comment on the Draft Project Impact Report ("DPIR") relating to the Back Bay/South End Gateway Project. This letter is being submitted on behalf of the Ellis South End Neighborhood Association ("Ellis"). The Ellis works to preserve and enhance the quality of life in the neighborhood by bringing residents and businesses together in a variety of ways. The Association, a membership organization, was started in 1964 when a group of concerned neighbors felt the need for a community organization. Incorporated as a non-profit in 1982, the purpose of the Ellis today is to advocate for the neighborhood by providing a forum for discussing local and citywide issues, planning social activities and projects that build relationships among neighbors, creating an effective communication link with the City of Boston, and working to keep our neighbors informed of news and decisions that impact the community.

The Citizens Advisory Committee ("CAC") has met twelve times since April 2016. In addition, there have been two open meetings and one presentation concerning the station ventilation project. The CAC meetings were often spirited with vigorous discussion and debate throughout. Not unexpected due to the size and complexity of the project as it would be undertaken above and around a working transportation hub and the Massachusetts Turnpike with several other approved projects across the street either underway or awaiting construction. The views at the CAC meetings from the residential members did not always coincide - not surprisingly - with those representing neighborhood groups or business representatives. From the beginning, however, the co-chairs encouraged all CAC members to consider the submission of a joint letter reflecting those areas where there might be a consensus. Over the past two weeks, the CAC has worked to that end. We recognize that it is not always possible to reach a consensus across such a large group. While there may be a general

agreement on a particular issue, the how and the why may differ. The process worked. As we understand what will be included in the CAC comment letter, the Ellis believes it is important to acknowledge and respect the amount of time and effort invested by all of the participants as their views are pulled together in seeking consensus. The CAC letter is expected to contain the signature of all CAC members. Signing the letter should not be interpreted to mean that the Ellis is in total agreement with the contents. Rather, it reflects the importance we grant to the process and the need to help move consideration of the project by Boston Planning & Development Agency ("BPDA") forward. The Ellis reserved the right to submit its own letter highlighting those areas set out below considered most important to it.

Exit ramp for the garage onto Dartmouth Street: we recognize that the construction of this exit is contingent on the closure of the entrance ramp to the MASSPike as the project construction is envisioned with the closing of the existing entrance drum on Stuart Street. While many favor the closing of the entrance to the MASSPike, just as many are opposed to the construction of a new ramp onto Dartmouth Street. Although this possibility has been known throughout the life of the review process, there has been no presentation by the developer of how this would work. As you know, there have been prolonged discussions about the pedestrian circulation around the Back Bay Station questioning the developer's analysis in addition to a number of comments about the vehicle congestion all around the station. To now move the project forward without any substantive discussion about the potential exit onto Dartmouth Street would be ill-advised.

Closing of the entrance ramp to I-90: while this decision is not within the charter of the CAC and also outside of the responsibility of Boston Properties, it has certainly been at the forefront of discussion at every meeting. The pedestrian and vehicle flow around the Stanhope Street and Clarendon Street intersection is unsafe and cries out for improvement. Many would question the safety surrounding of the vehicles using the entrance ramp as they seek to merge with the on-going traffic of the MASSPike wondering how it could have been designed that way initially. As indicated above, creating a new garage exit onto Dartmouth Street is not acceptable.

Affordable housing: the Ellis is firmly supportive of the inclusion of affordable housing for all development projects. While having the units located in the residential building itself ("on-site") is oftentimes the preferred route, history has shown that such a result is not always obtained. The City of Boston and the developers have been able to come up with alternatives within the rules that are often criticized. On-site can even be extended for a one-half mile radius from the project. There has even been some discussion that the City would extend the radius as far as three-quarters of a mile to include Parcel P-12, an outdoor parking lot near the intersection of Tremont Street and Shawmut Avenue next to the Tufts New England Medical Garage. A project of up to 600 affordable units is now under discussion by BPDA. A development of that size would not solve the affordable housing shortage in Boston, but would be a small step towards a solution. In terms of the number of affordable units that Boston Properties would be required to include,

it should be held to the applicable requirement at the time it submitted the Project Notification Form rather than a requirement applicable to later submissions.

Location of the Number 39 bus: the CAC was informed that the management of the T preferred a re-design of the route to have a terminus at the corner of Boylston and Dartmouth Streets next to the main library with the closest bus stop to the Orange Line continuing at a stop on St. James Avenue. Part of the reason presented for this route re-location was its proximity to both the Orange and Green Lines. There has been no public input regarding that bus route and public officials on the CAC opposed a re-routing that did not adhere to agreements reached with the T back in the 1980's when the 39 bus route was implemented to mitigate the partial closure of what had been the Arborway via Huntington subway route. The terms of the agreement referenced have not been made available. It has been represented, however, that the bus route was to be maintained with a stop next to the Back Bay Station. Boston Properties has suggested that a new bus stop may be possible as part of a re-design of Stuart Street where the proposed entrance to the new commercial building would provide for a covered access approach to the station for the users of the 39 bus. Anyone who has witnessed the congestion and traffic back-ups on Clarendon, Berkeley and Stuart Streets created by the articulated buses coming out of the turnaround next to the garage exit know a solution is needed. But the solution should not be at odds with the convenience of the current users of the 39 bus.

Transportation needs of the 21st century: towards the end of the CAC meeting cycle, Mayor Walsh unveiled "Go Boston 2030", a City of Boston initiative that envisioned a bold transportation future for Boston for the next 5, 10, and 15 years. The plan strives for all Bostonians to have access to quality transportation that helps them reach jobs, education, health care, affordable housing, healthy food, culture and open space opportunities. Transportation options in every neighborhood should be accessible and safe. Because of the timing, there was little opportunity to discuss how this ambitious undertaking would be addressed by the developer. Reports out of Washington suggest more funding for transportation infrastructure improvements. It would be short-sighted not to ask the developer to address its plan to help Mayor Walsh accomplish the goals of "Go Boston 2030".

Project staging: the developer has been clear throughout the review process that certain parts would be undertaken in a logical fashion as the project progressed. We respect their planning and recognize that much of the planning would be difficult to re-schedule. It was the view of many CAC members that the Stanhope and Clarendon intersection along with the grading and elevation of the sidewalk at the I-90 entrance and the crosswalk from the station entrances on Dartmouth Street receive priority.

Honoring the memory of A. William Randolph: many long-time residents of the neighborhoods surrounding the project have expressed concern about the treatment to be afforded to his memory and those accomplishments during the hey-day of train travel as currently highlighted around the concourse. The re-design of the concourse should be done to maintain Mr. Randolph's legacy.

Ventilation and "The Blue Haze": the CAC was informed that design work for the first phase of the improvements to the ventilation system had been progressing with a public meeting scheduled for May 3, 2017, after the due date for comments on this project. Those who attended an earlier meeting where the T presented an overview of the ventilation issues were surprised to learn of the poor condition of the existing ventilation systems and the somewhat dismissive historical approach of the T in operating the system. The T has provided an overview of what it is planning in the two phases - while clearly the plan, if implemented, would be a very positive step, cooperation from AMTRAK must be obtained. Not always a simple task.

Re-location of the Harvard Vanguard Health Center and other tenants: the developer indicated early on that it was working with Harvard Vanguard and Eastern Bank to understand their space needs should they be displaced. Little more has been heard about these plans. Many users of the Harvard Vanguard Health Center would be severely impacted should it no longer be located in the same neighborhood.

The project, as a whole, with the comments from all constituencies considered and those that are realistic, implemented, would be a positive addition to the Back Bay and South End. Boston today is not the Boston of forty years ago when the elevated tracks cutting through Boston neighborhoods were removed and the Orange Line re-routed. Nor is it the Boston of the early 1980's when Back Bay Station was last re-modeled and improved. The Prudential and John Hancock buildings have been joined by other high-rise developments throughout the Back Bay and South End. Boston Properties has done a good job of presenting a project that is a huge challenge from an engineering standpoint. It has also sought to address comments that relate to the impact caused by other approved projects on adjacent parcels. Not an easy task. One would be hard-pressed to argue that the project would not continue to show Boston in the early 21st century in a positive light with the following advisory: respect the comments from those who truly care for the neighborhoods.

Very truly yours,

Betsy

Betsy Hall
President
The Ellis South End Neighborhood Association
2 Clarendon Street
[redacted]
www.ellisneighborhood.org

Back Bay
ASSOCIATION

April 15, 2017

Director Brian Golden
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

Dear Mr. Golden:

It has been a tremendous opportunity to participate in the planning processes that have resulted in the Back Bay/South End Gateway Project.

Many years of research, discussions, planning, community input and BPDA outreach led to this point. As you know, I was honored to be a participant in the Stuart Street planning process and participated in dozens of meetings related to the importance of this area to Boston, especially the Back Bay. This area is densely populated by business uses, and property owners have long-invested in the area that is home to some of Boston's largest employers. Members of the Back Bay Association have invested billions of dollars in the property located in and around the Stuart Street area. Throughout the planning/zoning process, the businesses of Back Bay stated, unequivocally, that a significant project at the Back Bay station site is a top priority for the business community. Why? The Back Bay station is a gateway to the entire neighborhood. Thousands of employees use the commuter rail and MBTA to get to work. Tourists and visitors from other states and countries traverse train platforms and arrive at the station... up until Boston Properties took over the management of the station, the condition was deplorable.

As commuters and visitors leave the building, they are met with the very visual definition of a "concrete jungle" featuring buildings and architecture that can only be described as blight. Especially, in direct contrast, the juxtaposition of Victorian architecture of the Back Bay and South End, one must question how this happened in the first place.

It is essential that Boston find new development sites, especially when so much of the South End and Back Bay contains architecturally protected areas. The Back Bay Association BBA has encouraged "smart growth" in the area along the center, the High Spine, featuring access to the MBTA and commuter-rail. This development is an important priority of all Back Bay businesses! The Gateway project will add an additional 1.26 million square feet and include an office building, two residential buildings and an additional floor of retail on top of the existing Back Bay Station. The project (really, four projects) will provide great transit oriented development opportunities for businesses seeking first class office space and a need to attract top talent, residents drawn to a downtown address at a convenient and central location, and new retail opportunities to benefit all station users and the surrounding communities.

The Project also solves a number of incredibly poor public realm conditions that currently exist and it improves connections through the site and to the adjacent neighborhoods. We will not dwell on the existing conditions, rather, we will focus on the numerous improvements included in the project.

- The Stuart Street District will benefit greatly from the addition of three modern buildings designed by Pelli Clarke Pelli Architects and an additional floor of retail above the existing Back Bay Station, designed by Arrowstreet Architects. The bright, unique architecture characterized by undulating forms and dynamic façade treatments will bring a new vibrancy to the area and dramatically transform the monochromatic and monolithic concrete surfaces that currently dominate the area.

- The sidewalk and pedestrian experience will be transformed, as the project will regrade existing difficult sidewalk slopes and will reorient/relocate crosswalks on both Clarendon Street and Dartmouth Street. Bright, safe, internal connections will enable pedestrians to choose a covered route within the complex, while the experience on the adjacent city sidewalks will simultaneously become much more pleasant. The addition of new plantings around the area will provide shade on a sunny day while adding to the street's beautification.

- This location is ideal for a mixed use development, especially commercial office space and housing, since they create activity during different time periods, generating vitality in the neighborhood and maximizing the use of local retail opportunities, existing infrastructure, and transportation systems.

- The proposed bridge connections that will provide safe, publicly-accessible, and weather-protected pedestrian access from the Back Bay Station to both the 40 Trinity and 200 Clarendon Street buildings will provide a tremendous benefit to the area. Back Bay has a series of these internal connections, such as Copley Place connecting to the Prudential Center and through buildings, such as the Park Square building. These connections encourage pedestrian foot traffic, and will provide protected access to public transportation for additional users.

We note that the City of Boston has conducted numerous planning studies that provide a framework for the Gateway Project, including the Stuart Street Study, which was recently adopted by the City as zoning, and the Civic Vision for Air Rights, that outlines goals for projects over the Massachusetts Turnpike. The City of Boston and the Boston Planning and Development Agency may want to consider some form of relief from its Inclusionary Development Policy (IDP) for projects that offer extraordinary public benefits, such as the Gateway Project, especially as this project will invest significantly in improving Back Bay Station, creating new public station connections and dramatically improving the public realm. Air Rights projects, such as this one, have proven to be extraordinarily complicated, and, to date, none have been built, though many have been approved. Overall, we support the City of Boston's Inclusionary Development Policy, but do believe some consideration must be given to the added costs of complicated air rights projects that can have an impact on project feasibility and financing.

Back Bay
ASSOCIATION

The Back Bay Association has closely monitored the discussion related to shadow in Boston and Copley Square. We believe that the Boston Planning and Development Agency, along with the Parks Department, have worked tirelessly to find a balanced approach in reviewing the shadow impacts of development projects. We believe that the shadows proposed by the Back Bay/Gateway Project have been minimalized to the greatest extent possible, especially in Copley Square.

The City of Boston is most fortunate to have Boston Properties as one of its top investors in, not just real estate, but in the future of Boston. They have transformed so many areas of our City, most notably the Prudential Center, which has become one of the most dynamic multi-use centers in the country. They have been leaders in building sustainability, and have been active participants in the neighborhood and its progress and evolution. The company's investment in this project is laudable, and the City of Boston must do all it can to support this significant project and the benefits it will bring!

In conclusion, we support the Gateway Project as presented by Boston Properties, and encourage the Boston Planning & Development Agency to approve it.

Sincerely,

Meg Mainzer-Cohen
President
Back Bay Association

Urban Land Institute

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ULI Boston/New England

April 19, 2017

Brian Golden
Executive Director
Boston Planning & Development Agency
One City Hall Plaza
Boston, MA 02201

Dear Mr. Golden,
This letter is written on behalf of the Boston District Council of the Urban Land Institute ("ULI Boston"), where I served in member capacity on the the Citizen's Advisory Committee for the Back Bay/South End Gateway Project. By way of background, ULI is made up of over 38,000 members worldwide, and its mission is focused on providing leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. Having sat through numerous presentations by the Developer and its team, ULI Boston has concluded that the redevelopment of this site and the adjacent Back Bay station are not only consistent with its mission but critical to connecting the urban fabric between the Back Bay and South End neighborhoods. This development is truly a "Gateway Project" and will take a highly underutilized area and transform it into a dynamic pedestrian location, inviting to all who intend to use the public transit, shops, offices and residences.

Design:
The neighborhoods (and the City) will benefit greatly from the new buildings being designed by Pelli Clarke Pelli Architects. The elegant design and undulating forms create a dramatic transformation to the skyline and a marked improvement to the existing buildings and the design characteristics of the area, particularly those being proposed on the Garage West Building, situated at the forefront of the site. The reworking of the interior of the station (Arrowstreet Architects), to be more amenable to commercial tenants coupled with the inclusion of an upper level of retail and the overall preservation of the station's architecture could create a much more vibrant, pedestrian friendly public amenity. ULI would ask the Developer as part of their public benefits offering to consider screening the garage façade that is exposed on Clarendon Street.

Public Realm:
The inclusion of a new public plaza on Clarendon Street is a much-needed injection of energy to what is currently a very uninviting area. ULI Boston feels this area has the potential for programming/events that would benefit tenants and residents of the new buildings as well as the overall neighborhood. The creation of an interior connector taking foot traffic from the station directly onto Stuart Street will be a great way to further activate the Stuart Street sidewalks, and will dovetail nicely into future projects planned for the area. Furthermore, the consolidation of the entry points into the station coupled with the dramatic widening of the Dartmouth Street crosswalk between Copley and the Station will be a marked improvement for the current condition, which has pedestrians accessing both locations at various points on the street. ULI however, does feel strongly that the notion of creating a curb cut for vehicular traffic

on Dartmouth Street, will significantly hinder the project's ability to truly impact the public realm in this area.

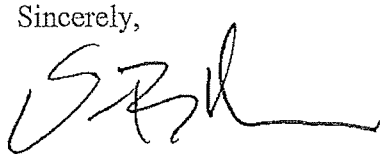
Streetscape:
ULI Boston feels that the Developer's streetscape plans, consistent with BTD's "Complete Streets", which includes sizable furnishing zones and sizable pedestrian paths is both appropriate and necessary to make this key street more inviting, comfortable and safe for the overall public. Furthermore, while not the responsibility of the Developer, ULI Boston would encourage the City of Boston to use this opportunity to look at the entire stretch of Dartmouth Street between Columbus and Stuart Streets for further opportunities to improve the pedestrian experience. ULI Boston believes that both sides of Dartmouth Street (and traffic) would benefit from removing the metered parking and replacing it with wider sidewalks or potentially bicycle lanes.

Bicycles:
A reduction in the reliance solely on automobiles is integral to ULI's mission. As noted above, ULI Boston feels that this is the ideal opportunity for the City with the help of the Developer to further analyze opportunities to improve the limited bicycle lane infrastructure that exists today. The existing parking meters along Dartmouth Street create an ongoing impediment to both vehicular and foot traffic, disruptive to the overall feel of the area. Our hope is that this project will ultimately reflect those principles incorporate in the Go Boston 2030 report.

Affordable Housing:
ULI Boston, consistent with the other organizations represented on the CAC, would like to see as much affordable housing provided through the project as possible. That said, ULI Boston recognizes the challenges of constructability in today's market, particularly one that requires construction through the combination of air rights parcels. Therefore, ULI Boston would urge the Developer to consider additional affordable housing, and to do so would support a larger percentage of off-site units, and/or the inclusion of "middle income" units that would be provided for on site. ULI Boston believes that there is a tremendous shortage of housing options for "middle income" renters, those earning above 80% AMI, and would be supportive of inclusionary units that would provide opportunities for these households.

Thank you for inviting ULI Boston to participate in such an important discussion as the Back Bay/South End Gateway Impact Advisory Group.

Sincerely,



April 18, 2017

To: Mr. Michael Rooney, Boston Planning and Development Agency (BPDA)
Mr. Alexander Strysky, MEPA Office, EEA

Dear Sirs,

As a member of the Back Bay/South End Gateway Project CAC, representing the Bay Village Neighborhood Association (BVNA), I was pleased to sign the joint CAC comment letter on the DPIR/DEIR for the project. I also fully support the comment letter submitted by BVNA President Sarah Herlihy. Both letters, I believe, reflect how community input can help ensure that a promising project takes its best possible shape. Despite the inevitable tensions of such a public process, I have been encouraged so far by the further information it has elucidated and by the thoughtful adjustments made by the Proponent between the PNF/ENF and the DPIR/DEIR. The public realm on the Clarendon St. side of the project has been particularly enhanced. I hope this trend of iterative and responsive improvement can continue as the project moves forward.

The CAC and BVNA letters convey my chief comments on the project. In this supplemental letter, I merely want to stress four further points that were not fully emphasized by the CAC and do not pertain particularly to Bay Village, but which I personally feel are important to register.

1) I want to stress that it is absolutely essential that the inclusionary development policy be satisfied with on-site affordable housing at this location. Boston only has the income-restricted units that it has because of efforts made by past generations. If we fail to put permanent affordable housing at a new downtown site like this, where 600 residential units are to be constructed, we will be failing as stewards of that tradition. Downtown affordable housing is important because of the access it affords to jobs and services; housing out at the margins of the city, where transit options are more limited, is not an adequate substitute. Furthermore, because the city's is AMI is derived from a census tract that includes wealthier suburbs, even the Inclusionary Development Policy doesn't really serve the poorest Bostonians. A family of four making $68,700, at the 70% Area Median Income (AMI) cap for 2016, would in fact be earning much more than the majority of Boston workers. The fact that the IDP serves citizens with this earning power, however, means that it does not demand as deep a subsidy as other levels of affordable housing would. A family earning $68,700, for example, would pay more than $20,000 a year in rent for the affordable apartment. While not comparable to the rents Boston Properties could command for the apartment otherwise, this is well within the realm of feasible cross-subsidization. We are in the midst of a housing crisis in the Boston area, one that leaves a huge proportion of our citizens heavily rent-burdened; we cannot afford to make excuses for why a major project like this one should not do its part to help address that challenge. The affordable housing should be built on-site in the two proposed residential buildings.

   The Proponent is benefiting from filing under the old IDP policy, and also from technically filing before the Stuart Street Zoning Code went into effect. However, since the development will require a PDA, that PDA can specify whatever level of affordable

housing provision is deemed appropriate. I believe that—in line with the zoning code recently generated by the Stuart Street Planning Study—asking the Proponent to designate an additional 2.5% of market rate units as affordable is a reasonable tradeoff for the increased density allowed in this area. Indeed, both the density allowances and the affordable housing requirement reflect our collective interest in constructing a vibrant and accessible urban hub for people from all walks of life. While the Proponent has made some of its buildings shorter than the maximum height under the Stuart Street Zoning, it has also disregarded the massing setbacks specified by that zoning, which allows for substantially more square footage. So it strikes me as entirely within reason for the City to require the additional 2.5% in affordable housing. I am open to allowing the flexibility for that extra requirement to be met by nearby offsite housing (within ¾ mile from the project site), rather than literally on-site.

2) The project has the potential to provide substantial public goods but also major private gains to the developer; this balance is reflected in the package of mitigations, community benefits, and public improvements being considered. If a substantial public subsidy were to be added, not currently under consideration by the CAC (such as a 121A agreement with the City of Boston), it would need to be justified by the addition of some substantial further public benefit. While 121A agreements are 'tax stabilization' measures, they tend to substantially decrease developers' tax liability over the life of the agreement. This trend is reflected in the fact that the City usually sees sizable increases in tax receipts whenever these agreements expire.

   I would not countenance a 121A agreement in exchange for the aforementioned move of requiring Stuart St. Zoning levels of on-site/near-site affordable housing. As explained above, I think such a move is entirely justified in the context of the current proposed development, considered without additional public subsidy. Nor do I think the site deserves to be granted 121A status because of 'blight'; it sits in the middle of a prosperous area, and the decking has already been laid. I believe the Assessor should only even consider a 121A agreement here if something major about the project changes—i.e., if it were to hugely increase its affordable housing provision well above the Stuart Street levels. I feel the need to offer this view now because tax agreements are often reached between the city and developer without the substantive involvement of a body like the CAC, albeit still pursuant to a public process.

3) I have pushed the Proponent on the question of how it will mitigate the adverse health effects of ultrafine particles on the occupants of these three new, highway-adjacent buildings, and have been cheered by its commitment to install MERV 13 air filtration systems. I corresponded today with Doug Brugge, Professor of Public Health and Community Medicine at the Tufts University School of Medicine. He was lead author of a study (published last April at: http://www.sciencedirect.com/science/article/pii/S0160412016300940) that demonstrated the adverse health effects of ultrafine particles on Boston residents living within 1500 feet of a highway. His comment to me was as follows:

"First of all, let me thank you for taking this issue up. It is wonderful when we learn that people who are not part of our core team are aware of and pushing this issue with near highway developers. Thanks. Second, with regard to your question, MERV 13 are good filters. We sometimes push for MERV 16, but I think it depends on the rest of the building design and how it affects infiltration of pollution from outside. Probably the buildings you are advocating for will have re-circulation of air, windows that do not open (so a tight building envelope) and air intakes on the roof or otherwise far from the traffic sources. In that case, I think MERV 13 would probably perform fine."

I think the hypothetical description he offers probably does characterize the proposed office building at Garage West. But I imagine that more windows may be operable in the two residential towers (especially given the provision of some private balconies etc.). So I would urge the Proponent, as it fine-tunes the tower design, to consult with Professor Brugge's team before determining what level of air filtration system to install. It may be that one or two of the buildings merit a slightly higher grade of filter, given design specifics. Professor Brugge can be reached at: doug.brugge@gmail.com.

I am not making a repeated point of this matter to inconvenience the Proponent. I sincerely believe that we will come to regard inadequate air filtration near major highways as similar to the old practice of running tap water through lead pipes: a slow way in which residents were exposed to poison without knowing any better. I think Boston Properties has a great opportunity to get out ahead of this issue, and that its commitment to MERV 13 filters is an excellent start. I would also urge MEPA and the BPDA to both familiarize themselves with these recent findings, and to raise ultrafine particle filtration issues for other future projects that fall under their respective oversights.

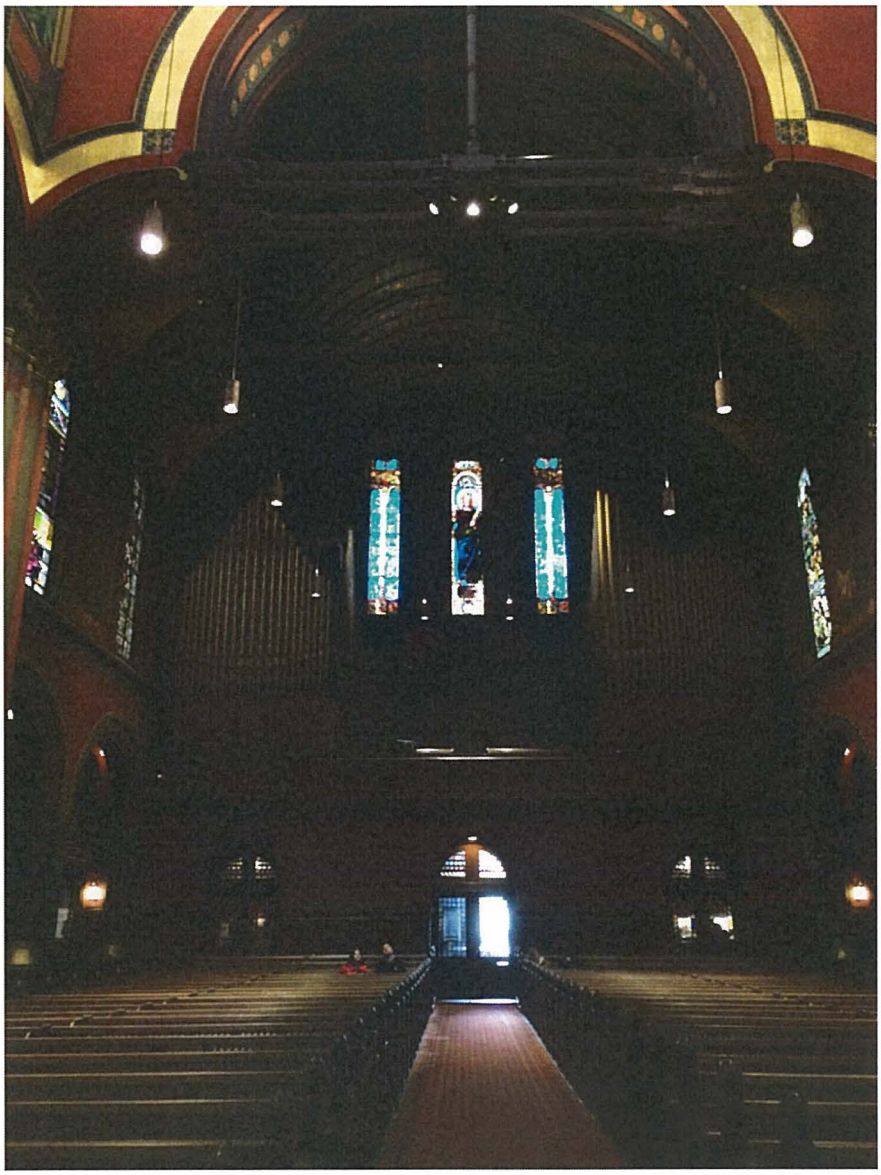
4) I would be remiss not to mention, as a parishioner of Trinity Church in Copley Square, my concern about new shadow across its western windows. These windows are not merely a source of light into the church; the Christ Preaching window, designed by John La Farge, is considered a masterpiece of the pioneering new methods in stained glass that made La Farge famous. The iridescent blues of its half-globes sparkle across the church and towards the altar in a way I can't quite capture in a photograph, though on a recent sunny day I tried. On a shadowed day, by contrast, the figure of Christ fades into a muted background. I am personally in favor of urban density and recognize that this entails height at certain locations; I also appreciate that the additional shadow will fall across the church windows only in the winter. Still, 11 weeks of the year in which the 11:15AM service is newly shadowed from the west is not nothing, and it merits consideration. Similarly, I'm sure the attendees of the first morning service at Old South Church will notice the effects of the new shadow on their southern and eastern windows. Before such a step is taken, it is reasonable to discuss any possible modifications that could reduce these shadows, and to consider possible mitigation for the churches.

I have a multitude of other comments on the project (as has become clear in our CAC meetings!), but the others are all adequately reflected in the letters submitted by the CAC and by Sarah Herlihy of the BVNA. Thank you, once again, for attending to my remarks.

Sincerely,
Dr. P. MacKenzie Bok
CAC Member & BVNA Planning Co-Chair

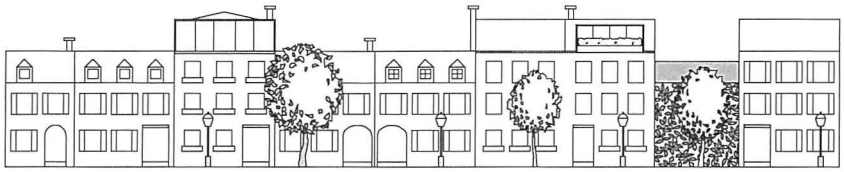
Photographic Appendix:

A. 'Christ Preaching' western windows of Trinity Church Boston



B. While out taking photos, I snapped this one as well; to reference a comment made in other letters, the Clarendon St. side of the garage cries out for screening!





BAY VILLAGE NEIGHBORHOOD ASSOCIATION, INC.

April 18, 2017

Via Electronic Mail

Michael Rooney, Project Manager
michael.rooney@boston.gov
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Matthew A. Beaton, Secretary
Alexander Strysky, Analyst
Alex.Strysky@state.ma.us
Massachusetts Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston MA 02114

Re: Back Bay/South End Gateway Project

Dear Messrs. Rooney, Beaton and Strysky,

As a neighborhood adjacent to the proposed Back Bay/South End Gateway Project, the Bay Village Neighborhood Association ("BVNA") is pleased to have had a representative on the Citizens Advisory Committee ("CAC") for this major project.

The BVNA submits further comments to the CAC's letter to underscore points of particular importance to Bay Village.

Clarendon Street Improvements

- **Plaza/Entrance:** We are pleased about the changes made to the air-rights project proposal from the PNF/ENF to the DPIR/DEIR with respect to the Clarendon-side Station entrance. Bay Village residents approach the Station from the Clarendon-side, making the proposed new public plaza in front of the Station East development critical to ensuring that all entrances provide an equally positive experience for residents.

- **Pedestrian Access:** Improved access to the Orange Line from the Clarendon-side, to be delivered with the building of Station East, will also be of great use to Bay Village residents. And we appreciate the move to remedy major flaws in the pedestrian realm around the

intersection of Stanhope and Clarendon Streets We are also in favor of the redundant elevator to the Orange Line and would like to see the possible redundant elevators to Commuter Rail Tracks 1/3 and 2 move forward.

- **Phasing:** We join the CAC letter in urging that the repositioning of the Clarendon Street crosswalk to the south side of Stanhope Street and remediation of the Clarendon Street garage exit be undertaken with the first project built. Otherwise we will have a new public plaza and station entrance that remains hard and even dangerous to access from further north on that block of Clarendon. We also support the other public improvement phasing adjustments proposed by the CAC, regarding the earliest possible delivery of the extra-wide crosswalk at Dartmouth St, the redundant elevator to the Orange Line, and some substitute for the through-block connector to Stuart Street if Station East is built before Garage West.

- **Garage Screening:** The developer should be required to include attractive screening on the Clarendon Street side of the garage. The Proponent is adding such screening in its plans for the rebuilt Dartmouth Street side of the garage. The addition of the same or similar screening would signal the two "entrances" to the Station and improve the aesthetic appeal of the proposed project as it is viewed from Bay Village. Absent this improvement, the Clarendon-side of the garage would remain a stark concrete gash, marring the improvements promised on this side and the overall appeal of the two new residential towers that have been proposed.

Station Renovation

- **Circulation:** We appreciate the increased circulation and waiting space inside the station as compared to the original renovation proposal. Many Bay Village residents walk through the station on a daily basis, and are eager to ensure that there is ample room to do so without conflicting with commuters.

- **Visual Elements:** Bay Village also appreciates the move in the DPIR/DEIR to modify the Station West design to better accentuate the historic Station building even while adding retail. The Proponent's expressed desire to pursue more tasteful advertising options that do less to obscure the Station architecture is laudable. Despite the proposed improvements, it is important that the Station retain a public character (rather than be made to feel like a mall), with all advertising required to be secondary to way-finding. In addition, opportunities should be sought to integrate public art into the Station.

- **Retail:** Bay Village wants to express its support for an affordable Station retail mix, accessible to station users from all walks of life. We also encourage the Proponent to find an accessible anchor tenant for its largest new ground-floor commercial space, such as a general merchandise retailer (Target etc.). Finally, we urge the Proponent to ensure that long-time commercial tenants of the site (Eastern Bank, Harvard Vanguard, etc.) are either re-accommodated on-site or able to find an agreeable local alternative.

- **Ventilation:** Bay Village shares the view that fixing the ventilation of Back Bay Station is an absolutely critical public purpose, for which the MBTA is responsible but in which the Proponent should assist however necessary to ensure success.

On-Ramp Closure & Traffic

Bay Village is aware that MassDOT is considering closing the Clarendon Street on-ramp to I-90. If the ramp is left open, the Proponent proposes to open a garage exit onto Dartmouth Street to replace the demolished exit drum. Bay Village agrees with the CAC that such a garage exit would have a substantial negative effect on that busy pedestrian block of Dartmouth. On the other hand, a single garage exit onto Clarendon alone would be unacceptable to Bay Village, as it would funnel all garage traffic towards the Clarendon/Columbus intersection and then to the Arlington Street I-90 Ramp. Bay Village is encouraged to see that, if the Clarendon Street ramp is closed and the second garage exit can instead be opened from Trinity Place, a substantial amount of traffic would head for I-90 West via the Huntington Ave entrance ramp rather than Arlington Street. This alternative is preferred by Bay Village.

However, Bay Village is still concerned about additional burdens placed on the Arlington Street ramp. In particular, we remain concerned that drivers leaving the site will come down Clarendon, turn left on Columbus, then turn right on Isabella to cut to the I-90 ramp (or head towards I-93) and avoid the long and crowded light at the intersection of Arlington, Columbus, and Stuart. Increased traffic on this route would place an unsustainable burden on residential Isabella Street, and also further endangers pedestrians in the unsafe crosswalk across Arlington Street that connects Isabella Street to Melrose Street

We understand that the traffic study in the DPIR projects that much of the increased traffic for the Park Square intersection at Arlington Street will occur irrespective of this project, and as a result of background growth in Boston. Bay Village urges the Boston Transportation Department to take the Proponent's data into account as it considers not only signal

mitigation at the major intersection, but also traffic-calming measures for the Arlington/Isabella junction.

The data does show a ***project-related*** increase in delays to cars coming down Columbus St and trying to turn right on Arlington in the Evening Peak Hour: from 462.2 seconds (2023 No-Build Base) to 528.9 seconds (2023 Build Base), or from 528.9 seconds (2023 No-Build Alternate) to 593.4 seconds (2023 Build Alternate). While the service level remains 'F', those are queuing increases of +66.7 seconds or +64.5 seconds, respectively, due to the project; we expect this increased minute of wait time to directly result in drivers diverting down Isabella Street. Given this finding, we urge the Proponent to mitigate this adverse result by providing resources to improve the pedestrian crossing and driver merging at Arlington & Isabella, potentially through signalization.

Construction Access

Throughout construction of any of the four air-rights parcels and during the Station renovation, it is critical to Bay Village that access to the Station from Clarendon Street be maintained.

#39 Bus

We note that the new proposed terminus for the #39 Bus would be four blocks further away from Bay Village than the Clarendon Street bus turnaround. We agree with the CAC that this relocation merits reconsideration by the MBTA. And in the event that Station East is built before Garage West, adequate connection from the #39 Bus to the Station, absent the new through-block connector to Stuart Street, needs to be treated as a major concern.

Affordable Housing

The BVNA is in favor of on-site affordable housing at this important transit-accessible site in the heart of downtown, at the higher levels specified by the Stuart Street Zoning (Boston Zoning Code 48-6, Item 1). We wish to see its spirit of the Stuart Street Planning Study honored in the PDA in this regard; we also support more housing opportunities for low and moderate-income families downtown.

Conclusion

Again, we are grateful to the Proponent for the many improvements they made in the DPIR to address our prior concerns, and for their informative presentation to Bay Village residents on Monday, March 27. We think of the Station area first and foremost as a pedestrian realm, and we are heartened to see aspects of the proposed project that could make

this part of the city more convenient and enjoyable from that perspective. The lion's share of our comments above are focused on ensuring that the on-foot experience of the Gateway parcels and surrounding area is as smooth, pleasant, and well-connected as possible.

Thank you for your time and attention.

Sincerely,

/s/ Sarah B. Herlihy

Sarah B. Herlihy, BVNA President
[redacted]

cc: The Honorable Martin J. Walsh (mayor@boston.gov and samuel.chambers@boston.gov)
Councilor Annissa Essaibi-George
Councilor Michelle Wu
Councilor Michael Flaherty
Councilor Ayanna Pressley
Councilor Bill Linehan
Representative Aaron Michlewitz
Senator Joe Boncore
Mr. James A. Kersten, MassDOT, james.a.kersten@state.ma.us
Mr. Peter Paravalos, MBTA, pparavalos@mbta.com
Mr. Mark Boyle, MBTA, MBoyle@mbta.com
Mr. Vineet Gupta, BTD, vineet.gupta@boston.gov
Ms. Lauren Shurtleff, BPDA, lauren.shurtleff@boston.gov
Ms. Melissa Schrock, Boston Properties,
[redacted]
Mr. Michael Cantalupa, Boston Properties,
[redacted]

Michael Rooney <michael.rooney@boston.gov>

EEA No. 15502 The Back Bay/South End Gateway Project

1 message

Mary McAvity Cerulli <[redacted]> Tue, Apr 18, 2017 at 9:13 PM
To: Michael.Rooney@boston.gov, Alexander.Strysky@state.ma.us
Cc: mayor@boston.gov, josh.zakim@boston.gov

Massachusetts Executive Office of Energy and Environmental Affairs
Matthew A. Beaton, Secretary
Alex Strysky, Analyst
100 Cambridge Street, Suite 900
Boston, MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager
1 City Hall Square
Boston, MA 02201

Dear Mr. Strysky and Mr. Rooney:

I have lived in Back Bay since 1990 and raised three daughters here. I helped to start Cerulli Associates, Inc. with my husband Kurt Cerulli in 1992. Cerulli Associates currently employs 100 people, 55 work at 699 Boylston Street in the Back Bay. I have several concerns about the Back Bay South End Gateway proposal submitted by Boston Properties. The project has the potential to be a substantial asset to the City. However, several areas should be improved.

1. The principal source of its energy is natural gas, which will tie us to using this fossil fuel for 50 years, despite the City's efforts to reduce substantially the green house gas emissions over this same period. A much stronger emphasis should be given to the use of alternative green energy sources if Massachusetts wants to be a leader in reducing its carbon emissions and reach its Global Warming Solutions Act goals.
2. There does not seem to be plans for affordable apartments. This is not right given Boston's lack of affordable housing. We need diversity to thrive.
3. The project will cast on the neighborhood and especially on the windows of the several churches in the area.
4. Wind is already a concern in the area and it is not sure that the mitigation measures proposed will be adequate.

The Back Bay is a unique treasure and we must regard ourselves as stewards to preserve it and pass it on to future generations. Money should not be the dominant reason to go forward with projects.

Thank you for helping Boston Properties to develop a vision to that respects the character of Back Bay and includes sustainable energy, better design, and inclusion of a wider range of socio-economic families.

Mary McAvity Cerulli
[redacted]

"Our decision about energy will test the character of the American people and the ability of the President and the Congress to govern this Nation. This difficult effort will be the moral equivalent of war." President Jimmy Carter

Susan Prindle
140 Marlborough Street
Boston, MA 02116

April 11, 2017

Massachusetts Energy and Environmental Affairs
Matthew A. Beaton, Secretary of Energy and Environmental Affairs
c/o Alex Strysky, Analyst,
100 Cambridge Street, Suite 900
Boston MA 02114

Boston Planning and Development Authority
Michael Rooney, Project Manager,
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

Re: Back Bay/South End Gateway project DPIR (EEA 15502)

Dear Mr. Rooney and Mr. Strysky,

Thank you for the opportunity to comment on the Back Bay/South End Gateway project. While many of the goals of the project are laudable, there are outstanding issues that need to be resolved before such a significant alteration to the Back Bay's landscape is undertaken.

Summary of Major Concerns

- Inconsistency with Stuart Street Zoning
  - No firm commitment to meet the enhanced affordable housing requirement
  - Violation of 25' Dartmouth Street setback
  - Undesirable visual and street impact of proposed pedestrian bridges
  - Non-compliance with targets for sustainability
- Urban Design
  - Narrowing sidewalk may not provide enough pedestrian capacity
  - Proposed garage opening and loading dock has negative effect on Dartmouth Street
- Transportation Issues
  - Potential gridlock
  - Increased traffic impact on the neighborhood, especially the major crash point at Beacon with Berkeley Streets
- Environmental Issues
  - Wind Impact
  - Shadows
    Solar Glare
- Phasing of mitigation measures

Inconsistency with Stuart Street Zoning

As one who was involved in the Stuart Street zoning change, I am particularly concerned that the proposed project violates its guidelines in several significant ways: First, there is no

commitment to 17.5% affordable housing requirement. This is a critical element of the Stuart Street guidelines, as it will not only enliven the area, but will reduce its transportation needs, enabling workers to live near their places of employment.

Second, the 25' Dartmouth Street setback, which is particularly important to the view and skyplane from Copley Square, is being violated. After the long and arduous negotiations that resulted in the adoption of the new zoning regulations for Stuart Street, it is extremely disheartening to believe that they will not be enforced in this case. The As of Right Alternative, which the developer seems to have discarded, seems a better fit. Despite the developer's assertions to the contrary, the wind studies do not identify any decrease in wind as a result of the alternative zoning compliant massing. (RWDI letter of 12/21/16, page 3: "These are additional minor design changes and the wind conditions at grade level are expected to be similar to the conditions predicted from the wind tunnel test.")

The proposed pedestrian bridges across Dartmouth, Stuart, and Trinity Place are inconsistent with the goal of enlivening the street that was an underpinning of the new zoning. I believe they should be removed from the proposed PDA.

The Stuart Street guidelines state that "Proposed Projects shall incorporate advanced sustainability methods and/or accreditation that achieve certifiable status at LEED Gold or net zero energy consumption or meets or exceeds comparable environmental standards in effect, as determined through Large Project Review." Although the Garage West proposal complies with this guideline, the residential buildings do not. A project of this density, which will inevitably have significant impacts on its surroundings should, I believe, be held to the Gold standard at minimum.

Urban Design

Public access and permeability of the site is key to preventing the creation of an impenetrable wall between the neighborhoods. The pedestrian connector from Stuart Street to the station is most important in this regard, and should be retained no matter what ramp alternative is adopted.

Because of the volume of pedestrian traffic to and from the station, the sidewalk capacity should be studied carefully. It may be necessary to reduce the width of the furnishing strip. I also believe the proposed garage opening and loading dock on Dartmouth are inappropriate and should be eliminated from the proposal because of potential conflict with pedestrian use.

While the expansion of the Clarendon Plaza is encouraging, I believe the developer should further investigate (by a grade change or some other delineation) separating the pedestrian and vehicle paths.

I hope the developer will be encouraged to screen the existing garage from view so that it integrates better with the design of the newer structures.

Transportation

It would be helpful if MASSDOT'S Interchange Modification Report were completed before the building design is finalized, since it seems impossible to adequately evaluate the impacts of the proposed alternatives without that information.

The transportation issues of the project are daunting. I urge the BPDA and BTD to be particularly diligent in their analysis of this project. The possibility of gridlock in the area when the already permitted projects come on line seems very real and needs to be addressed. This is an ongoing concern for both the business and the residential communities. It is particularly worrisome during emergencies and the multiple special events that occur in our area, scenarios which has not been studied to date.

The residential portion of Back Bay unfortunately functions as a corridor between the Stuart Street area and Storrow Drive. According to Vision Zero statistics, the most dangerous choke point is at Beacon and Berkeley, where 27 accidents occurred between 2012 and 2016. Mass DOT (comment 4.19) has requested that the developers mitigate intersections with above average crash rates. I hope that this initiative will be pursued in relation to this project.

Commonwealth Avenue was identified as a potential truck route for the project. The BPDA and the developers should be aware that this would be a violation of a longstanding truck and bus restriction on Commonwealth Avenue between Arlington Street and Massachusetts Avenue, instituted because of the danger of vibration to the wood pilings that support buildings in the neighborhood. Alternate routes should be found.

Much of the transit demand in Back Bay comes from the western suburbs. Upgrading the Orange Line will not address this need. The Green Line is at capacity at rush hour now. Are there plans to upgrade the service to increase capacity? If not, can existing bus routes fill the gap until an upgrade is possible?

Environmental Protection

Wind continues to be a major concern in the area. Although I appreciate the efforts to install plantings around the offending buildings, I am not sure that they will survive in this environment, or provide adequate wind breaks if they do. The concept of wind screens may be a better and more permanent alternative, particularly in the area of the Hancock Tower. Followup onsite wind testing, as required by the Stuart Street guidelines, should be shared with the public.

Shadow studies show significant impacts, particularly on Trinity and Old South Church. These buildings are symbols of Boston, and deserve greater respect than to be overshadowed by new construction, particularly during the holidays. The developer should be asked to study massing that would further mitigate these impacts.

Solar glare is identified as a problem in several areas, but no mitigation is proposed, to wit: disturbing glare at Stuart and Dartmouth for 1-2 hours; Southwest Corridor Park two instances of disturbing glare for 1-2 hours; Mass Pike westbound, two instances of disturbing glare for 1-2 hours; disturbing glare at 100 Clarendon, Copley Place Tower, 40 Trinity, and 131 Dartmouth.

The developer does not seem to be taking responsibility for this problem. I believe he should be required to investigate alternative exterior materials that will not cause unreasonable glare. I note that the Hancock caused unanticipated glare along Blue Hill Avenue that is a real problem in the afternoons – let us not replicate this situation.

There is an ongoing effort to make the Charles River swimmable. The DPIR is not clear about whether there will be discharge into the Charles, and if so how it will be adequately purified so that it does not contribute to further pollution of the waterway.

Mitigation
The phasing of the proposed mitigation should be adjusted to better reflect the impacts of the project. Since the greatest traffic impact is caused by the Garage West building, all traffic mitigation measures should be tied to that building, not delayed to a later phase of the project.

I believe that future mitigation should be dispersed to the areas most directly affected by the project, and that it should be discussed only after the Article 80 process is complete.

Thank you again for the opportunity to comment.

Sincerely,



Susan D.Prindle

Cc: Bill.Linehan@boston.gov,
Josh.Zakim@boston.gov,
Byron.Rushing@mahouse.gov,
Jay.Livingstone@mahouse.gov,
William.Brownsberger@masenate.gov,
Lauren.Shurtleff.bra@boston.com
[redacted]

Michael Rooney <michael.rooney@boston.gov>

Gateway Project

1 message

Michael McCord <[redacted]> Sat, Apr 15, 2017 at 6:37 PM
To: Michael.Rooney@boston.gov, Alex.Strysky@state.ma.us
Cc: Mayor@boston.gov, Bill.Linehan@boston.gov, Josh.Zakim@boston.gov, Byron.Rushing@mahouse.gov, "Jay D. Livingstone" <Jay.Livingstone@mahouse.gov>, Will Brownsberger <William.Brownsberger@masenate.gov>, [redacted] NABB [redacted]

April 15, 2017

Massachusetts Executive Office of Energy and Environmental Affairs

Matthew A. Beaton, Secretary

Alex Strysky, Analyst, Alex.Strysky@state.ma.us

100 Cambridge Street, Suite 900

Boston MA 02114

Boston Planning and Development Authority

Michael Rooney, Project Manager,

Michael.Rooney@boston.gov

1 City Hall Square

Boston MA 02201

Comments:

EEA No. 15502 The Back Bay / South End Gateway Project

Article 80 Back Bay | South End Gateway Project Draft Project Impact Report (DPIR)

Dear Mr. Strysky and Mr. Rooney;

As a Boston resident for 45 years and as Chair of The NABB Green Committee, I am writing to express my very deep concerns regarding the Back Bay |South End Gateway Draft Project Impact Report DPIR submitted by Boston Properties. While the project has the potential to become a great asset for the City, there are features of the current plan that need substantially to be improved I know you have heard from others about issues of urban design, building mass, transportation, streetscape, wind and solar glare, and the horrible prospect of this project darkening an important

window in Old South Church. These, if they unfold as the current plans would have them unfold, will become blights on the neighborhood and city will last for decades into the future. Now, in this planning phase, these long lasting errors can be avoided.

As Chair of the Green Committee, I want to highlight another set of concerns—those that have to do with the very long term impact of this massive construction on the city's critically important goals for reducing Global Warming. The Mayor has pledged to guide Boston to a carbon neutral status by 2050 in all sectors. Each new building has to get us there and in fact, must be functioning at a far higher level of energy efficiency and carbon neutrality than any existing building to offset the inefficiencies of the past. It is not enough to ask if new buildings are meeting the highest levels of LEED requirements (and these buildings, as currently proposed, aren't even attaining platinum ratings); they must go beyond this still too low bar.

The future of clean energy will be energy delivered over the electric grid, not through pipelines. Our infrastructures and our buildings, going forward, should all be prepared for this conversion. I would respectfully suggest that all new construction in the city should be required to meet this future reality and all new construction, if not now heated and cooled by electricity, should be required to be designed for that conversation to happen rapidly and at minimal cost. We cannot be designing anymore for buildings that will be too costly to upgrade in the future. And more foreword thinking would be to require all new construction to be heated and cooled by electricity right now because the (unpaid for) Green House Gas costs of continued fossil fuel use are unimaginably dear.

Related to this, of course, is the plan of National Grid to install a new intermediate pressure fracked gas pipeline under Boston's streets and sidewalks—ostensibly to service all this new construction, but quite likely as a longer term plan to transport fracked gas to tanker stations north of the city for export. That, too must be stopped, and requiring that thee projects be free of fracked gas for heating and cooling is an important first step. Of course, the developers will say it is too expensive, but a warmed planet, let alone a submersed Back Bay, will also have some costs that if not for them, then for their children.

Please do what you can to stop this madness.

Sincerely yours,

Michael McCord

70 West Cedar Street,

Michael Rooney <michael.rooney@boston.gov>

Gateway Project

1 message

Carolyn Arrington [redacted] Wed, Apr 12, 2017 at 9:11 PM
To: michael.rooney@boston.gov, Lauren.Shurtleff@boston.gov

Please read my comments concerning the proposed BackBay/SouthEnd Gateway Project:

As a resident of Back Bay, an active member of the Old South Church, a representative to the board for the Friends of Copley Square and a member of the Neighborhood Association of Back Bay, I write to state my opposition to the proposed BackBay/SouthEnd Gateway Project. I certainly recognize that the city needs to encourage development as a way to create jobs, build housing, and raise revenue; however, it is short sighted to do this at the expense of the city's historic and architectural integrity. I submit to you that this project is indeed at the expense of the unique character of the city of Boston.

My particular objection has to do with the shadowing affect these structures will have on the important and historic buildings in Copley Square as well as over the park area. Trinity Church, considered one of the finest examples of Romanesque architecture in the world with its important Tiffany windows, the Boston Public Library's historic McKim building which in fact houses one of the most extensive collections of rare books in the nation, and the New Old South Church, an example of Northern Italian Ruskinian Gothic architecture situated at the corner of Dartmouth and Boylston Street. If this project proceeds, it will shadow (based on the studies as submitted by the developer) Old South's garden and plaza, the south and east facing facades of the building and the important stained glass windows they hold for 12 weeks of the year during service hours and during Advent and Christmas (busiest time of the church calendar) forever. The windows light the majestic main sanctuary as will as our stone chapel; in fact, the most significant window, the east facing window over the pulpit depicts the story of the shepherds and magi being led by the star to Bethlehem.

There is a quid pro quo factor in the awarding of development projects in the city. In this case, as I understand it, the city stands to gain a rehab of Back Bay Station. Well, Old South Church is a 350 year-old institution (as of 2019) out of which came the Boston Tea Party, the first anti-slavery tract in the nation (1700), the founding of The YMCA, leadership in women's rights, and so many other worthy causes. Benjamin Franklin was baptized here, Samuel Adams and William Dawes were members, as was Phillis Wheatley, the first published African American in our country. Old South Church is open to the public seven days a week and thousands of visitors, tourists, art students and worshippers come through our doors every year. When our city suffered the Marathon bombing in 2013, Old South ministered to the city, hosting healing services. When the Long Island bridge closure caused the displacement of so many homeless people, Old South opened the Boston Warm center, and it continues to minister to the homeless. When governor Patrick and Mayor Walsh were inaugurated, Old South Church planned and hosted interfaith services celebrating these civic events. I submit these are Old South's quid pro quo, although we never considered them as such.

I appreciate that Boston needs to grow and develop but not at the expense of our unique character or our historic buildings.

Thoughtfully submitted,

Carolyn Arrington

Michael Rooney <michael.rooney@boston.gov>

Project Comment Submission: Back Bay/South End Gateway Project

1 message

no-reply@boston.gov <no-reply@boston.gov> Tue, Apr 18, 2017 at 8:42 AM
To: BRAWebContent@cityofboston.gov, michael.rooney@boston.gov

CommentsSubmissionFormID: 1743

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Document Name: Back Bay/South End Gateway Project

Document Name Path: /Development/Development Projects/Back Bay-South End Gateway Project

Origin Page Url: /projects/development-projects/back-bay-south-end-gateway-project

First Name: Emily

Last Name: Gallup

Organization:

Email: [redacted]

Street Address: 334 Beacon St.

Address Line 2:

City: Boston

State: MA

Phone: [redacted]

Zip: 02116

Comments: This is a horrible project!!!! Just what we do NOT need on the edge of the Back Bay! Think of the shadows this structure will cause in the Public Garden, the Boston Common, and throughout the Back Bay! Arrrggghhh! I cannot believe the city is serious about this project! Kill it now before you waste any more time and money on it!

PMContact: michael.rooney@boston.gov

COPLEY SQUARE
CHIROPRACTIC

04/14/2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a nearby business owner, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs.
The proposal also includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades to the Back Bay Station and to the surrounding streetscape. The Station is one of Boston's primary front doors. Employees, visitors and customers interact with it on a daily basis, including our entire staff and also the majority of our patients. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.
- The redesign and reconstruction of the sidewalks around the perimeter of the project. The existing pedestrian conditions are really poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will greatly improve the street level experience.
- Streetscape improvements. The addition of new street trees and bike parking, as well as the regrading of steep areas and the creation of new or improved crosswalks will make the pedestrian experience safer and more enjoyable.
- New Stuart Street station entrance. This new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east.
- New Clarendon Street station entrance. This new entrance with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.
- A high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.
- Open space. We are excited about the public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add public open space to the area is welcomed.

- World-class Architecture. The proposed project is one of the most creative and exciting designs that we have seen in the City. Boston needs more buildings like this!
- Job creation. The proposed new office space offers an important opportunity to entice new firms to the Boston region, create new jobs and grow our local economy.
- Housing creation. Boston needs to create new housing stock and this project offers the opportunity to create a significant number of units in very close proximity to transit and local job centers. This is critical for the City's long term growth and viability.
- New retail opportunities. The additional retail on top of Back Bay Station and on the ground floor along Dartmouth, Stuart and Clarendon Streets will provide a range of new options and generate activity in the neighborhood.
- Wind and shadow affects. We are pleased to see that the project will actually improve existing windy conditions at the street level, particularly along Stuart and Clarendon Streets. In addition, we appreciate the project's approach to minimizing shadow and that throughout most of the year it will cast almost no new shadow on open spaces like Copley Square and the historic buildings surrounding it.
- Improved accessibility. The new accessible Station entrance from Stuart Street as well as the addition of a second elevator to the Orange Line will greatly improve the experience of many passengers, particularly those with disabilities.
- LEED certification for all of the project components. Climate change is a reality and the commitment to meet green standards with environmentally friendly design is essential for all new buildings. In addition, I appreciate that the project is not proposing new parking as it will greatly encourage the use of alternative means of transportation.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business owner it would not just improve our clients experience, but it would also increase the amount of clients we serve. The safety and ease of the new project would only work to increase our foot traffic and our sidewalk appeal, which helps any small business.I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,

Peter L. Piretti
President/Owner
Copley Square Chiropractic
304 Columbus ave
Boston, MA 02116

ywboston

eliminating racism
empowering women
150 years

April 13, 2017

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

Dear Mr. Rooney,

I write in support of the Back Bay South End Gateway Project, as the President & CEO of YWCA Boston, the owner of abutting property. This development provides a special opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local community and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs.

The proposed project also includes a number of public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades to the Back Bay Station and to the surrounding streetscape. The Station is one of Boston's primary front doors. Employees, visitors and customers interact with it on a daily basis, including many of our own employees who commute through the station every day. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.
- The redesign and reconstruction of the sidewalks around the perimeter of the project. The existing pedestrian conditions are really poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will greatly improve the street level experience.
- New Stuart Street station entrance. This new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east. It will also prove convenient to my building.
- New Clarendon Street station entrance. This new entrance with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods. In addition to the new entrance on Stuart Street, this new entrance will prove very convenient for employees in and visitors to our building at 140 Clarendon. Among the numerous visitors to our property are patrons of the Lyric Stage Company and guests at Hotel 140.

- A high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.
- Open space. We are excited about the public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add public open space to the area is welcomed.
- World-class Architecture. The proposed project is one of the most creative and exciting designs that we have seen in the City. Boston needs more buildings like this!
- Job creation. The proposed new office space offers an important opportunity to entice new firms to the Boston region, create new jobs and grow our local economy.
- Housing creation. Boston needs to create new housing stock and this project offers the opportunity to create a significant number of units in very close proximity to transit and local job centers. This is critical for the City's long term growth and viability.
- Wind and shadow affects. We are pleased to learn that the project will actually improve existing windy conditions at the street level, particularly along Stuart and Clarendon Streets. In addition, we appreciate the project's approach to minimizing shadow and that throughout most of the year it will cast almost no new shadow on open spaces like Copley Square and the historic buildings surrounding it.
- Improved accessibility. The new accessible Station entrance from Stuart Street as well as the addition of a second elevator to the Orange Line will greatly improve the experience of many passengers, particularly those with disabilities.
- LEED certification for all of the project components. Climate change is a reality and the commitment to meet green standards with environmentally friendly design is essential for all new buildings. In addition, I appreciate that the project is not proposing new parking as it will greatly encourage the use of alternative means of transportation.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business director, I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,

Sylvia Ferrell-Jones
President & CEO

BostonUSA.com

GREATER BOSTON
CONVENTION & VISITORS BUREAU

Michael.Rooney@boston.gov

April 13, 2017

Mr. Michael Rooney
Project Manager
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201

Dear Mr. Rooney,

I am writing on behalf of the Greater Boston Convention & Visitors Bureau and its 1,200 member companies to support the Back Bay South End Gateway Project. This project will update and modernize Back Bay station which will benefit our visitor industry and the visitor economy. The project also provides extraordinary transit benefits for local businesses, residents and visitors and is truly a great example of how to do transit oriented development.

From a visitor industry perspective, the project upgrades Back By station in a significant way and provides finally a very welcome experience for our visitors who enter our city by AMTRAK and by transit.

I hope you will approve this project for all these reasons as well as for all the significant benefits it will bring to the Back Bay and South End community.

Sincerely,

Patrick B. Moscaritolo
President & CEO

TWO COPLEY PLACE, SUITE 105, BOSTON, MA 02116
617.536.4100 Fax: 617.424.7664 888.SEE.BOSTON

Kasia Hollins | 142 Edgemere Road #7 | West Roxbury, Ma 02132

Thursday, April 13, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a born and raised Boston resident and daily commuter who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station; which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.

Michael J. McDermott
48 Waltham Street
Boston, MA 02111

April 13, 2017

Michael Rooney, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201
Michael.Rooney@boston.gov

Re: Neighborhood Support for the Back Bay South End Gateway Project

Dear Mr. Rooney,

As a South End resident who has a view towards Back Bay station, walks by the property regularly, and utilizes the stores and public transit at the station, I write to support the Back Bay South End Gateway Project. The project provides public benefits that will positively impact the surrounding neighborhoods, as well as impact housing, transportation, and development goals of the Greater Boston area. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station.

First, the current station and garages are relatively low, concrete buildings in a neighborhood that now supports taller, glass and brick mixed-use buildings. The project, as designed, offers heights and massing consistent with the surrounding neighborhood. In a City short on developable land, the City needs to productively and creatively utilize its available air rights, especially that area over the Mass. Pike and rail lines.

Second, the City of Boston desperately needs diverse housing options, including affordable housing, transit-oriented housing, and family-oriented housing. This project proposes 600 units of housing, with stated affordable housing goals.

Third, this project has been designed to meet transit oriented development goals that the City, including in its most recent Imagine Boston 2030 report, desires. The project will not increase the number of parking spaces; additional parking is not only unnecessary, but additional parking would impede the City's obligations under the Federal Clean Air Act. An improved Back Bay Station will encourage residents and businesses to use other modes of transportation as the project facilitates and promotes biking, walking, and public transportation.

Finally, this project will provide resources to complete important streetscape improvements. For example, there is a need to redesign and improve the sidewalks and public space in this neighborhood, and this project proposes the installation of new street trees, new sidewalks, and a safer, wider crosswalk at Dartmouth Street.

None of this is to say that some neighborhood residents may have more temporary concerns about impacts of adjusting to increased residential and office populations, temporary traffic and transportation scheduling changes, and a new Back Bay skyline. But, the City, its planners, and its political leaders, are tasked with balancing the history of the City with a vision and strategy for long-term growth. The Back Bay South End Gateway project is an exciting opportunity for the improvement of one city block to have broad positive impacts throughout the surrounding neighborhoods and region. I ask that City's planning and development authorities, including the BDPA and the Board of Appeal, support this project.

Sincerely,

Michael J. McDermott

Alan M. Snow
287 Beacon Street, Unit BR
Boston, MA 02116

April 12, 2017

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Alan M. Snow

Patrick Bowler

10 Emerson PL – 23k Boston, MA 02114

April 11, 2017

Michael.Rooney@boston.gov

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

Re: Back Bay South End Gateway Project

Dear Mr. Rooney,

The intent of this letter is to voice my support for the proposed 'Back Bay South End Gateway Project.' Having commuted through and passed through Back Bay Station at all hours of the day, it is apparent that the area is indignant and in need of modernization and vast improvement.

The first, and most important concern of mine stems from the safety factor of Back Bay station. The dark and dingy atmosphere of the station and surrounding area seems to encourage an unwelcoming crowd to use the area as their local hangout. I know it is difficult to control these groups of people as this is a public area, but aesthetic improvements to the station and surrounding area can only help promote a safer vibe and decrease the unwanted foot traffic from people that have no business being in the area.

Next, the addition of housing units would have a large impact on the neighboring area where supply of available places to live is dwindling. This, along with the addition of the extremely unique office tower can only help revitalize the area around the station. After viewing the proposed renderings of the office tower, I am delighted to see such an exceptional design that so greatly captures the diversity yet groomed intellect of the people that live/work in the city. Boston does such a great job of encouraging developers to challenge ordinary building designs which ultimately is reflected in the cities citizens who are so proud to call this city home.

In conclusion, I am very excited for the future developments around Back Bay Station, and am looking forward to their highly anticipated beginning. It is a no-brainer that the area needs a very big change and based off the renderings and your careful judgement, it is starting to come together.

Thank you for your consideration.

Sincerely,



Patrick Bowler

Michael Rooney <michael.rooney@boston.gov>

Back Bay South End Gateway APPROVAL

1 message

Pam Frechette [redacted] Wed, Apr 12, 2017 at 3:49 PM
To: "Michael.rooney@boston.gov" <Michael.rooney@boston.gov>
Cc: [redacted]

BostonUSA.com

GREATER BOSTON CONVENTION & VISITORS BUREAU

Michael Rooney, Project Manager

Boston Planning and Development Agency

One City Hall Sq., 9th Floor

Boston, MA 02201

Dear Mr. Rooney,

I am writing this letter in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. Additionally, the proposal includes a number of extraordinary public benefits that will positively impact local businesses, residents and visitors.

Given that the Station is one of Boston's main front doors, larger, more accessible and welcoming entries on Dartmouth, Clarendon and Stuart Streets, a redesigned floorplan of the public space and retail opportunities will provide a more comfortable and efficient experience for all who pass through.

I heartily support the proposed 600 units of housing which will help address the city's high demand for housing and I believe the 11,000-square foot public plaza proposed on the Clarendon Street side of the

Station will be a much welcomed opportunity for all types of cultural programming.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a "commuter", I eagerly await the transformation.

In closing, I ask that in the not too distant future, the developers consider locating a Visitor Information Concierge in the renovated station which would provide information, answer questions and give directions the old fashion way …maybe even a few Insider tips.

As a commuter and one who works in the hospitality industry, I ask and hope that you approve the Back Bay South End Gateway Project.

Sincerely,

Pamela Frechette
Director, Visitor Marketing/GBCVB

Pamela Frechette
Director of Visitor Marketing
Greater Boston Convention & Visitors Bureau
Two Copley Place, Suite 105
Boston, MA 02116
Direct: [redacted] | Fax: [redacted] | [redacted]



GREATER BOSTON
CONVENTION & VISITORS BUREAU



Michael Rooney <michael.rooney@boston.gov>

Back Bay/South End Gateway Project

1 message

Ben Jen [redacted] Wed, Apr 12, 2017 at 3:17 PM
To: michael.rooney@boston.gov
Cc: [redacted], Andrew Miller <[redacted]>

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

Hello Mr. Rooney,

As an entrepreneur, business owner, and resident of Back Bay, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the local community, throughout the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Residents, employees, visitors, and customers interact with the station on a daily basis. The Station is one of Boston's main front doors, especially for those traveling via Amtrak or Commuter Rail. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floorplan of the public space, to retail opportunities, the project will provide a more comfortable and efficient experience.
- Work with the City of Boston to redesign and build out the sidewalks and streetscapes. Adding street trees, regrading and replacing the sidewalks, and creating new, modern crosswalks will make the pedestrian experience more enjoyable.
- A high quality, well designed transit oriented development. This is a perfect location for density in the City, and better utilizes the site to bring new housing and economic activity to the area.
- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business owner and resident, I ask you to approve this project.

Thank you for your attention to this matter.

Ben

Ben Jen
Chief Executive Officer
Principal Consultant

Ben Jen Holdings LLC

4/12/2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a nearby business owner, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

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- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business owner, I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,

Alexander J Saunders

Saunders Hotel Group, LLC
40 Trinity Place | Boston, MA. 02116
M [redacted] | F [redacted]
[redacted]
www.saundershotelgroup.net

The Saunders Hotel Group, known for its commitment to gracious hospitality, innovation, and environmental leadership, operates four distinctive properties: The Lenox Hotel (Boston, MA), Beacon Hill Hotel & Bistro (Boston, MA), Boston Common Hotel & Conference Center (Boston, MA), and Comfort Inn & Suites (Boston/Logan Airport). See our portfolio at www.saundershotelgroup.net



Martin's News Shops
66 New York Avenue
Halesite, NY 11743

T [redacted]
F [redacted]

[redacted]
www.newsshops.net

April 12, 2017

Sent Via Email

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

Dear Mr. Rooney,

As a business owner with several stores in the Back Bay area, I write in support of the South End Gateway Project. The transit-oriented development will provide much needed revitalization of the Back Bay Station area, a benefit which will be felt throughout the greater Boston area.

The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike. Key improvements will include:

- Significant upgrades to the Back Bay Station and to the surrounding streetscape. Many of our own employees commute through the station every day and would definitely appreciate a larger, more accessible and welcoming station. The project will provide a much more pleasant and efficient experience for station users.
- New Stuart Street and Clarendon Street station entrances. These new entrances will help to create a more convenient and pleasant connection to Copley Place, Boylston and Stuart Streets toward the east and to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.
- A high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.
- Open space. We are excited about the public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add public open space to the area is welcomed.
- World-class Architecture. The proposed project is one of the most creative and exciting designs that we have seen in the City. Boston needs more buildings like this!
- Improved accessibility. The new accessible Station entrance from Stuart Street as well as the addition of a second elevator to the Orange Line will greatly improve the experience of many passengers, particularly those with disabilities.

The Back Bay South End Gateway project is an opportunity to connect the neighborhoods, improve transportation infrastructure, and enhance our local economy. As a local business owner, I ask you to please approve this project.

Thank you for your time and attention to this matter.

Sincerely,

Martin Green

Martin Green
President

Michael Rooney <michael.rooney@boston.gov>

Project Comment Submission: Back Bay/South End Gateway Project

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 12, 2017 at 12:16 PM
To: BRAWebContent@cityofboston.gov, michael.rooney@boston.gov

CommentsSubmissionFormID: 1732

Form inserted: 4/12/2017 12:15:41 PM

Form updated: 4/12/2017 12:15:41 PM

Document Name: Back Bay/South End Gateway Project

Document Name Path: /Development/Development Projects/Back Bay-South End Gateway Project

Origin Page Url: /projects/development-projects/back-bay-south-end-gateway-project

First Name: Tad

Last Name: Blake-Weber

Organization: The First Church of Christ, Scientist, Boston

Email: [redacted]

Street Address: 210 Massachusetts Ave

Address Line 2: P02-10

City: Bostonq

State: MA

Phone: [redacted]

Zip: 02115

Comments: To whom it may concern: As an employee of a local Boston organization, and as an MBTA commuter rail commuter who comes into the Back Bay station regularly, I think this project is greatly needed and important! I really think its exciting, useful and critical to the Back Bay and South End neighborhoods. I really hope it moves forward soon! Thank you for listening and considering my comments. All the best, Tad Blake-Weber

PMContact: michael.rooney@boston.gov

Michael Rooney <michael.rooney@boston.gov>

Back Bay Gateway Project

1 message

Casey Barrett [redacted] Wed, Apr 12, 2017 at 12:09 PM
To: Michael.rooney@boston.gov
Cc: [redacted]

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

Dear Mr. Rooney,

As a nearby business manager, I write in support of the Back Bay/South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Employees, visitors, and customers interact with the station on a daily basis. The Station is one of Boston's main front doors. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floor plan of the public space, to retail opportunities, the project will provide a more comfortable and efficient experience.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business manager, I ask you to approve this project.

Thank you for your attention to this matter.

Best,
Casey

WeWork | Casey Barrett
Community Manager | St. James
[redacted]
wework.com

Create Your Life's Work

Get rewarded for good ideas and good people!
Apply for grants at **creatorawards.wework.com** or help grow the community at **refer.wework.com**.

Michael Rooney <michael.rooney@boston.gov>

Support letter on behalf of the Back Bay/South End Gateway Project

1 message

Kathryn Puleo [redacted]
To: Michael.Rooney@boston.gov

Wed, Apr 12, 2017 at 1:07 PM

Dear Mr. Rooney,

As a Boston resident employed in Back Bay, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.

- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.

- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.

- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.

- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.

- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!

- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!

- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.

- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.

- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

- The new elevators at the Orange Line and the Stuart Street entrance will make using the station much easier for me.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Kathryn Puleo

Boston Resident comment letter.docx
17K

KORTENHAUS

COMMUNICATIONS

April 12, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a nearby business owner, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Employees, visitors and customers interact with the station on a daily basis. The Station is one of Boston's main front doors. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floorplan of the public space, to retail opportunities, the project will provide a more comfortable and efficient experience.
- Work with the City of Boston to redesign and build out the sidewalks and streetscapes. Adding street trees, regrading and replacing the sidewalks, and creating new, modern crosswalks will make the pedestrian experience more enjoyable.
- A high quality, well designed transit oriented development. This is a perfect location for density in the City, and better utilizes the site to bring new housing and economic activity to the area.
- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business owner, I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,
Lynne Kortenhaus, President and CEO

Atrius Health

Riverside Center
275 Grove Street, Suite 3-300
Newton, MA 02466-2275
617-559-8000 tel
617-559-8099 fax

www.atriushealth.org

April 11, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

On behalf of Atrius Health, I am writing in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs.

Atrius Health, an innovative nonprofit healthcare leader, delivers an effective system of connected care for more than 700,000 adult and pediatric patients in eastern and central Massachusetts. Atrius Health's 30 medical practices, with more than 50 specialties and 875 physicians, work together with the home health and hospice services of its VNA Care subsidiary and in close collaboration with hospital partners, community specialists and skilled nursing facilities. Atrius Health provides high-quality, patient-centered, coordinated care to every patient it serves. By establishing a solid foundation of knowledge, understanding and trust with each of its patients, Atrius Health enhances their health and enriches their lives. Learn more about Atrius Health at www.atriushealth.org

As a tenant of Boston Properties, Harvard Vanguard Medical Associates – Copley currently serves approximately 23,000 patients and has a total of 106 employees, many of whom live in the City of Boston.

The proposal also includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

We believe the proposed project offers a number of enhancements that will benefit our patients, employees and the surrounding community, most especially the following:

- The Station is one of Boston's primary front doors. Our employees, patients and other visitors utilize the station to travel to work or to come to our practice for medical appointments on a daily basis. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.
- The existing pedestrian conditions are poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will significantly improve the street level experience.

- The addition of new street trees and bike parking, as well as the regrading of steep areas and the creation of new or improved crosswalks will make the pedestrian experience safer and more enjoyable.
- The proposed new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east.
- This new station entrance on New Clarendon Street with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.
- This is the ideal location for increased density in the City, and better utilizes the site to bring new housing (increase access to medical care at our practice) as well as jobs and economic activity to the area.
- We are excited about the public plaza proposed on the Clarendon Street side of the Station that will provide additional open space for our employees and patients alike.
- The proposed new office space offers an important opportunity to entice new firms to the Boston region, create new jobs and grow our local economy, and is especially important to Atrius Health and Harvard Vanguard Medical Associates – Copley, where we hope to increase the number of patients (and thus, the total number of employees, many of whom live in the City of Boston).
- We support the creation of new housing stock and believe this project offers the opportunity to create a significant number of units in very close proximity to transit and local job centers. This is critical for the City's long term growth and viability.
- The additional retail on top of Back Bay Station and on the ground floor along Dartmouth, Stuart and Clarendon Streets will provide a range of new options and generate activity in the neighborhood and would offer an opportunity for our employees and patients to shop in the area.
- We are delighted to see that the project will actually improve existing windy conditions at the street level, particularly along Stuart and Clarendon Streets. In addition, we appreciate the project's approach to minimizing shadow and that throughout most of the year it will cast almost no new shadow on open spaces like Copley Square and the historic buildings surrounding it.
- The new accessible Station entrance from Stuart Street as well as the addition of a second elevator to the Orange Line will greatly improve access to our employees as well as the patients we care for, especially those with disabilities.
- Finally, we appreciate that the project is not proposing new parking as it will greatly encourage the use of alternative means of transportation.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a long-time business in the Back Bay area, I respectfully as that you approve this project. Thank you for your attention to this matter.

Sincerely,

Marci Sindell
Chief Strategy Officer and Senior Vice President, External Affairs

April 11, 2017

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

Dear Mr. Rooney,

As the General Manager of the Loews Boston Hotel, I write in support of the Back Bay South End Gateway Project. Back Bay Station and the immediate surrounding area is in dire need of a significant upgrade and this unique project provides the necessary improvements and enhancements that will provide a significant benefit to thousands of people daily. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents a much needed true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Long overdue and significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Employees, visitors and customers utilize this station on a daily basis. The Station is a 'first impression' to many out of town visitors and is such a poor representation of such a great and dynamic city. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floorplan of the public space, to retail opportunities, the project will provide a more comfortable, welcoming and efficient experience.
- The much needed redesign and build of sidewalks and streetscapes. Adding street trees, regrading and replacing the sidewalks, and creating new, modern crosswalks will make the pedestrian experience more enjoyable.
- A high quality, well designed transit oriented development. This is a perfect location for density in the City, and better utilizes the site to bring new housing and economic activity to the area.
- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a Manager of a local business, I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,

John Maibach
General Manager

Baron M. Hartley
12 Commonwealth Avenue, Apartment 601
Boston, Massachusetts 02116

April 11, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a Boston resident/commuter who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have seen in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much livelier!

- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and will enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Baron M Hartley

Baron M. Hartley

Michael Rooney <michael.rooney@boston.gov>

Back Bay South EndGateway Project

2 messages

Ron Druker <[redacted]> Tue, Apr 11, 2017 at 2:20 PM
To: "michael.rooney@boston.gov" <michael.rooney@boston.gov>

Dear.Mr.Rooney,
As a longstanding property owner and developer in both the Back Bay and South End whose properties include The Heritage On The Garden,The Colonnade Hotel and Residences and Atelier|505,I am writing to support Boston Properties' proposal to renovate and upgrade Back Bay Station and to develop a mixed use complex of office,retail and residential uses.
Currently,the edges on the perimeter of the site are uninviting,either turning their back on the street or offering no active edge at all by being void of buildings.By adding the above mentioned program and renovating the station,the project will reinvigorate an important,heretofore uninspiring super block which will contribute to the vitality of the two neighborhoods involved.
Believing in all of the above,I strongly support the project.
Should you wish to discuss my position, I trust you will not hesitate to contact me.
Sincerely,
Ronald Druker
Ronald M. Druker
President
The Druker Company,LTD.

Sent from my iPad

Ron Druker [redacted] Tue, Apr 11, 2017 at 2:55 PM
To: "Michael.Rooney@boston.gov" <Michael.Rooney@boston.gov>

1273_001.pdf
297K

April 11, 2017

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

Re: Back Bay South End Gateway Project

Via Email
Michael.Rooney@boston.gov

Dear Mr. Rooney,

As a nearby business owner, I write in support of the above reference Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

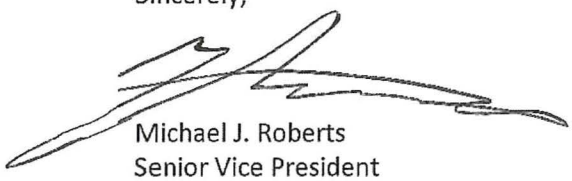
Key improvements will include:

- Significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Employees, visitors and customers interact with the station on a daily basis. The Station is one of Boston's main front doors. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floor plan of the public space, to retail opportunities, the project will provide a more comfortable and efficient experience.
- Work with the City of Boston to redesign and build out the sidewalks and streetscapes. Adding street trees, re-grading and replacing the sidewalks, and creating new, modern crosswalks will make the pedestrian experience more enjoyable.
- A high quality, well designed transit oriented development. This is a perfect location for density in the City, and better utilizes the site to bring new housing and economic activity to the area.
- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business owner, I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,



Michael J. Roberts
Senior Vice President
AvalonBay Communities, Inc.

Michael Rooney <michael.rooney@boston.gov>

Back Bay South End Gateway Project

1 message

Blue Glass Manager <[redacted]> Tue, Apr 11, 2017 at 12:34 PM
To: michael.rooney@boston.gov

Dear Mr. Rooney,

As the general manager of a nearby restaurant I want to write in support of the Back Bay South End Gateway Project. This project is a chance to update and rehabilitate the Back Bay Station area, become a benefit to the local communities and will continue to upgrade the City of Boston in the Tourism World's eyes. The heights and massing of the proposed buildings work within Stuart Street Zoning and represents true transit-oriented development, which our City needs.

The proposal also includes a number of public benefits that will impact local businesses and residents alike.

I look forward to this project providing ignificant upgrades to the Back Bay Station and to the surrounding streetscape. The Station is one of Boston's primary front doors. Employees, visitors and customers interact with it on a daily basis, including many of my own employees who commute through the station every day. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.

· The redesign and reconstruction of the sidewalks around the perimeter of the project. The existing pedestrian conditions are really poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will greatly improve the street level experience.

·Streetscapes will improve. The addition of new street trees and bike parking, as well as the regrading of steep areas and the creation of new or improved crosswalks will make the pedestrian experience safer and more enjoyable.

New Stuart Street station new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east.

New Clarendon Street station new entrance with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.

We'll get a high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.

We'll get more open space. We are excited about the public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add public open space to the area is welcomed.

The proposed project is pretty cool! Boston needs more buildings like this!

The proposed new office space offers an important opportunity to entice new firms to the Boston region, create new jobs and grow our local economy.

Boston needs to create new housing stock and this project offers the opportunity to create a significant number of units in very close proximity to transit and local job centers. This is critical for the City's long term growth and viability.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business manager I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,

Tony Sosa
General Manager

The Blue Glass Café
The John Hancock Tower 200 Clarendon Street Boston, MA 02116
o. 617.275.0250 x205 | c. 617.721.0764 | f. 617.275.0260

www.blueglasscafe.com

Michael Rooney <michael.rooney@boston.gov>

Boston Properties Back Bay/South End Gateway project

1 message

Julia Arsenault [redacted] Tue, Apr 11, 2017 at 10:54 AM
To: Michael.Rooney@boston.gov

Dear Mr. Rooney,

Asa Boston resident living and working in close proximity to the Back Bay Station,I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete publicbenefits that will positively impact the Back Bay, South End, and Bay Villageneighborhoods. Further, this projectprovides a unique opportunity to update and rehabilitate Back Bay Station, whichis a benefit that will not only greatly improve the commuter experience, butwill also be felt across the City of Boston and beyond.

Iam excited about the following key improvements that the project will include:

- Theproject provides significant improvements within Back Bay Station and to thesurrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to theStation on Dartmouth, Clarendon, and Stuart Streets and a redesigned stationfloorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting pieceof this development.
- Thenew Stuart Street station entrance will create a more convenient and pleasantconnection for people traveling to Trinity Church and to the north and eastside of Copley Place.
- Thenew Clarendon Street station entrance has a beautiful new public plaza and willcreate a more convenient and pleasant connection to the neighborhoods of BayVillage and the South End.
- Thisproject looks amazing. The City of Boston needs more experimental architectureand this is one of the most exciting designs we have see in recent memory. Itwill be such an improvement over that hideous garage!
- Iam encouraged that Boston Properties is working to meet LEED certifications forall of the new buildings. Climate changeis happening and the plans to meet these green standards through energy usereductions and environmentally friendly components like green roofs and rainwater basins are essential for all new buildings.
- Itis great to see that the project will actually reduce wind speeds at the streetlevel, especially along Stuart and Clarendon Streets, which will make walkingaround this area much more enjoyable.

TheBack Bay South End Gateway project is an exciting opportunity to improve the blockaround the area with high quality mixed use buildings, and the enhance theentire station. I ask that you advancethe project. Thank you for yourattention to this matter.

Sincerely,

JuliaArsenault
Jarsenault3@verizon.net
12 Commonwealth Ave, #707
Boston, MA 02116

Peter V See
145 Pinckney Street
Boston, MA 02114

April 10, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a Boston resident who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvements include:

- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The completed project will significantly increase tax revenue for the City through real estate taxes.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- This architectural design of the project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have seen in recent memory. It will be such an improvement over that unsightly garage and deteriorated existing Back Bay Station!
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Peter See

boston planning & development agency

BACK BAY / SOUTH END GATEWAY PROJECT

Open House Public Meeting

Boston Common Hotel & Conference Center, 40 Trinity Place

April 4, 2017 | 6:00PM – 8:00PM

PUBLIC COMMENT

This project cannot come soon enough. As a neighborhood resident and frequent user of Back Bay station, I am very excited for the station redevelopment and the beautification / densification of the area that will result from these projects. I love the unique design of the new towers, and the beautiful renderings of the station interior. I can't wait to see this move forward!

CONTACT INFORMATION

NAME: Alex Cox
ADDRESS: Dartmouth Place
EMAIL ADDRESS: [redacted]

boston planning & development agency

BACK BAY / SOUTH END GATEWAY PROJECT

Open House Public Meeting

Boston Common Hotel & Conference Center, 40 Trinity Place

April 4, 2017 | 6:00PM – 8:00PM

PUBLIC COMMENT

This project will be a innovative use of space to help meet the demands of the growing popularity of the city. Increasing parking as well as creating more living space to help mitigate the increasing demand

CONTACT INFORMATION

NAME: Timothy Harlow

ADDRESS: Dorchester

EMAIL ADDRESS: [redacted]

boston planning & development agency

BACK BAY / SOUTH END GATEWAY PROJECT

Open House Public Meeting

Boston Common Hotel & Conference Center, 40 Trinity Place

April 4, 2017 | 6:00PM – 8:00PM

PUBLIC COMMENT

This is going to be a great change to the city, and to the Boston Sky Line. This ~~building~~ Project has lots of unique architecture, and designs, it will be a stand out. This project provides room for residence for the ever growing city of Boston.

CONTACT INFORMATION

NAME: Jebsen Dorgilus

ADDRESS:

EMAIL ADDRESS: [redacted]

Michael Rooney <michael.rooney@boston.gov>

Project Comment Submission: Back Bay/South End Gateway Project

1 message

no-reply@boston.gov <no-reply@boston.gov> Wed, Apr 5, 2017 at 12:37 PM
To: BRAWebContent@cityofboston.gov, michael.rooney@boston.gov

CommentsSubmissionFormID: 1725

Form inserted: 4/5/2017 12:36:37 PM

Form updated: 4/5/2017 12:36:37 PM

Document Name: Back Bay/South End Gateway Project

Document Name Path: /Development/Development Projects/Back Bay-South End Gateway Project

Origin Page Url: /projects/development-projects/back-bay-south-end-gateway-project

First Name: Alex

Last Name: Langston

Organization:

Email: [redacted]

Street Address: 177 Northampton St, Unit 4

Address Line 2:

City: Boston

State: MA

Phone: [redacted]

Zip: 02118

Comments: I just wanted to say that I'm very excited about this project! It looks like it will go a long way to improving Bay Bay station not only as a transit hub, but improving the local area too. The plans to improve connectivity and sidewalks will make being a pedestrian in the area much easier and better. Adding much needed housing in the area will help with the ever increasing housing costs. This project will be an important step in improving Boston as a whole. The concerns about a small amount more shadow on Copley square during certain parts of the year are a small price to pay for getting the much needed housing this project provides.

PMContact: michael.rooney@boston.gov

Michael Rooney <michael.rooney@boston.gov>

Letter in support of Back Bay/South End Gateway Project

1 message

Mary Fagan [redacted]
To: "Michael.Rooney@boston.gov" <Michael.Rooney@boston.gov>

Mon, Apr 10, 2017 at 10:08 AM

Dear Mr. Rooney,

My name is Mary Fagan, I live in Scituate Massachusetts, and as a commuter who uses Back Bay Station on a daily basis, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. I use this crosswalk everyday, and it needs these improvements for my safety and those of my fellow commuters, in addition to the residents and business owners.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The revamped T station is an exciting piece of this development. I am in/out of this station at least 2 times per day – sometimes more. Boston as a City must support our transportation hubs – it encourages mass transit vs. parking and it brings talent to the area, encouraging successful businesses.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations, and we must continue to learn and grow here in the States in how we capture and use space properly, and make our transportation hubs effective.
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable. I have myself been caught in horrible winds, and have seen young moms and their kids and elderly be pummeled by this issue. I love that this project has so many benefits coming out of it.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Mary Fagan

Michael Rooney <michael.rooney@boston.gov>

Back Bay Station Project: Support & Comments

1 message

Linda Edelblut [redacted]
To: Michael.Rooney@boston.gov

Mon, Apr 10, 2017 at 8:51 AM

Michael Rooney, Project Manager

Boston Planning and Development Agency

One City Hall Sq., 9th Floor

Boston, MA 02201

Dear Mr. Rooney,

As an orange-line commuter who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. Back Bay is a wonderful station with untapped potential. It has great vaulted indoor space but the surrounding area is quite ugly. From what I understand, this project will beautify not just inside Back Bay but the surrounding walkways, cross-walks, tunnels, etc., and will make the entire block a vibrant center.

Some of the most notable improvements include: the arresting new architecture planned (much in keeping with the old-meets-new Boston style), the LEED certifications which Boston Properties is committed to, the proposed new housing (which Boston is in desperate need of—conveniently located near office and commuter spaces), the accommodations to be made for bikers and share-a-ride, and the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. (Any opportunity to add usable open space in Boston is a long-term and cultural benefit!) Also, I hear that there has been special care taken regarding new shadows over Boston—as a former New Yorker, I can laud the city and Boston Properties for caring about keeping the city sunny!

My only concern with the project is in regard to the amount of retail planned for Back Bay—I'd hate it to see it become like a mall (particularly at the expense of escalators/easy flow of commuter passage). I think South Station and Grand Central should be used as examples of great and beautiful spaces that incorporate boutique and unique industry (I'm imagining one-of-a-kind bakeries and such) in a classic way. I know that in Europe, they incorporate retail into their train stations seamlessly and not gaudily (I recall a beautiful, modern station in Provence, France which was made almost entirely of glass—with one Paul bakery, that was it).

One last note: Boston is growing by leaps and bounds, and we need updated infrastructure to keep up with it! Back Bay needs improvements, however if the languishing Back Bay Tunnel is any example—this project

really needs to be done by a non-government entity. I hope you will consider the great benefits to the city and people of Boston which these improvements anticipate. In conclusion, I ask that you advance the project. Thank you for your care and attention to this matter.

Sincerely,

Linda Edelblut

29 Pine St.

Stoneham, MA 02180

Jillian Langton
118 S. High St.
Foxboro, MA 02035

April 10, 2017

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

Dear Mr. Rooney,

As a commuter who uses Back Bay Station on a daily basis and works in the Back Bay, I am writing in support of the Back Bay South End Gateway Project. The project includes several public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

I am most excited that this development will positively affect the indoor and outdoor environment of Back Bay station. The station is currently in need of a major renovation and does not provide a feeling of safety and/or cleanliness to those passing through.

For many taking the Amtrak trains into Boston from New York or Washington DC, this station is the first thing they see as they enter the city. I do not think the station, in it's current condition, is the kind of first impression we want to give those coming to visit this beautiful city. Other key improvements that I think would be greatly beneficial to commuters, residents, local employers, and visitors include:

- Significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Jillian Langton

Kaitlin Ownes
55 I Street, Apartment 2
Boston, MA 02127

April 10, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project will provide a positive impact to the neighborhood and surrounding area. It would be great to update Back Bay Station for the residents, commuters, and tourists for the area. The project will provide a great mix of new buildings to the area as well.

The Back Bay South End Gateway project is neighborhood changing opportunity to improve the area with much needed upgrades to the station and additional mixed use buildings. I ask that you please advance the project. Thank you very much.

Sincerely,

Kaitlin Ownes

Michael Rooney <michael.rooney@boston.gov>

Back Bay Station

1 message

Mike Moran [redacted]
To: michael.rooney@boston.gov

Mon, Apr 10, 2017 at 3:00 PM

4/10/17

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a commuter who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

I believe this project will improve the overall area by:

- Adding more pedestrian traffic will bring a heightened sense of security and safety.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Mike Moran – [redacted]

TRINITY STUART LLC

April 18, 2017

Via electronic mail: Michael.Rooney@boston.gov

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

Re: Boston Properties' Back Bay South End Gateway Project

Dear Mr. Rooney,

Trinity Stuart LLC is the owner of the Boston Common Hotel and Conference Center, directly adjacent to the site of Boston Properties' Back Bay South End Gateway Project.

The Copley Square area of the Back Bay is in many ways the heart of the City of Boston. Not only is it centrally situated in the Back Bay adjacent to Newbury Street, Copley Place and the Pru, but it is only a short walk from many of Boston's most dynamic neighborhoods, including the South End, Beacon Hill, Theatre District, Fenway, Midtown and the Financial District. The neighborhood is full of energy, life and 24 hour uses. Back Bay Station is a hub of activity.

But the block of Stuart Street where our and Boston Properties' sites are located is an exception to this rule. For decades, this block has been among the – if not the – most lifeless street in the Back Bay, notwithstanding its immediate proximity to Back Bay Station and the City's largest office tower.

Improvements have taken place in the past few years – the opening of the Blue Glass Café to the street, the addition of Viga to the YW Boston building…but the south side of Stuart Street from BP's property through ours remains more like a concrete fortress than a vibrant urban block.

Similarly, the corner of Stuart and Dartmouth – one of the most visible and pedestrian-trafficked corners of the City – is marred by the urban design of the existing structure, with its retail set far back from the corner under the overhang of a concrete parking garage. And it goes without saying that Back Bay Station is not among the more hospitable major transit station experiences.

BP's new project will help dramatically change all of this. When one looks at a rendering of the south side of Stuart Street several years from now, when the 40 Trinity hotel and residences and the new BP office building are both completed, one can imagine the complete

transformation of this block from one of the neighborhood's most lifeless to one of its most lively, with the street animated by retail, office, hotel and residential storefronts.

What makes the Back Bay great is that it is one of the country's true 24 hour neighborhoods, and BP's project will contribute to that energy. We love the synergy of their project with ours – we are adding a hotel and for-sale residential; they are adding retail, office, for-rent residential and a reinvigorated transit station. You can't get a more 24 hour mix of uses than that.

On top of all of the neighborhood and urban design enhancements this project brings to the community, Pelli Clarke Pelli's design, particularly for the signature office building at the corner of Stuart and Dartmouth Streets, will give this important corner the world-class design it deserves – a far cry from the utilitarian concrete structure that graces this corner today.

Finally, it is important to remember that this project is being created by a Boston-founded and Boston-based firm whose offices are just a few blocks from the project site. BP has developed and/or owns many of the signature buildings in the Back Bay, and is heavily invested in its future. As a local development team who is also building for the future of the city we call home, knowing that a local institution with the reputation and experience of BP will be building next-door to our project gives us great confidence it will be done right.

In summary, we hope that the BPDA and the community will enthusiastically support the Back Bay South End Gateway Project.

TRINITY STUART LLC

Jordan D. Warshaw

Gary L. Saunders

Jeffrey G. Saunders

Robert D Stewart
377 Cherry Street
Newton, MA 02465

April 18, 2017

Delivered by email: Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a Boston commuter who regularly uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60-foot-wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T-station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively.
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.

- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project as quickly as possible.

Thank you for your attention to this matter.

Sincerely,

R. David Stewart

Robert D. Stewart

WEINER VENTURES
REAL ESTATE DEVELOPMENT & INVESTMENT

April 18, 2017

Michael Rooney, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201
Michael.Rooney@boston.gov

Dear Mr. Rooney,

As a nearby business owner, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning.

The proposal includes a number of extraordinary public benefits for residents and businesses.

Key project components / improvements to existing conditions include:

- Significant upgrades to Back Bay Station and surrounding streetscape, including sidewalks
- Open space
- Top-notch architecture
- Jobs creation
- Housing creation
- New retail opportunities
- Wind and shadow effects thoughtfully considered
- Improved accessibility
- LEED certification
- Pedestrian-safe bridge.

The Back Bay South End Gateway project is a wonderful opportunity to connect neighborhoods, improve transportation and the public realm, and enhance our local economy. Please approve this project.

With sincere thanks,

Adam J. Weiner

Adam J. Weiner
Managing Partner
Weiner Ventures LLC

Michael Tilford
529 Columbus Avenue – 10
Boston, MA 02118

April 17, 2017

Sent Via Email

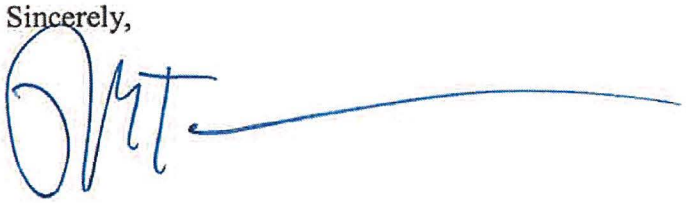
Michael Rooney, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Rooney,

As a South End resident, I am writing in support of the Back Bay South End Gateway Project. I walk past or through this station on an almost daily basis. The Back Bay Station is the first impression for many tourists and business travelers arriving via Amtrak and Commuter Rail as well as a major day to day hub for residents. The station has suffered from years of neglect and the surrounding block and bus loading area are lifeless places that divide the South End, Bay Village and Back Bay. The Back Bay South End gateway project will connect the neighborhoods, add vibrancy and interesting architecture and provide desperately needed housing for a City who's potential is increasingly limited by increasingly narrow minded opinions about growth.

I would welcome this addition to the neighborhood.

Sincerely,



Mike Tilford

Michael Rooney <michael.rooney@boston.gov>

Boston Resident Comment Letter

1 message

Molly Hogue [redacted]
To: michael.rooney@boston.gov

Mon, Apr 17, 2017 at 10:38 AM

Molly Hogue, 4 Schrepel Place, Unit #3, Boston, MA 02127

4/17/17

Michael.Rooney@boston.gov

Michael Rooney, Project Manager

Boston Planning and Development Agency

One City Hall Sq., 9th Floor

Boston, MA 02201

Dear Mr. Rooney,

As a Boston resident who uses Back Bay Station, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.

- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth,

Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.

- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church (which is currently my home church that I attend every Sunday) and to the north and east side of Copley Place.

- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.

- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!

- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!

- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing. A true problem for a city that is constantly growing.

- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.

- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Molly Hogue

MARRIOTT

April 17, 2017

Michael.Rooney@boston.gov

Mr. Michael Rooney
Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201

Dear Mr. Rooney,

As a nearby business manager, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate Back Bay Station, a benefit that will be felt across the City of Boston and beyond. The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. The proposal includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades within Back Bay Station and to the surrounding sidewalks and streetscapes. Employees, visitors and customers interact with the station on a daily basis. The Station is one of Boston's main front doors. From larger, more accessible and welcoming entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned floorplan of the public space, to retail opportunities, the project will provide a more comfortable and efficient experience.
- Work with the City of Boston to redesign and build out the sidewalks and streetscapes. Adding street trees, regrading and replacing the sidewalks, and creating new, modern crosswalks will make the pedestrian experience more enjoyable.
- A high quality, well designed transit oriented development. This is a perfect location for density in the City, and better utilizes the site to bring new housing and economic activity to the area.
- Boston Properties is working to meet LEED qualifications for all 3 of the towers. Climate change is a reality and the plans to meet these green standards with environmentally friendly designs, components, green roofs and rain water basins are essential for all new buildings.
- New retail opportunities will provide a range of options in the neighborhood.
- I am excited about the 11,000 foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space to the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. As a local business owner, I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,

Terry Worden
General Manager

BOSTON MARRIOTT COPLEY PLACE
110 HUNTINGTON AVENUE
BOSTON, MASSACHUSETTS 02116 USA
T: 617.236.5800
MARRIOTT.COM/BOSCO

PALLADIN
CONSUMER RETAIL PARTNERS

April 18, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a nearby business owner, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs.

The proposal also includes a number of extraordinary public benefits that will positively impact local businesses and residents alike. Key improvements will include:

- Significant upgrades to the Back Bay Station and to the surrounding streetscape. The Station is one of Boston's primary front doors. Employees, visitors and customers interact with it on a daily basis, including some of our own employees who commute through the station every day. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users. Frankly, every time I take Amtrak to New York, I am turned off by the waiting areas and the quality of the current retail offerings.
- The redesign and reconstruction of the sidewalks around the perimeter of the project. The existing pedestrian conditions are really poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will greatly improve the street level experience.
- Streetscape improvements. The addition of new street trees and bike parking, as well as the regrading of steep areas and the creation of new or improved crosswalks will make the pedestrian experience safer and more enjoyable.
- New Stuart Street station entrance. This new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east.
- New Clarendon Street station entrance. This new entrance with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.

- A high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.
- Open space. We are excited about the public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add public open space to the area is welcomed.
- World-class Architecture. The proposed project is one of the most creative and exciting designs that we have seen in the City. Boston needs more buildings like this!
- Job creation. The proposed new office space offers an important opportunity to entice new firms to the Boston region, create new jobs and grow our local economy.
- Housing creation. Boston needs to create new housing stock and this project offers the opportunity to create a significant number of units in very close proximity to transit and local job centers. This is critical for the City's long term growth and viability.
- New retail opportunities. The additional retail on top of Back Bay Station and on the ground floor along Dartmouth, Stuart and Clarendon Streets will provide a range of new options and generate activity in the neighborhood.
- Wind and shadow affects. We are pleased to see that the project will actually improve existing windy conditions at the street level, particularly along Stuart and Clarendon Streets. In addition, we appreciate the project's approach to minimizing shadow and that throughout most of the year it will cast almost no new shadow on open spaces like Copley Square and the historic buildings surrounding it.
- Improved accessibility. The new accessible Station entrance from Stuart Street as well as the addition of a second elevator to the Orange Line will greatly improve the experience of many passengers, particularly those with disabilities.
- LEED certification for all of the project components. Climate change is a reality and the commitment to meet green standards with environmentally friendly design is essential for all new buildings. In addition, I appreciate that the project is not proposing new parking as it will greatly encourage the use of alternative means of transportation.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business owner, I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,

Mark J. Schwartz
Chief Executive Officer

April 18, 2017

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

RE: Support for the Back Bay South End Gateway Project

Dear Mr. Rooney:

As long-time residents of the South End, we appreciate thoughtful proposals for transit-oriented development projects that will add to the sustainable economic growth of the City of Boston. As such, after review, we **support** Boston Properties' Back Bay South End Gateway Project proposal.

In our opinion, the project has many benefits, the most important of which are listed below:

- With only Berkeley, Clarendon and Dartmouth Streets connecting the South End to the Back Bay, this project will repair the large gaps in street level activity on Clarendon and Dartmouth providing a seamless connection between the two neighborhoods.
- The project provides for improvements to Back Bay Station including addressing deferred maintenance, providing a new entrance to the station from Stuart Street and the addition of much need convenience retail; all of which benefit the neighbors, those commuting from/to Back Bay Station and future local business that will be positioned to serve the increased demand from the additional housing and office offerings the project will create as well as from the increased utilization of the Orange Line and Commuter Rail lines.
- Public realm improvements including improved sidewalks along Dartmouth Street, widened sidewalks along Stuart Street, a more attractive and safer crosswalk at Dartmouth Street, an improved connection with the Southwest Corridor Park, and most importantly the transformation of the existing bus court along Clarendon Street into a new 11,000 square foot public plaza.
- The project will provide an attractive façade to the existing parking garage and collectively add approximately 500 lineal feet of active ground level uses along Dartmouth, Stuart and Clarendon Streets. That said, however, we would like to see the Proponent screen the façade of the existing parking garage between the proposed residential buildings on Clarendon Street.
- The project's design is adventurous and is an improvement over many of the projects built in Boston in recent years.

The Back Bay South End Gateway Project is an exciting opportunity to improve the connection between two great neighborhoods through the addition of high quality mixed-use buildings that directly benefit Boston and add to the continued economic growth of the region. In light of this, we ask that you advance the project.

Sincerely,

Neal Howard
50 Malden Street
Boston, MA 02118

Christine Wahr
50 Malden Street
Boston, MA 02118

Michael Rooney <michael.rooney@boston.gov>

Backbay South End Gateway Project

1 message

John Fahnhorst [redacted] Tue, Apr 18, 2017 at 5:43 PM
To: Michael.Rooney@boston.gov

Dear Michael Rooney,

It has come to my attention that the Back Bay Station project is under review. As a Boston resident and member of the architectural community, I am very excited to see Boston grow and evolve its architectural vocabulary. The Backbay South End Gateway Project not only develops an underutilized part of town, but it captures the excitement of Boston.

As a frequent user of the Back Bay T-Stop, I'm very excited for this project. The station has such potential and the area can easily be another node or landmark in town. It's access to the orange line and commuter rail make it the perfect location for added development.

I support the approval of this project because it presents something different to the city. I currently work in the Seaport area, and I must admit that every time I see a new high-rise office building go up, I think of a missed opportunity. The architecture of the Seaport has become as generic as can be. Boston feels like it's falling behind other cities architecturally. From what I've seen of the renderings, the Gateway project is dynamic and just interesting. It seems to take into consideration how it affects the cityscape and engage the pedestrian. Please do your part in keeping this project going forward.

Sincerely,

John Fahnhorst

COPLEY PLACE
A SIMON MALL

April 18, 2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a local representative of a major stakeholder adjacent to the site, I write in support of the Back Bay South End Gateway Project.

Primary for us among the many project benefits are the upgrades planned within Back Bay Station and to the surrounding sidewalks and streetscapes. We view improvements to the public transportation experience in Boston as essential to the appeal and economic viability of the City.

We welcome the enlargement of the signalized crosswalk connecting the East and West sides of Dartmouth Street at the station entrance.

We are supportive of improvements to the pedestrian street experience and our hope is that this project will realize that.

The Back Bay South End Gateway project is an exciting opportunity to connect the neighborhoods, improve transportation and the public realm, and enhance our economy. I ask you to approve this project.

Thank you for your attention to this matter.

Sincerely,

William J. Kenney
General Manager
Copley Place, Simon Malls

Matthew Murray
338 W 3rd Street, #1
Boston, MA 02127

4/18/2017

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

As a resident of Boston and employee located on the border of the Back Bay and South End neighborhoods, I am writing to offer my full support of the Back Bay South End Gateway Project. I feel strongly that the proposed scope and project will offer residents, employees and visitors of the Back Bay, South End and Bay Village neighborhoods a dramatically improved experience. Through the revitalization of a tired and neglected transit hub, this projects offers us an opportunity to provide residents with the improvements needed to make their daily lives better while providing a new entrance/front door to an extremely important commuter rail station for employees and visitors. Other key factors that have influenced my opinion are:

- 600 units of housing to keep up with high demand within the city.
- Added retail and improved "commuter experience"
- No parking is required for this development given that is located at a transit hub

The City of Boston deserves better than the existing station and I would like to voice my support for this project to move forward.

Sincerely,
Matthew Murray

HIGHFIELDS
CAPITAL

HIGHFIELDS CAPITAL MANAGEMENT LP

April 18, 2017

Michael Rooney, Project Manager
Boston Planning and Development Agency
One City Hall Sq., 9th Floor
Boston, MA 02201
Via Email: Michael.Rooney@boston.gov

Dear Mr. Rooney,

As a nearby business, Highfields Capital Management, I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs. The proposal also includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

Key improvements will include:

- Significant upgrades to the Back Bay Station and to the surrounding streetscape. The Station is one of Boston's primary front doors. Employees, visitors and customers interact with it on a daily basis, including many of our own employees who commute through the station every day. From larger, more accessible and welcoming station entries on Dartmouth, Clarendon, and Stuart Streets, to a redesigned interior floorplan, to new retail opportunities, the project will provide a much more pleasant and efficient experience for station users.
- The redesign and reconstruction of the sidewalks around the perimeter of the project. The existing pedestrian conditions are really poor and this project will improve them dramatically. The doubling of the sidewalk width along Stuart Street as well as the removal of the garage speed ramps will greatly improve the street level experience.
- Streetscape improvements. The addition of new street trees and bike parking, as well as the regrading of steep areas and the creation of new or improved crosswalks will make the pedestrian experience safer and more enjoyable.
- New Stuart Street station entrance. This new entrance will help to activate the Stuart Street corridor and create a more convenient and pleasant connection to Copley Place and Boylston and Stuart Streets toward the east.
- New Clarendon Street station entrance. This new entrance with a public plaza will create a more convenient and pleasant connection to Berkeley Street, Bay Village and the eastern portions of the South End neighborhoods.
- A high-quality, well-designed, transit-oriented development. This is the perfect location for increased density in the City, and better utilizes the site to bring new housing, jobs and economic activity to the area.

200 Clarendon Street • Boston, Massachusetts 02116
Telephone 1-617-850-7500 • *Facsimile* 1-617-850-7501

- New retail opportunities. The additional retail on top of Back Bay Station and on the ground floor along Dartmouth, Stuart and Clarendon Streets will provide a range of new options and generate activity in the neighborhood.
- Wind and shadow affects. We are pleased to see that the project will actually improve existing windy conditions at the street level, particularly along Stuart and Clarendon Streets. In addition, we appreciate the project's approach to minimizing shadow and that throughout most of the year it will cast almost no new shadow on open spaces like Copley Square and the historic buildings surrounding it.
- LEED certification for all of the project components. Climate change is a reality and the commitment to meet green standards with environmentally friendly design is essential for all new buildings. In addition, I appreciate that the project is not proposing new parking as it will greatly encourage the use of alternative means of transportation.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business leader, I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,



Jennifer L. Stier
Chief Operating Officer
Highfields Capital Management LP

Sushma Handicrafts LLC
HA 01, 800 Boylston Street
Boston, MA 02199

DATE : 4/16/2017

To,
Michael Rooney
Boston Planning and Development Agency

Dear Michael Rooney,

As a nearby business owner I write in support of the Back Bay South End Gateway Project. The development provides a unique opportunity to update and rehabilitate the Back Bay Station area, a benefit to the local communities and one that will be felt across the City of Boston and beyond. The heights and massing of the proposed buildings are consistent with Stuart Street Zoning and this project represents true transit-oriented development, which our City needs.
The proposal also includes a number of extraordinary public benefits that will positively impact local businesses and residents alike.

The Back Bay South End Gateway project is a unique and exciting opportunity to connect the neighborhoods, improve transportation infrastructure and the public realm, and enhance our local economy. As a local business owner, I ask you to approve this project. Thank you for your attention to this matter.

Sincerely,

Bhairab Prasad Dahal

Office phone: [redacted]

email: [redacted]

Michael Rooney <michael.rooney@boston.gov>

Support Letter for Back Bay South End Gateway Project

1 message

Giuliana Di Mambro [redacted] Fri, Apr 21, 2017 at 3:50 PM
To: Michael.Rooney@boston.gov

Michael Rooney, Project Manager

Boston Planning and Development Agency

One City Hall Sq., 9th Floor

Boston, MA 02201

Dear Mr. Rooney,

I am writing to voice my support for the Back Bay South End Gateway Project. I have lived in the South End for the past two years (and in the Leather District for 7 years before that) and have worked in the Back Bay for the past four years. As someone who grew up in and around the City of Boston I have also been a frequent visitor to Back Bay Station for over 20 years. This project, along with the station renovation, will make Back Bay Station the worthy gateway to our great city, and it will vastly improve the daily lives of people like me who live and work around the station and pass by/through it on a regular basis.

The benefits of this project are too many to list, but I have outlined some below:

- This project will vastly improve the streetscape and public realm in front of and around the station. The new sidewalks, street trees, and wider crosswalks will make a more pleasant and safer pedestrian experience.
- The replacement of the garage with ground floor retail and lobbies will add vibrancy to the street level which it currently lacks. It will also make the area feel safer and better lit in the evenings.
- The design of the office building at the corner of Dartmouth and Stuart will be welcome addition to the Boston skyline. The architecture is new and fresh, and hopefully will encourage other developers to push the envelop in their own designs.
- The project will modernize and expand Back Bay Station while still maintaining the iconic wood arches. This station is in dire need of a renovation – but I'm happy to see that Boston Properties has respected and celebrated historic elements in its new design.
- The new plaza along Clarendon Street will create a vibrancy and sense of safety that the area currently lacks – especially at night. It will also create a stronger connection between the Bay Village, South End, and Back Bay neighborhoods.
- As a transit oriented development, the site is the ideal location for substantial office and residential density. The more the merrier!

- The reduction of wind along Stuart and Clarendon streets is a nice bonus benefit (especially on a cold winter day!)

In summary, I am fully in support of this project. The innovative design and increased density will be a welcome benefit to the city and these neighborhoods in specific. And the station renovations will be a benefit to the entire region! I sincerely hope this project is approved and implemented quickly.

Thank you and best regards,

Giuliana Di Mambro

73 Worcester St. #5

Boston, MA 02118

The Druker Company, Ltd., Suite 1000, 50 Federal Street, Boston, Massachusetts 02110-2585

April 11, 2017

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

Re: Back Bay South End Gateway Project

Dear Mr. Rooney:

As a longstanding property owner and developer in both the Back Bay and South End, whose properties include The Heritage On The Garden, The Colonnade Hotel and Residences and Atelier|505, I am writing to support Boston Properties' proposal to renovate and upgrade Back Bay Station and to develop a mixed use complex of office, retail and residential uses.

Currently, the edges on the perimeter of the site are uninviting, either turning their back on the street or offering no active edge at all by being void of buildings. By adding the above mentioned program and renovating the station, the project will reinvigorate an important, heretofore uninspiring super block which will contribute to the vitality of the two neighborhoods involved.

Believing in all of the above, I strongly support the project.

Should you wish to discuss my position, I trust you will not hesitate to contact me.

Sincerely,

Ronald Druker
President
The Druker Company, LTD.

RMD/deb

Telephone: (617) 357-5700 Telefax: (617) 357-6494

Susan Koop
100 Pier 4 Boulevard
Apt. 716
Boston, MA 02210

April 10, 2017

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use

reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Susan K. Koop

Susan Koop

Christopher Donato
108 Richmond Street
Unit 7
Boston, MA 02109

April 10, 2017

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

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- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!

- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
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The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,



Christopher Donato

Kendra Donato
108 Richmond Street
Unit 7
Boston, MA 02109

April 10, 2017

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

Dear Mr. Rooney,

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- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
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The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Kendra Donato

Prudential Center Merchant Association
800 Boylston Street
Boston, Massachusetts 02199

April 13, 2017

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

Re: Back Bay South End Gateway Project

Dear Mr. Rooney,

On behalf of the Prudential Center Merchant Association, I am writing in support of the Back Bay South End Gateway Project.

The Prudential Center Merchant Association is comprised of 70 individual retailers, restaurants and service providers. Together we represent over 2000 jobs and over $600,000,000 in gross sales revenue.

The project includes several concrete public benefits that will positively impact the Back Bay neighborhoods. Further this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter and tourist experience, but will also be felt across the City of Boston and beyond.

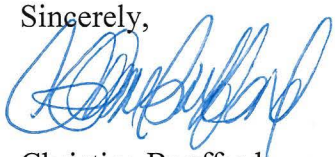
Key improvements include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development
- The revamped T station is an exciting piece of this development. Boston as a City must support our transportation hubs – it encourages mass transit vs. parking and it brings talent to the area, encouraging successful businesses.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!

- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. We ask that you advance the project. Thank you for your attention to this matter.

Sincerely,



Christine Bouffard

Bryan J. Koop
100 Pier 4 Boulevard
Apt. 716
Boston, MA 02210

April 10, 2017

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
- The new Stuart Street station entrance will create a more convenient and pleasant connection for people traveling to Trinity Church and to the north and east side of Copley Place.
- The new Clarendon Street station entrance has a beautiful new public plaza and will create a more convenient and pleasant connection to the neighborhoods of Bay Village and the South End.
- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!
- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use

reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Bryan J. Koop

Alexandra Koop
48 N. Bennet Street
Apt. 2F
Boston, MA 02113

April 10, 2017

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

Dear Mr. Rooney,

As a Boston resident, I am writing in support of the Back Bay South End Gateway Project. The project includes several concrete public benefits that will positively impact the Back Bay, South End, and Bay Village neighborhoods. Further, this project provides a unique opportunity to update and rehabilitate Back Bay Station, which is a benefit that will not only greatly improve the commuter experience, but will also be felt across the City of Boston and beyond.

Key improvement include:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
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reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.

- The site is well suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings, and the enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Alexandra Koop

April 24, 2017

Eric Mo
67 Saint Germain Street #3
Boston, MA 02115

Michael.Rooney@boston.gov

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

Dear Mr. Rooney,

I'm a Boston resident who frequently uses Back Bay Station to visit friends and family in New York City and to commute to my girlfriend's home near the Wellington T Station. Today, I'm writing in support of the Back Bay South End Gateway Project because I think Boston deserves an improved and well-run entry into the Back Bay/South End neighborhoods that is on par with world-class train stations more commonly found in Europe and Asia. Back Bay Station could benefit immensely from a full-scale renovation and redesign and I believe the City of Boston has a special opportunity to partner with a developer that has proven its expertise in operating public spaces. The public benefits are immense as well; I'm most excited about the following:

- Plans to work with the City of Boston to redesign and improve the sidewalks and streetscapes will bring a welcome change to the site. Installing new street trees, new sidewalks, and creating a 60 foot wide crosswalk at Dartmouth Street to better connect the station to the Southwest Corridor Park will make the pedestrian experience more enjoyable for residents and visitors alike. The doubling of the sidewalk width along Stuart Street as well as the removal of the ugly garage ramps will activate the Stuart Street corridor and beautify the area.
- The heights and massing of the buildings are consistent with Stuart Street Zoning and this project represents true transit oriented development. I'm encouraged that there will be no new parking built as part of the development as existing garages can meet any new demand. And an improved Back Bay Station, biking and walking opportunities, and ride sharing services will encourage a majority of residents and businesses to use other modes of transportation.
- The project provides significant improvements within Back Bay Station and to the surrounding sidewalks and streetscapes. These include larger, more accessible and welcoming entries to the Station on Dartmouth, Clarendon, and Stuart Streets and a redesigned station floorplan to allow for a more comfortable and efficient experience. The revamped T station is an exciting piece of this development.
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- This project looks amazing. The City of Boston needs more experimental architecture and this is one of the most exciting designs we have see in recent memory. It will be such an improvement over that hideous garage!
- I really like the retail addition on top of Back Bay Station. Our country is way behind places like Europe in how we use our train stations. This is going to make the whole area feel much more lively!

- I am encouraged that Boston Properties is working to meet LEED certifications for all of the new buildings. Climate change is happening and the plans to meet these green standards through energy use reductions and environmentally friendly components like green roofs and rain water basins are essential for all new buildings.
- The site could not be better suited for density and the proposed 600 units of housing will help to meet the city's high demand for housing.
- I am excited about the 11,000 square foot public plaza proposed on the Clarendon Street side of the Station. Any opportunity to add usable open space in the area is welcomed. The potential of programming on the plaza is also a valuable cultural benefit.
- It is great to see that the project will actually reduce wind speeds at the street level, especially along Stuart and Clarendon Streets, which will make walking around this area much more enjoyable.
- I was very interested to learn that the project casts almost no new shadow on Copley Square and the historic buildings surrounding it during most of the year. I'm not sure how they did that, but I really appreciate it!

The Back Bay South End Gateway project is an exciting opportunity to improve the block around the area with high quality mixed use buildings and to enhance the entire station. I ask that you advance the project. Thank you for your attention to this matter.

Sincerely,

Eric Mo

√ Michael Rooney
Lauren Shurtleff

BRA

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1029 Main Street
Hingham, Massachusetts 02043

April 19, 2017

Boston Planning and Development Agency
One City Hall Plaza
Boston, MA 02120

Attention: Director

Re: Back Bay/South End Gateway Project

Dear Sir/Madam:

I wrote to Timothy Logan in regards to his article in the Boston Globe and would like to share my letter of concern with you regarding the damaging impacts of the Back Bay/South End Gateway Project on The Boston Public Library, Trinity Church and Old South Church in the Back Bay.

Dear Timothy,
Thank you for writing such an excellent article regarding the impacts of the proposed Back Bay Station temporal commercial development and its impact on the human scale, heritage and the quality of life of Copley Square in Boston's Back Bay.

What is so accurately portrayed as a "balancing act between height and history" has a more profound ephemeral impact as the shadows of these new towers eliminate the sun from reaching these timeless and irreplaceable cultural and religious buildings such as the Copley Square Library, Trinity Church and the Old South Church. These iconic buildings were designed to allow the natural sunlight to daylight the interior spaces and to enliven the cultural and religious imagery of the stained glass window motifs so critical to the interior spaces. The quality of the cultural and religious experience within these spaces will be forever diminished and the structural integrity of these buildings impacted by the shadow effect of these high rise towers proposed.

This is a planning and zoning issue. It is inappropriate and unacceptable for a building development to have such significant detrimental impacts outside its site boundaries.

It is unfair that the programmatic and financial gain of one or more building site developments comes at the expense of the adjacent buildings. This is especially acute given the heritage of Copley Square and the Copley Square Library, Trinity Church and Old South Church. Zoning should protect our heritage from detrimental uses; zoning is not just a tool to foster increased development. The consequences of inappropriate planning and zoning in Copley Square area are irreversible.

I agree with architect Jean Carroon. These are some of the great buildings of Boston and the world. To put additional shadows on them is detrimental to their preservation and sustainability. It comes down to community values.

I hope that the Boston Planning and Development Agency listens to the Massachusetts Historical Commission, The Boston Preservation Alliance, representatives of the Copley Square Library, Trinity Church, the Old South Church, the architects and concerned citizens to make changes to the design of these proposed towers to prevent adverse effects from occurring to these timeless and irreplaceable neighboring cultural and religious buildings.

Regards,
Gary Tondorf-Dick

Gary Tondorf-Dick, AIA, Architect
1029 Main Street
Hingham, Massachusetts 02043

APPENDIX C

COMMENTS FROM THE CITIZENS ADVISORY COMMITTEE

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Back Bay/South End Gateway Project: Citizens Advisory Committee
Join Comment Letter on DPIR/DEIR (and Back Bay Station Renovation Design)

DATE: Tuesday, April 18, 2017

TO: Boston Planning and Development Agency (BPDA)
Mr. Michael Rooney, Project Manager, Michael.Rooney@boston.gov
1 City Hall Square
Boston MA 02201

Massachusetts Executive Office of Energy and Environmental Affairs
Matthew A. Beaton, Secretary
Mr. Alexander Strysky, Analyst, Alex.Strysky@state.ma.us
100 Cambridge Street, Suite 900
Boston MA 02114

CC: Mr. James A. Kersten, MassDOT, james.a.kersten@state.ma.us
Mr. Peter Paravalos, MBTA, pparavalos@mbta.com
Mr. Mark Boyle, MBTA, MBoyle@mbta.com
Mr. Vineet Gupta, BTD, vineet.gupta@boston.gov
Ms. Lauren Shurtleff, BPDA, lauren.shurtleff@boston.gov
Ms. Melissa Schrock, Boston Properties, mschrock@bostonproperties.com
Mr. Michael Cantalupa, Boston Properties, mcantalupa@bostonproperties.com

The Citizens Advisory Committee, convened to advise on the proposed air rights project over Boston's Back Bay Station, wants to begin by stressing the importance of the redevelopment of this site. Such redevelopment has the potential to revitalize a key gateway to the city, providing a dynamic public pedestrian realm that invites visitors and residents alike to utilize the area's public transit, shops, offices, and residences—or just to amble through. It could radically improve the current conditions (steeply graded sidewalks, an old garage, a largely-empty bus turnaround, poor way-finding to and within the station), especially when combined with the Proponent's planned renovation of Back Bay Station itself. At its best, the public-private partnership at this site could be an engine of economic growth while also bolstering the vital public purposes of the station. We are enthusiastic about the stated civic objectives of the projects and the anticipated overall improvements to the block; at the same time, precisely because the project area is so vital to the fabric of the neighborhoods that it knits together (Back Bay, South End, Bay Village), the CAC wishes to offer the following comments in order to contribute to the project's quality and fit for the area. So important a project merits scrutiny along with praise; this letter will offer both.

This letter will also note points of agreement and areas of diverse views within the CAC. For a few areas, it will suggest the need for further information, to be requested in a Preliminary Adequacy Determination (PAD) by the BPDA—leading to an FPIR supplement—or for a MEPA FEIR. The CAC has also found that, on a number of points, the project is inseparably bound up in the decision-making processes of various transit/transportation agencies; it will address these issues (and the overseeing agencies: MassDOT, the MBTA, and BTD) in this letter as well.

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The letter is organized according to the following headings and sub-headings:

I. Architecture & Design
   a. Design Quality
   b. Public Space
   c. Shadow
   d. Sustainability
   e. Stuart St. Sky-bridge
II. Affordable Housing
III. MBTA-Related Issues
   a. Ventilation
   b. The #39 Bus
   c. Station Renovation/Public Process
IV. Potential Closure of I-90 Ramp [incl. comments for MassDOT]
V. Streetscape [incl. comments for BTD]
   a. Dartmouth St.
   b. Bicycles
VI. Phasing of Public Realm Improvements [incl. comments BTD]
VII. Potential Mitigation for Permanent Impacts
VIII. Construction Mitigation

***

I. ARCHITECTURE AND DESIGN

- **Design Quality:** Many members of the CAC very much like the architectural design of the proposed commercial building on Dartmouth Street, for its visual as well as wind-breaking effects. The CAC continues to feel that the two proposed residential buildings are somewhat more lacking in architectural definition thus far, and it joins the Boston Civic Design Commission in calling for design excellence throughout this important site. CAC members have also pointed out the jarring visual effect of leaving the Clarendon St side of the garage unscreened (unlike its rebuilt counterpart on Dartmouth St); they urge the Proponent to add screening on that side as part of its Garage East and/or Station East improvements.

- **Public Space:** The CAC also appreciates the revisions that were made between the PNF/ENF and DPIR/DEIR to add a new public plaza on Clarendon St., pushing back the proposed Station East building footprint. And it appreciates the revisions to the Station West design to add only one (rather than two) levels of retail, better preserve and highlight the original architecture of the station, and allow greater circulation space for foot traffic and public waiting areas within the station than in the initial proposal. It also regards the new indoor connector to Stuart St, the easier Orange Line access from Clarendon St., the significantly wider Dartmouth St. crosswalk connecting the Southwest Corridor Park to the Station, and the remediation of the crosswalk, sidewalks, and street alignment around Stanhope and Clarendon St, as major public advantages of the project.

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- **Shadow:** Many members of the CAC appreciate the Proponent's efforts to stay within the shadow guidelines of the Stuart Street Planning Study, conservatively construed. Some members, however, remain concerned about the shadow impacts (illustrated by diagrams provided at the request of the Massachusetts Historic Commission) on historic resources in Copley Square, namely: Old South Church, 1873, designed by Charles Amos Cummings and Willard T. Sears; Trinity Church, 1877, by H. H. Richardson; the Boston Public Library McKim Building, 1895, by Charles Follen McKim; and the Fairmont Copley Plaza, 1912, by Henry Janeway Hardenbergh. In particular, the new morning shadow on the celebrated stained-glass windows of the two churches during the Christmas season suggests to some members the need for modification and/or mitigation.

- **Sustainability:** Currently, the Proponent's sustainability commitments for the site only meet the bar set by the Stuart Street Planning Study in the case of the office building (Garage West). Boston Properties has a past track record of responsible, sustainable building design, and the CAC shares this priority. Especially given a PDA wherein one or more proposed buildings may not be built for a decade, the CAC believes that the Proponent should be urged to look for continuing design innovations that allow it to improve the sustainability of each component of the project well beyond the minimum code requirements. The CAC does appreciate the Proponent's commitment to installing MERV 13 air filtration systems in the three proposed towers, especially in light of increased exposure to ultrafine particles at this highway-adjacent location.

- **Stuart St. Sky-bridge:** The DPIR includes a proposal that permission for a sky-bridge over Stuart St.—between 200 Clarendon St. and 40 Trinity Place—be included in the PDA Amendment. As this proposal has thus far seen only glancing public discussion, a majority of the CAC requests that this bridge be removed from the proposed PDA Amendment. If the Proponent wishes to construct this connector at a later date, that proposal deserves its own process of public scrutiny. Many CAC members share the concerns expressed by the BCDC and the BPDA about the tendency of sky-bridges to fracture the public realm by privatizing slices of air above the street. They agree that pedestrian activity at street level promotes safety and security and a lively neighborhood. One CAC member, however, argues that the public favors such aerial enclosed walkways both for convenience and for the protection they afford from inclement weather.

AFFORDABLE HOUSING

- The Proponent has not yet outlined any firm plans in regard to meeting the affordable housing requirements of the city's Inclusionary Development Policy (IDP). The majority of the CAC agrees with and supports the general position outlined by the BPDA at the April 6th CAC meeting, which endorse on-site or nearby affordable housing for this project and the application of the Stuart Street Zoning requirements. The CAC recognizes that the BPDA and the Proponent will continue to have detailed conversations on this matter, and it wishes to be kept apprised of future developments. So far, we understand the following with respect to affordable housing at this site:

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- The Stuart Street Zoning requirements (see Boston Zoning Code 48-6, Item 1), which require an additional 2.5% of market-rate units to be set aside for affordable housing above the standard IDP, should be in place for this project.
- There is a great need for more affordable housing downtown; IBA and Tent City are local testaments to its importance, but also to the difficulty of constructing it in the present market. Alongside on-site units, some number of units could be allowed to be located in an agreed-upon location within ¾ of a mile of the site (rather than the typical ½ mile radius required by the BPDA), depending on available locations at the time a final decision is made. This flexibility may better allow the affordable housing schedule to dovetail with the balance of the project schedule.
- Rep. Byron Rushing noted a Newbury Street building that is currently operated as an affordable housing site but is in danger of becoming market rate. Such a location would be desirable for nearby off-site affordable housing, although the timing may not suit this project.
- BPDA clarified that it would not endorse "buying out" the affordable housing quota for this project.

- For many CAC members, on-site affordable housing is strongly preferred.
- On the other hand, one member noted that everything possible should be done to make this air-rights project feasible, including offering relief to the affordable housing quota.
- In contrast, another member proposed the idea that additional, offsite affordable housing—pushing the total affordable units to 20.5%—should be included in the community benefits package.
- Affordable housing required in the Inclusionary Development Fund (IDP) is an important City priority. Increasingly, it is also becoming clear that more inventory of "Workforce Housing" is needed. At least one member noted the importance of housing middle-income residents, and pushed for their inclusion in the project. Arguably, the IDP requirements already target middle-income Bostonians, since the rental limit for affordable units is at the level of a family of four making $68,700, which is nearly double what the median Boston worker earns.

STATION-RELATED ISSUES [Incl. Comments for MBTA & MassDOT]

- **Ventilation:** The inferior air quality in Back Bay Station is one of the public's most pressing concerns about the project site, and must be remedied. The CAC registers the critical importance of progress on this score to the success of the overall project. Any such solution must be continually operable for the comfort of station users and livable for nearby neighbors. The CAC notes that the MBTA is contractually committed to solving this problem, as a condition of the lease with Boston Properties, but we are concerned about the slow progress to date and the need for additional funds beyond the $10 million committed. We also note the possibility that an adequate new system might require some ventilation capacity on the Station East site, and might therefore necessitate further cooperation from the Proponent with the MBTA. We urge the MBTA to advance its design sufficiently to determine, before the PDA Amendment, what further coordination with the Proponent might be necessary. Since the resolution of this key issue remains

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murky, the CAC requests additional information as decisions are made, and asks that study of the possibility of venting up the side of Station East be included in any subsequent submission by the Proponent.

- **The #39 Bus:** The MBTA has made an initial determination that, when Station East is built, the #39 Bus will be relocated to terminate on St. James between Trinity Place and Dartmouth. Many CAC members are concerned about the distance of this stop from Back Bay Station from a way-finding and accessibility perspective, since many #39 riders currently disembark at the station to use MBTA and Amtrak services. There is also a history of specific agreements related to this particular bus line—which was originally installed as a form of mitigation—and the CAC wishes to ensure that public input is consulted on a potential route change, including among those who live further out along the bus line. Greater proximity of the relocated terminus to Copley Station is no advantage, since the bus stops there before continuing to Back Bay Station. A few members are content with the MBTA's determination, but the majority of the CAC would like further information as to why St James is preferable to relocating the #39 terminus to Stuart St.

- **Station Renovation/Public Process:** Although the Station Renovation is not technically under the remit of the CAC, its design is integral to the success of the overall project and important to all stakeholders. Since our initial meeting, we have expressed the importance of more public involvement in this process. We appreciate the public meetings on the station design and ventilation so far, but we recommend convening an ongoing Station Advisory Group to participate in station oversight both during the renovation and once the capital projects are completed. Many concerns that have been raised in recent months are likely to have an ongoing dimension; these include:

    - Maintaining an affordable retail mix in the station
    - Accommodating existing businesses
    - Monitoring the improvement in the ventilation
    - An active public art program in the station
    - The placement and maintenance of the A. Philip Randolph statue
    - More tasteful advertising that does not obscure the station's basic architecture
    - A program of events for the new public plaza
    - The coordination of public and private security, and the handling of any public safety threats that could prompt more limited access to the station.

  All such matters would involve the Proponent (also now the station operator), station users, adjacent communities, and at times the MBTA. It would be useful and prudent to constitute the procedural scaffolding for gathering relevant public input at this renovation stage.

POTENTIAL CLOSURE OF I-90 RAMP [Incl. Comments for MassDOT]

- The fate of the Clarendon St. I-90 ramp is in the hands of MassDOT and the Federal Highway Administration, not the Proponent, so a degree of uncertainty persists.

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However, a majority of the CAC remains adamant that a vehicular exit onto the busy section of Dartmouth St. between the Station and the Stuart St. corner would pose an unacceptable hazard for pedestrians and vehicles on that street, even given active management.

- Many members of the CAC, especially those from Bay Village and the South End, note that an exit only from Clarendon St. would also be unacceptable.
- The CAC agrees that—in light of these options—it is preferable to eliminate the Clarendon Street on-ramp to the Turnpike, enabling a Trinity Place exit from the Garage. It wishes to express that preference to MassDOT.
- In case the Clarendon St. I-90 ramp were to remain open, however, the CAC requests a briefing from BTD and the Proponent on the proposed exit onto Dartmouth, including how the garage interfaces with bikes, pedestrians, etc. It would also ask to explore in detail any other garage exit options abandoned by the Proponent.

STREETSCAPE [Incl. Comments for BTD]

- **Dartmouth St:** We anticipate continued review on sidewalk design and details. Everyone agrees that the new, very wide crosswalk across Dartmouth St. will constitute a major improvement for pedestrians. In regard to pedestrian flow in other directions on Dartmouth St., many CAC members appreciated the detailed pedestrian study offered by the Proponent, but others are also grateful for the attention BCDC has given to the sidewalks by requesting a model of the design. The CAC would find it helpful to see the model once it is completed and to be kept up-to-date with BCDC discussions. In particular, although the proposed design has been explained in detail as satisfying the Boston Transportation Department's "Complete Streets" guidelines, a number of CAC members are convinced that the section of Dartmouth Street between the station entry and Stuart Street as presented would be unsuccessful and overcrowded at peak hours. Other CAC members, in contrast, feel that the Proponent has demonstrated that the available sidewalk space would be adequate. We have continued to debate whether a six-foot furnishing zone—wide enough for trees in planters—is desirable or obstructive. The CAC would like to hear directly from the BTD regarding the application of its guidelines to this specific location, recognizing that much depends upon the details. And it would welcome the official filing of the data from the Proponent's pedestrian study as part of any FPIR/FEIR.

- **Bicycles:** Several CAC members noted that the project has not proposed any public improvements to the flow of bicycle traffic around the site, despite proposing to provide substantial additional bicycle parking and a new Hubway station with Station East. We urge the BTD to consider improvements to the bicycle lane infrastructure in the area, as bicyclists exit the Southwest Corridor Park, and to work with the Proponent to include such improvements in their TAPA for each of these four parcels where appropriate. A signature parcel such as this one ought to be thoroughly reflective of the principles espoused in the recently-published Go Boston 2030 report. Several CAC members have suggested deemphasizing cars on Dartmouth St. in favor of pedestrians and bicycles.

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PHASING OF PUBLIC REALM IMPROVEMENTS [Incl. Comments for BTD & MBTA]

- The Proponent proposes a list of public improvements to the streetscape/pedestrian realm surrounding the site, linking each item to the development of one of the four parcels. In considering the site as a whole, however, the CAC feels strongly that it is not always sensible to link a certain improvement to one parcel alone. To facilitate the site's public functions, some improvements need to be undertaken with whichever of several parcels is developed first. We urge the following adjustments, making reference to the slides presented at CAC meeting #10 (3/29/17):

- **If Station East were to be developed before Garage East**, the following improvements should also be undertaken at that time:
    - Reconfigured curb alignment & crosswalks at Clarendon & Stanhope
    - Reduced & realigned garage drive width
    - Improved grade at Clarendon & Stanhope
    - Improved grade along garage façade

  These improvements (all on slide #14) should also still be undertaken if Garage East were developed first. In other words, the pedestrian realm from the southern edge of the garage on the Clarendon side, to the southern edge of the garage drum on the Clarendon side, needs to be improved when whichever of Station East or Garage East is built first. The creation of a new public plaza and station entrance at the Clarendon St entrance, without any facilitation of the pedestrian path along Clarendon St to that plaza/entrance, would be a serious error.

- **If Garage West or Station East were to be developed before Station West**, the following improvements should also be undertaken at that time:
    - Improved station entry plaza on Dartmouth St.
    - Relocated & enlarged Dartmouth St. crosswalk
    - New sidewalks, street trees, & street furniture on Dartmouth St.

  These improvements (all on slide #17) should also still be undertaken if Station West were developed first. But the additional retail on the Station West site is relatively minor; if it were not built, but the much more substantial retail & office capacity of Garage West were added, it would be a major mistake not to widen the Dartmouth St. crosswalk and improve the station entry plaza at that time. The same improvements would need to be made if only Station East were built; although it is providing a through-block connector from the Clarendon St. side, it is still somewhat constricting foot traffic in that direction. And if Station East were built prior to Garage West, the new through-block connector to Stuart St. would not yet exist to help alleviate foot traffic, making improved pedestrian flow on Dartmouth St. all the more important.

- **If Station East were to be developed before Garage West**, substantial accommodation for bus riders to access the station would need to be worked out, providing adequate substitution for the following improvements (currently only linked to Garage West, on slide #12):
    - New Station entrance from Stuart St
    - New Through-block connector from Stuart St

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- New Bus Pull-Off on Stuart
- New Accessible Drop-Off Lane on Stuart

If Station East is built, and the #39 bus is moved to St James St., how will wheelchair-using MBTA riders access Back Bay station? They would have to struggle up the unacceptable existing grade of Dartmouth St. The CAC is already concerned about the revised #39 bus route ending on St James rather than Stuart St., a block closer to the station. But with the through-block connector from Stuart not built, the path for riders would become even more tenuous. At a minimum, the Proponent would need to provide, linked to the development of Station East:

- A highly-visible outdoor elevator on Stuart St., on the west side of Trinity Place (next to the existing garage drum), to transport handicapped MBTA users to the level of the existing through-block connector.
- New bright lighting and signage for that through-block connector, along with any necessary fixes to make it accessible to wheelchair users.

Such mitigation may not be sufficient, however; the CAC would urge close scrutiny by the MBTA, and the vetting of any proposal by accessibility advocates.

- **If Garage West were built before Station East**, the new redundant elevator to the MBTA Orange Line should be built at that time. Currently this improvement is only linked to Station East (see slide #15). The Proponent has stated that its delivery at the time of Station East construction is a provision of its contract with the MBTA. But this means that, if built alongside Station East, the elevator ought to be regarded more as fulfillment of a contractual obligation than counted as a proffered 'public benefit'. It could be more fully considered in the latter light if delivered early, with Garage West. The CAC is confident that the MBTA would not object to such early delivery of the elevator. Furthermore, given the additional traffic driven to the site by Garage West, and the elevator's convenient location in relation to the proposed new Stuart St. through-block connector, there is a strong functional logic to delivering it when Garage West is built. If Station East were built first, the elevator should of course still be delivered at that time, per the Proponent's contractual obligation.

- In regard to all other improvements listed on the slides at CAC meeting #10 (3/29/17), we agree that they should be delivered with the various parcels as proposed.

POTENTIAL MITIGATION FOR PERMANENT IMPACTS

- As part of its contribution to the project, the CAC plans to develop mitigation recommendations for impacts of the project on nearby residents and businesses.
- This project is projected to place 5,000 additional people working and living on the site. We anticipate significant additional impact from extensive added park use, especially in Copley Square, the Southwest Corridor Park, and Frieda Garcia Park. To mitigate this additional impact, it may be desirable to establish an annual donation amount for funds earmarked for park maintenance. City parks often rely on private funding for maintenance; for example, the Heritage makes significant annual donations to the Friends of the Public Garden to offset additional use. A similar program could be arranged for

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this project. The CAC will need time to discuss this and other mitigation programs as well as public benefits.

- One member proposed including opportunities for minority owned businesses in the station retail, similar to the program associated with the Simon Properties Copley Mall.
- One member emphasized the need for funding for capital improvements and programming in Copley Square.
- Several members recommended additional affordable housing as a potential community benefit.

CONSTRUCTION MITIGATION

- Whenever each parcel is developed, the Proponent will need to impose an effective construction management plan to minimize the impacts of traffic, trash, noise, fumes, etc.
- Because of the nature of the site, it will be especially important that access to the station from both Clarendon St. and Dartmouth St. is maintained to the greatest extent possible throughout construction, and that highly visible signage is provided for any local businesses obscured by scaffolding.

***

The above notes have sought to do justice to the project's complexity and to express the ongoing concerns and questions of the CAC, balanced against our enthusiasm for the improvement of this important public parcel. As we stated at the start, we believe that this public-private collaboration has the potential to result in a signature project of which the City, the Proponent, and local residents and businesses can all be justly proud. We are grateful for the attention of all the relevant public agencies and look forward to continuing to work with them and the Proponent as the project moves forward.

Signature Page [update/reformat below as necessary]

1. Mr. Brendan Ahern, South End Business Alliance
2. Ms. Ann Beha, Boston Society of Architects
3. Dr. Kenzie Bok, Bay Village Neighborhood Association
4. Mr. Damien Chaviano, Urban Land Institute
5. Mr. Jim Cochener, The Salty Pig Restaurant, Coda Restaurant Group
6. Ms. Jacquelyn Cox-Crite, Tent City Resident
7. Mr. Jack Fitzgerald, Ellis South End Neighborhood Association

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8. Ms. Susan Gilmore, Resident of Back Bay
9. Mr. Elliott Laffer, Neighborhood Association of the Back Bay
10. Ms. Meg Mainzer-Cohen, Back Bay Association
11. Ms. Mayra Negrón-Rivera, Inquilinos Boricuas En Acción
12. Mr. Ted Pietras, South End Business Alliance
13. Mr. Russ Preston, Congress for the New Urbanism, New England Chapter
14. Mr. Patrick Sarkis, Back Bay Association
15. Ms. Jacquelin Yessian, Neighborhood Association of the Back Bay

Elected Officials

Rep. Byron Rushing
Rep. Jay Livingstone
Sen. William Brownsberger
Sen. Joe Boncore
Councilor Josh Zakim
Councilor Bill Linehan
Councilor Annissa Essaibi-George
Councilor Michelle Wu
Councilor Michael Flaherty
Councilor Ayanna Pressley

Appendix:
Notes of Individual Organization Comments from April 13th CAC Meeting

1. *Ellis South End Neighborhood Association*
    a. *Pedestrian flow around station*
    b. *Interior of station*
    c. *Location of statue*
    d. *Flow of traffic onto Clarendon Street*
    e. *No vehicle access onto Dartmouth Street (check)*
2. *Saint Botolph Neighborhood Association*
    a. *Sidewalks*

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   b. *Pubic Benefits conversation*
   c. *Exhaust and Station design*
   d. *Ask for an FPIR*
3. *Back Bay Association*
   a. *Since billions of dollars are invested in this area, it is important that this project move forward.*
   b. *Would not like to see a well-intended process end with an approved project that is not financed.*
   c. *The project addresses the tremendous needs of the site.*
   d. *Notes the DPIR studies demonstrate data that volunteers synthesize for the basis of decisions. For example, volunteers asking for wider sidewalks despite a report that notes the sidewalk as an "A" performance.*
   e. *Also concerned about removing trees from Dartmouth because trees are very important*
   f. *Recommends benefits for Copley Square.*
4. *Byron Rushing*
   a. *Wants to agree on % of affordable housing and also put additional affordable housing in the Community Benefits Package.*
   b. *Concerned about the shadow. Supports the concerns for shadow on the facades of Old South. Old South made a case for serious change in view in light of the use of the space. Wants response and mitigation for the shadows.*
   c. *Buss Drop-off as close to the entrance to the Orange Line as possible. Notes that J.P has a whole set of requirements and sign-offs by the MBTA related to the 39 Bus.*
5. *Boston Society of Architects*
   a. *Reviews projects with respect to the following:*
      i. *AIA 2030 Initiative – the design for sustainability only moderate, can be improved*
      ii. *Livable Cities Guidelines – safety accommodations for pedestrians. In this case the unique conditions need to be considered, as noted by BCDC.*
      iii. *Historic Resources – Seeks mitigation for adverse impacts on Copley Square, Trinity Church, Old South, BPL*
      iv. *Design Excellence -*
6. *Tent City*
   a. *A. Philip Randolph statue – need to ensure its weight is well-supported if moved, and that it is well-maintained.*
   b. *Affordable Housing should be on-site.*
   c. *Asks how Tent City can stay on top of any improvements down the road related to construction*
   d. *39 Bus location*
   e. *Affordable Retail, opportunities for minority-owned businesses.*
7. *Bay Village Neighborhood Association*
   a. *Prioritize On-Site affordable Housing*
   b. *Should be affordable retail in station*
   c. *Thoughtful phasing of public benefits along with project is key.*
   d. *Copley Square has large homeless population; helping with housing is part of benefiting local area.*

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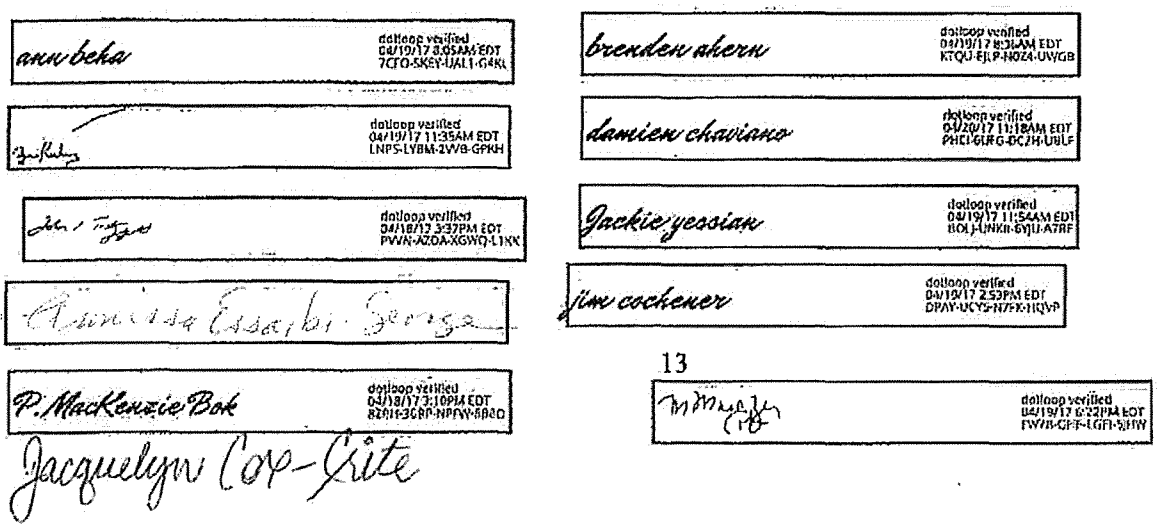
e. *Need screen for Clarendon facade of the garage*
f. *If the only exit from the garage were onto Clarendon, that would be utterly unacceptable to Bay Village. Nonetheless, the possible garage exit to Dartmouth would be a disaster for pedestrians.*
g. *Encouraged by studies of pedestrian flow around the Station, but would love to hear from BTD; this needs to be a top priority.*
h. *Ventilation – It's possible that adequate solutions may involve some action by the Proponent, i.e. the MBTA may realize they need the Proponent's cooperation to effectively vent on the Station East parcel.*
i. *39 Bus Location*
j. *Encouraged by many of the improvements from initial PNF to DPIR, especially on Clarendon St. side.*
k. *Nonetheless, the CAC has a public duty to scrutinize the project, not just be boosters.*

8. *Congress on New Urbanism*
   a. *Seek good, walkable neighborhoods, the region catalytic for this area, has a duty to pleasant and open to all*
   b. *In favor of affordable housing, although heeds some reality*
   c. *Questions the need to rebuild so much parking on top of the train station. Is parking the highest and best use for the site.*
   d. *Strongly against an opening onto Dartmouth Street from the garage*
   e. *Architecture has not been discussed much. Design good that grows from local references. Suggest we further scrutinize. Important to give deference to the Back Bay Station.*
   f. *The station can/should reinforce community and act as a living room for the city.*
9. *Urban Land Institute*
   a. *Feels good about the project, fits in line with the typology of projects ULI likes*
   b. *The design of the public realm is extremely important.*
   c. *The station is a big focal point.*
   d. *Exit onto Dartmouth Street is not idea,*
   e. *Advocates affordable housing. Open to other ideas like offsite middle income housing, work force housing*
   f. *39 Bus location is important*
10. *Neighborhood Association of Back Bay*
   a. *Agree with many/most of the comments*
   b. *Would like to see an FPIR or other document with supplemental information*
   c. *Interested in developing process for discussing Community Benefits*
   d. *Recommends the project provide mitigation for Copley Square Park to offset the increased use from 5,000 more people on this site*
   e. *The setback on Dartmouth Street, which is part of Stuart Street zoning, is important*
   f. *How will impacts be corrected/mitigated, especially wind and shadows*
11. *South End Business Alliance*
   a. *Existing station is underutilized*
   b. *Looking forward to additional, new retail*
   c. *Likes the office building design, something different*
   d. *Public realm design is important.*
12. *Salty Pig Restaurant*

a. *Supports the project*
b. *Concerned with traffic, possible Dartmouth Street garage outlet, traffic already backs up to Columbus*
c. *39 Bus Stop location*
d. *Affordable housing*

13. *Susan Gilmore, Back Bay resident/Prudential, emailed comments*
    a. *"I think it's important to stress the overwhelming support for this project and the enhancements it brings to this site which is at the nexus of the South End, Back Bay and Bay Village.*
    b. *Affordable Housing: "If this is a possible consideration, it would be helpful to have more information. That said, it may be too early in the process to identify specific sites for Affordable Housing. I agree that Affordable Housing is important and am comfortable if it is met either on-site or within the ¾ mile radius. I would not want Affordable housing to negatively impact the financial viability of the project."*
    c. *Dartmouth St: "It seems to me that Dartmouth Street will go through major changes with respect to foot, bicycle and vehicular traffic and I agree it would be helpful to understand the comprehensive Dartmouth Street Plan and how these changes will be incorporated. [In regard to the streetscape] We are trying to balance the need for space with the desire for a furniture zone – space is important but I also think there is value in having trees on Dartmouth Street where appropriate.*
    d. *"When we saw the photos from each direction, it became clear that the face of the garage on Clarendon was not in keeping with the balance of the project. That said, if it is not part of the project, we would need to understand the cost of this work, the funding and the viability.*

14. *Mayra Negrón-Rivera, Inquilinos Boricuas en Accion, emailed comments:*
    a. *I want to emphasize the importance of creating Affordable Housing for The Back Bay/South End Gateway Project ON-SITE. As you know, IBA is a Community Development Corporation, with a portfolio of 521 affordable housing in the South End, Lower Roxbury and Hyde Park. We currently have 11,985 families on our waiting list, families in need of affordable housing. The need is there, but nowhere and impossible to develop such "affordable" units due to lack of affordable land/buildings available in this neighborhood and bordering areas. Most recently, IBA was designated for the Creation of Affordable Housing units, but we were unsuccessful to follow through due to the high acquisition cost in the area, competition from private developers on bidding process to acquire properties, making it difficult to develop properties in this area. I am in full support to have Affordable Housing Units ON-SITE for this project; and I encourage you all to support the Creation of Affordable Housing Units ON-SITE, to address this barrier*



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susan gilmore — dotloop verified 04/18/17 4:28PM EDT BCSQ-UGDO-LBOD-UYO5

Aaron Michlewitz — dotloop verified 04/19/17 4:21PM EDT W7LU-IZ1O-4BM0-ERRE

bill linehan — dotloop verified 04/20/17 11:40AM EDT 6ERV-VWR8-4FSH-APDI

Josh Zakim — dotloop verified 04/20/17 2:24PM EDT YOLN-DUYB-SYDL-JOZY

Michelle Wu — dotloop verified 04/21/17 3:36PM EDT Y7VR-UAQ7-3HBH-OQI1

elliott laffer — dotloop verified 04/18/17 4:47PM EDT 0LRH-ORNQ-0C0J-Z3FS

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ted pietras — dotloop verified 04/18/17 4:43PM EDT XOZB-XYLB-PJ8O-8FPI

Jay Livingstone — dotloop verified 04/18/17 3:22PM EDT HUFO-BJBL-U9AJ-MSVL

William Brownberger — dotloop verified 04/19/17 9:47PM EDT LFMV-HRPK-5AAI-3UQZ

Scott Mustard — dotloop verified 04/18/17 4:54PM EDT ILGK-IS0T-26PH-FCH0

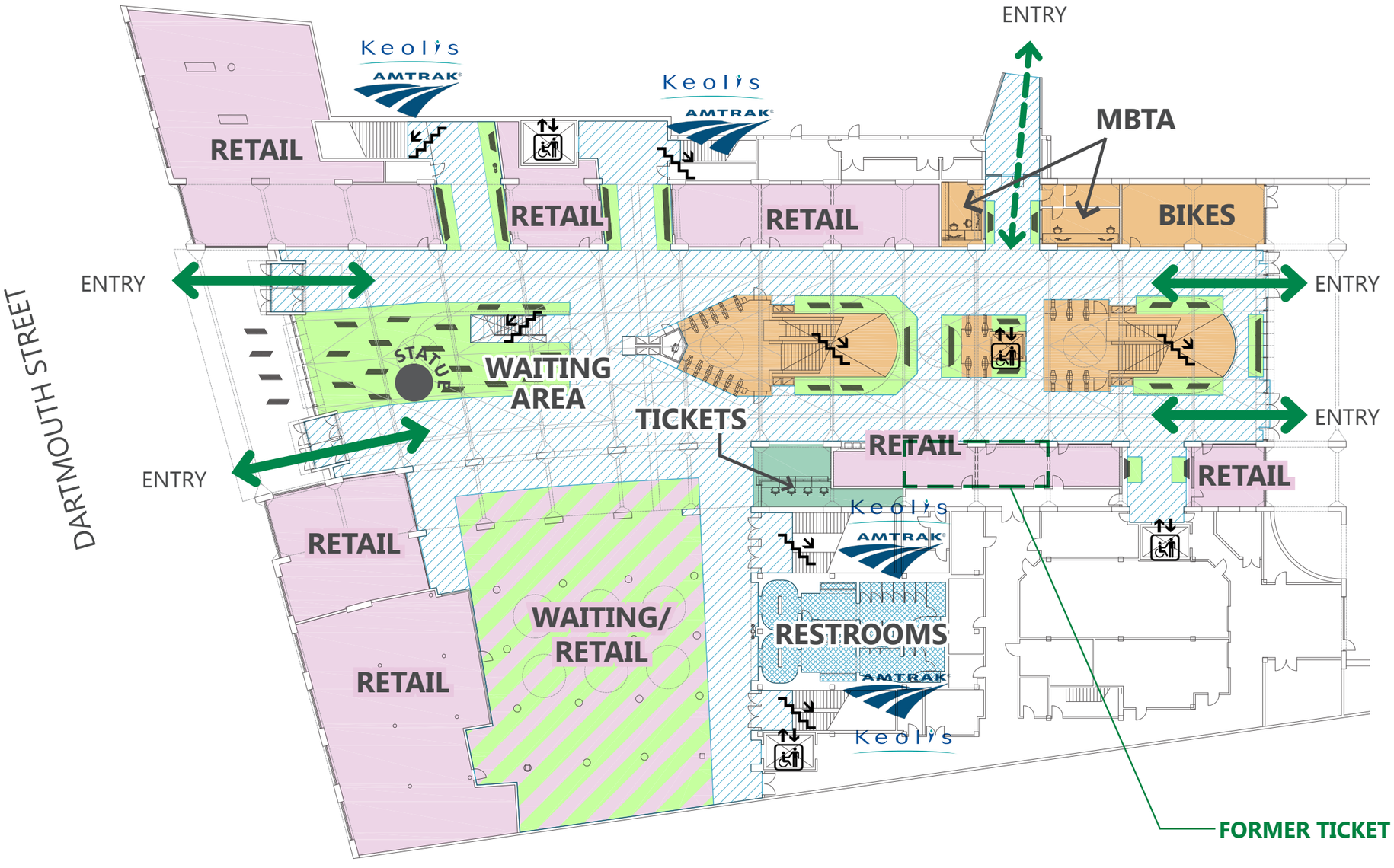
APPENDIX B: Station Concourse Improvement Update

Renovation of the Back Bay/South End Station Concourse Update

As described in detail in Appendix E of the DEIR/DPIR, a Station Concourse renovation is currently being designed by the Proponent and a consultant team in consultation with the MBTA and other rail services serving the Station. The renovation includes restoring primary architectural elements to their original condition; improving access to and egress from the Station by doubling the number of entry doors; creating new and expanded waiting areas and substantially increased seating; introducing new lighting and improving passengers' thermal comfort; clarifying signage and wayfinding elements; completely renovating the public restrooms; and creating additional retail amenities for transit customers and the neighborhood, all the while preserving the Station's original architectural expression (the "Station Concourse Improvements").

Since the DEIR/DPIR filing, there has been a minor change to the design of the Station Concourse Improvements - the commuter rail and regional train service ticket windows have been relocated. The position of the ticket window has moved west to a location on the corner of the Central Hall, which offers a more direct view from (and towards) the waiting areas and the Dartmouth Street entry. This new arrangement also provides protected queuing space by setting the ticket windows back. Please refer Figure B.1 for a plan showing the revised ticket window location.

Certain of the Station Concourse Improvements are already underway, including the restoration of the exterior wooden arches and a complete restroom renovation and expansion, which is expected to be complete by early Fall 2017. In addition, the first phase of the MBTA-led ventilation project, which involves pressurizing the stairs/escalators leading to Tracks 1/3 and Track 2 has been designed and is expected to begin construction by the end of 2017. A public meeting on the ventilation project was held on May 3, 2017. Overall, the Station Concourse Improvements and the MBTA-led ventilation project will dramatically improve the customer experience and improve Site operation and efficiency.



BACK BAY/SOUTH END STATION CONCOURSE RENOVATION

NEW ENTRIES INTO CENTRAL HALL IMPROVE CIRCULATION, EGRESS, AND TAKE ADVANTAGE OF GREAT CIVIC SPACE

INCREASED AND BETTER DISTRIBUTED ORANGE LINE FARE GATES IMPROVE TRACK ACCESS

IMPROVED WAITING AREAS

INCREASED AND BETTER DISTRIBUTED BENCHES

AMTRAK AND KEOLIS TICKETING CENTRALLY LOCATED TO BE MORE VISIBLE - **NOTE: REVISED TICKET WINDOW LOCATION**

IMPROVED MBTA FUNCTIONS AND OFFICES

NEW EXPANDED AND DISTRIBUTED RETAIL TO ACTIVATE CENTRAL HALL AND IMPROVE STREETSCAPE ENVIRONMENT

IMPROVED VENTILATION (MBTA-LED PROJECT)

APPENDIX C: Sustainability Supporting Documentation

LEED Credit Narratives
Conceptual Design Phase Energy Analysis Report

LEED Narrative: Garage West

Project Overview and Summary

The Project incorporates a holistic approach to sustainability that promotes livability and economic development, while also mitigating the external impacts related to energy, emissions and water consumption and, waste production. The Project will track and verify sustainable design strategies and measures to demonstrate compliance with Article 37 through the LEED rating system, for which the Project was registered with the USGBC/GBCI April 6, 2016 under version 2009 for LEED Core & Shell Development (LEED-CS).

The Garage West Parcel features a commercial tower, with parking and a ground floor retail fronting on Dartmouth and Stuart Streets. The Garage West Parcel has targeted LEED-CS Gold certification. The Project is pursuing a variety of credits and points across the seven (7) LEED categories, i.e. Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation in Design Process and Regional Priority Credits.

The following summary provides more details on the strategy to achieve LEED-CS Gold certification. All credits and corresponding points described below are being pursed unless they are noted as [Possible]. Credits and points that are not being pursued are not included in this narrative. All LEED minimum program requirements and prerequisite requirements will be met.

The following list highlights the changes that have been made to the LEED checklists for the Garage West Parcel.

- Total points have increased from 63 points to 66 points. There is no change to the anticipated Gold certification level.
- EA Credit 1: Optimize Energy Performance has been changed from 9 points to 10 points as a result of updated energy modeling results that account for a 10% plug load reduction (+1 point).
- Indoor Environmental Quality Credit 4.4 Low-Emitting Materials: Composite Wood has been changed from a "maybe" credit to a "yes" credit (+1 point).
- Innovation and Design Credit Green Building Education has been changed from a "maybe" credit to a "yes" credit (+1 point).

Sustainable Sites (SS)

- *SS Prerequisite 1: Construction Activity Pollution Prevention*
  An erosion and sedimentation control plan will be developed and implemented for all construction activities for the Project.
- *SS Credit 1: Site Selection*
  By revitalizing an underutilized urban air-rights site, there will be no aspect of development on sensitive land types such as prime farmland, floodplains, habitat for threatened species, water bodies, wetlands, or parks.
- *SS Credit 2: Development Density and Community Connectivity*
  The Project location in a dense, urban area is close to numerous diverse uses recognized by LEED requirements and a mixed residential and commercial area with a mix of development densities. Exemplary performance is being pursued for this credit.
- *SS Credit 4.1: Alternative Transportation – Public Transportation Access*
  The site is well served by multi-modal transportation, including Amtrak and the Orange line at Back Bay Station, the Green line at Copley Square Station and numerous bus lines (e.g. 9, 10, 39, 55, 57, 170, 502, 503, 504, and 553) all within a quarter mile radius. Exemplary performance is being pursued for this credit.
- *SS Credit 4.2: Alternative Transportation – Bicycle Storage and Changing Rooms*
  Secure bicycle storage will be provided as well as showers and changing facilities within 200 yards of the building entrance. The number of bicycle racks and showers will be based on LEED 2009 credit guidelines for full-time occupants and visitors.
- *SS Credit 4.3: Alternative Transportation – Low-Emitting and Fuel-Efficient Vehicles*
  Vehicle emissions will be reduced through prioritized parking from low-emitting and fuel-efficient vehicles.
- *SS Credit 4.4: Alternative Transportation – Parking Capacity*
  While parking will be provided on-site, no new parking will be added compared to the existing development.
- *SS Credit 5.1: Site Development – Protect or Restore Habitat* [Possible]
  The green roof will include native or adapted vegetation, which contributes towards protecting and restoring habitat.
- *SS Credit 5.2: Site Development – Maximize Open Space* [Possible]
  Green roof areas and pedestrian-oriented hardscape at ground level both provide open space.
- *SS Credit 6.1: Stormwater Design – Quantity Control*
  Stormwater will be collected and infiltrated to meet the requirements of the groundwater conservation overlay district. Any additional stormwater volume will be discharged to existing stormwater systems.
- SS Credit 6.2: Stormwater Design – Quality Control

There is a minimized impact on storm water systems and regional water resources through stormwater treatment to improve effluent quality via ground water recharge.

- *SS Credit 7.1: Heat Island Effect – Non-roof*
  To mitigate the heat island effect, hardscape materials will have a low solar reflectance, and trees will provide shade in select locations.
- *SS Credit 7.2: Heat Island Effect – Roof*
  Through a combination a green roof and the use of high-albedo roofing materials, there is a reduced heat island effect and improved microclimate.
- *SS Credit 9: Tenant Design and Construction Guidelines*
  To educate tenants about implementing sustainable strategies in their fit-out, a guidance document will be provided describing the sustainable strategies. The intent of these guidelines is to educate future tenants about implementing sustainable design and construction features in their tenant improvement build-out as well as adopting green building practices that support the overall sustainability goals of the Project. The guidelines will also communicate the sustainable and resource-efficient features incorporated into the Project and provide suggested sustainable strategies enabling tenants to coordinate their leased space design and construction with the rest of the Project systems.

Water Efficiency (WE)

- *WE Prerequisite 1: Water Use Reduction – 20% Reduction*
  Ultra-low and low-flow fixtures for WCs, urinals, showers, faucets and sinks minimize the impact on municipal water supply by reducing potable water consumption.
- *WE Credit 1: Water Efficient Landscaping*
  There will be at least a 50% reduction in potable water consumption for irrigation. The Project will explore using no potable water for irrigation through either the use of non-potable water for irrigation or implementation of landscaping that does not need a permanent irrigation system (+2 points possible).
- *WE Credit 3: Water Use Reduction*
  Ultra-low and low-flow fixtures are estimated to reduce water consumption by at least 30%. The Project will explore further reducing water use to reach the 35% threshold (+1 point possible).

Energy and Atmosphere (EA)

- *EA Prerequisite 1: Fundamental Commissioning of Building Energy Systems*
  The Proponent will engage an independent, third party commissioning agent to develop and perform the fundamental commissioning and verification requirements.

- *EA Prerequisite 2: Minimum Energy Performance*
  A comprehensive set of energy reduction strategies include an efficient building envelope, low lighting power densities from LED lighting, and an efficient HVAC system. Specifically, the HVAC system features include high efficiency condensing boilers, a premium efficiency water-cooled chiller plant with variable frequency drives, dedicated outside air system with energy recovery and active chilled beam system. To note, the current strategy is to utilize chilled beams as part of demonstrating compliance with Massachusetts Stretch Energy Code however, additional systems may be considered as the Project develops. Additional energy savings have been included in the energy modeling for reduction in plug loads.
- *EA Prerequisite 3: Fundamental Refrigerant Management*
  The Project will install non-CFC based refrigerants.
- *EA Credit 1: Optimize Energy Performance*
  The Project will utilize whole-building energy simulation to demonstrate the proposed design performs better as compared to a baseline building per ASHRAE 90.1-2007 Appendix G method. The preliminary energy model shows that the energy efficiency strategies described in EA Prerequisite 2 achieve 26% energy cost savings. Energy modeling will continue throughout the stages of design to understand how strategies impact energy cost savings.
- *EA Credit 2: On-Site Renewable Energy* [Possible]
  The energy strategy is to first reduce the Projects' energy consumption. The Project will continue to explore opportunities for producing on-site renewable energy aligned with LEED requirements. The renewables analysis completed indicated that solar PV was feasible with a 6-7 year simple payback indicated, representing an offset of 58 tons of CO_2 / year.
- *EA Credit 3: Enhanced Commissioning*
  Ownership will engage an independent, third party commissioning agent (CxA) to perform the enhanced commissioning and verification requirements. The enhanced commissioning scope will include the CxA to perform a review of CD documents and provide comments to the design team for alignment with the OPR and BOD as well as reviewing contractor submittals, building operations and post-occupancy review a year after substantial completion and developing an on-going commissioning plan for operations and maintenance.
- *EA Credit 4: Enhanced Refrigerant Management*
  Refrigerants meet credit requirements to minimize their ozone depleting and global warming potential.

- *EA Credit 5.1: Measurement and Verification – Base Building*
  Verification and benchmarking of ongoing energy and water performance will be possible through the development and implementation of a robust measurement and verification plan. The base building's metering strategy utilizing EnerNOC's Energy Intelligence Software (EIS) platform will enable the M&V plan. Additionally, enrollment in ENERGY STAR Portfolio manager enables benchmarking and tracking of energy and water performance.
- *EA Credit 5.2: Measurement and Verification – Tenant Submetering*
  To provide ongoing accountability and monitoring of electricity consumption, a base building centrally monitored metering system will be installed and be capable of expansion to accommodate future tenant submetering. Tenants will receive guidance on the measurement and verification plan including information on the process for corrective action if energy savings goals are not met.
- *EA Credit 6: Green Power* [Possible]
  The energy strategy is to first reduce the Projects' energy consumption. The Project may explore opportunities for procuring off-site renewable energy aligned with LEED requirements.

Materials and Resources (MR)

- *MR Prerequisite 1: Storage and Collection of Recyclables*
  An ongoing recycling strategy will be provided and include space for the collection and storage of materials for recycling for the entire building, including paper, corrugated cardboard, glass, plastics and metal.
- *MR Credit 2: Construction Waste Management*
  Efficient use of materials and resources during construction will contribute to diverting construction waste from landfills. At least 75% of construction and demolition debris will be diverted.
- MR Credit 4: Recycled Content
  At least 10% of materials based on cost will include pre-consumer and postconsumer recycled content. The Project will explore further increasing recycled content to reach the 20% threshold (+1 point possible).
- *MR Credit 5: Regional Materials* [Possible]
  At least 10% of the materials based on cost will be sourced from within 500 miles of the site. The Project will explore increasing regional materials to reach the 20% threshold.
- *MR Credit 6: Certified Wood* [Possible]
  The Project is exploring the use of Forest Stewardship Council certification for at least 50% of wood products specified, including structural and general dimensional framing, flooring, sub-flooring wood doors and finishes.

Indoor Environmental Quality (IEQ)

- *IEQ Prerequisite 1: Minimum Indoor Air Quality Performance*
  Demand controlled ventilation may be implemented to further improve indoor air quality through the automatic increase of ventilation rates in densely occupied spaces if high CO_2 levels are detected.
- *IEQ Prerequisite 2: Environmental Tobacco Smoke (ETS) Control*
  The building will be non-smoking and smoking will not be allowed within 25 feet from a building entry, intake and operable window. Signage will be provided noting the no-smoking policy and outdoor designated smoking areas will be clearly identified.
- *IEQ Credit 1: Outdoor Air Delivery Monitoring* [Possible]
  The project is exploring the use of demand controlled ventilation to further improve indoor air quality through the automatic increase of ventilation rates in densely occupied spaces if high CO_2 levels are detected.
- *IEQ Credit 3: Construction IAQ Management Plan – During Construction*
  The awarded construction manager will be required and responsible for developing and implementing an indoor air quality management plan during construction and pre-occupancy that meets SMACNA guidelines.
- *IEQ Credit 4.1-4.4: Low-Emitting Materials*
  The Project will specify low-emitting materials meeting the category requirements for VOC content in at least 3 of the 4 categories: Adhesives and sealants; paints and coatings; flooring systems; and composite wood and agrifiber products.
- *IEQ Credit 5: Indoor Chemical and Pollutant Source Control* [Possible]
  The Project is exploring to meet the credit requirements of installing permanent entryway systems, preventing interior cross-contamination of gases or chemicals (where present) and installing MERV 13 or higher filters on both return and outside air that is delivered as supply air.
- *IEQ Credit 7: Thermal Comfort – Design*
  The Project will provide a thermally comfortable environment for occupants through compliance with ASHRAE 55-2004.
- *IEQ Credit 8.1: Daylight and Views – Daylight* [Possible]
  The high performance façade will provide substantial daylighting in the building interior. The Project will explore the feasibility of achieving daylighting in at least 75% of regularly occupied spaces.
- *IEQ Credit 8.2: Daylight and Views – Views* [Possible]
  The high performance façade will maximize views through the 65% window-to-wall ratio. The Project will consider the feasibility of achieving a direct line of site to the outdoors for building occupants in 90% of all regularly occupied areas by providing a feasible tenant layout to demonstrate compliance.

Innovation and Design (ID)

- *ID Credit 1.1: Exemplary Performance SS Credit 2 Development Density and Community Connectivity*
  The high-density of the Project site and surrounding location achieve exemplary performance criteria for development density.
- *ID Credit 1.2: Exemplary Performance SS Credit 4.1 Public Transportation*
  The proximity of a commuter rail, two subway lines and numerous bus lines all with a high frequency of service achieve exemplary performance criteria for public transportation.
- *ID Credit 1.3: Exemplary Performance MR Credit 2 Construction Waste Management* [Possible]
  The Project will consider the feasibility of diverting 95% or more of total construction waste, which would achieve exemplary performance criteria.
- *ID Credit 1.4: Green Building Education*
  The Project will provide educational features to highlight the sustainable, high performance building strategies and systems to not only its occupants and visitors but for the larger community as well. Green education options that will be considered include educational building dashboards, an informational website, providing building tours, and/or signage for sustainable features for staff and visitors.
- *ID Credit 1.5: Green Cleaning Policy / Program*
  The Project is will implement green cleaning practices aligned with LEED-EBOM requirements.
- *ID Credit 2: LEED Accredited Professional*
  The Project will have multiple LEED Accredited professionals engaged on the Project team.

Regional Priority Credits (RP)

The Project is targeting achievement of at least three (3) regional priority credits for Boston;

- *RP Credit 1.2: Stormwater Design – Quantity Control*
- *RP Credit 1.3: Heat Island Effect – Non-Roof*
- *RP Credit 1.4: Heat Island Effect – Roof*

LEED Narrative: Garage East and Station East

Project Overview and Summary

The Project incorporates a holistic approach to sustainability that promotes livability and economic development, while simultaneously mitigating the external impacts of energy, water, waste, and emissions. It seeks to track sustainable features and demonstrate compliance with Article 37 through the LEED rating system, for which the Project was registered with the USGBC/GBCI April 6, 2016 under version 2009 for LEED New Construction and Major Renovations (LEED-NC).

The Garage East and Station East Parcels are both feature a residential tower and both have targeted LEED-NC Silver certification. The Project is pursuing a variety of credits and points across the seven (7) LEED categories, i.e. Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation in Design Process and Regional Priority Credits.

The following summary provides more details on the strategy to achieve LEED-NC Silver certification. All credits and corresponding points described below are being pursed unless they are noted as [Possible]. Credits and points that are not being pursued are not included in this narrative. All LEED minimum program requirements and prerequisite requirements will be met. The following list highlights the changes that have been made to the LEED checklists for the Garage East Parcel and Station East Parcel.

- Total points have increased from 55 points to 58 points. There is no change to the anticipated Silver certification level.
- Sustainable Sites Credit 4.2 Alternative Transportation: Bicycle Storage has been changed from a "maybe" credit to a "yes" credit (+1 point).
- Energy and Atmosphere Credit 1 Optimize Energy has been changed from 4 points to 6 points as a result of updated energy modeling results that account for a 10% reduction in plug loads and 10% reduction in lighting power density in common areas (+2 points).
- Indoor Environmental Quality Credit 4.4 Low-Emitting Materials: Composite Wood has been changed from a "maybe" credit to a "yes" credit (+1 point).
- Indoor Environmental Quality Credit 6.2 Controllability of Systems: Thermal Comfort has been changed from a "no" credit to a "maybe" credit.
- Innovation in Design Credit Green Cleaning Policy/Program has been changed from a "yes" credit to a "maybe" credit (-1 point).

The Project will evaluate the following potential credits to evaluate the possibility of achieving a Gold certification level:

- Innovation in Design Credit Exemplary Performance in Construction Waste Management (+1 point).
- Innovation in Design Credit Green Building Education (+1 point).
- Innovation in Design Credit Green Cleaning Policy/Program (+1 point).

Sustainable Sites (SS)

- *SS Prerequisite 1: Construction Activity Pollution Prevention*
  An erosion and sedimentation control plan will be developed and implemented for all construction activities for the Project.
- *SS Credit 1: Site Selection*
  By revitalizing an underutilized urban air-rights site, there will be no aspect of development on sensitive land types such as prime farmland, floodplains, habitat for threatened species, water bodies, wetlands, or parks.
- *SS Credit 2: Development Density and Community Connectivity*
  The Project location in a dense, urban area is close to numerous diverse uses recognized by LEED requirements and a mixed residential and commercial area with a mix of development densities. Exemplary performance is being pursued for this credit.
- *SS Credit 4.1: Alternative Transportation – Public Transportation Access*
  The site is well served by multi-modal transportation, including Amtrak and the Orange line at Back Bay Station, the Green line at Copley Square Station and numerous bus lines (e.g. 9, 10, 39, 55, 57, 170, 502, 503, 504, and 553) all within a quarter mile radius. Exemplary performance is being pursued for this credit.

- *SS Credit 4.2: Alternative Transportation – Bicycle Storage and Changing Rooms* [Possible]
  Covered bicycle storage will be provided. The number of bicycle racks will be based on LEED 2009 credit guidelines for occupants.
- *SS Credit 4.3: Alternative Transportation – Low-Emitting and Fuel-Efficient Vehicles*
  Vehicle emissions will be reduced through prioritized parking from low-emitting and fuel-efficient vehicles.
- *SS Credit 4.4: Alternative Transportation – Parking Capacity*
  While parking will be provided on-site, no new parking will be added compared to the existing development.
- *SS Credit 5.1: Site Development – Protect or Restore Habitat* [Possible]
  Landscapes areas will likely include native or adapted vegetation, which contributes towards protecting and restoring habitat.
- *SS Credit 5.2: Site Development – Maximize Open Space* [Possible]
  Pedestrian-oriented hardscape at ground level provides open space.
- *SS Credit 6.1: Stormwater Design – Quantity Control*
  Stormwater will be collected and infiltrated to meet the requirements of the groundwater conservation overlay district. Any additional stormwater volume will be discharged to existing stormwater systems.
- *SS Credit 6.2: Stormwater Design – Quality Control*
  There is a minimized impact on storm water systems and regional water resources through stormwater treatment to improve effluent quality via ground water recharge.
- *SS Credit 7.1: Heat Island Effect – Non-roof*
  To mitigate the heat island effect, hardscape materials will have a low solar reflectance, trees will provide shade in select locations.
- *SS Credit 7.2: Heat Island Effect – Roof*
  High-albedo roofing materials, there is a reduced heat island effect and improved microclimate.

Water Efficiency (WE)

- *WE Prerequisite 1: Water Use Reduction – 20% Reduction*
  Low-flow fixtures for WCs, urinals, showers, faucets and sinks minimize the impact on municipal water supply by reducing potable water consumption.
- *WE Credit 1: Water Efficient Landscaping*
  There will be at least a 50% reduction in potable water consumption for irrigation. The Station East parcel will explore using no potable water for irrigation through either the use of non-potable water for irrigation or implementation of landscaping that does not need a permanent irrigation system. The Garage East parcel is subject to the GCOD infiltration requirements and therefore it is very unlikely to achieve the 100% reduction. (+2 points possible).

- *WE Credit 3: Water Use Reduction*
  Ultra-low and fixtures low-flow fixtures are estimated to reduce water consumption by at least 30%. The Project will explore further reducing water use to reach the 35% threshold (+1 point possible).

Energy and Atmosphere (EA)

- *EA Prerequisite 1: Fundamental Commissioning of Building Energy Systems*
  The Proponent will engage an independent, third party commissioning agent to develop and perform the fundamental commissioning and verification requirements.
- *EA Prerequisite 2: Minimum Energy Performance*
  A comprehensive set of energy reduction strategies include an efficient building envelope and an efficient HVAC system. Specifically, the HVAC system features include high efficiency vertical stacked water source heat pumps connected to condensing boilers and cooling towers, high efficiency condensing boilers to meet space heating and domestic hot water demands, and dedicated outside air system with energy recovery serving heat pumps. Additional energy savings have been included in the energy modeling for reduced lighting power density in common areas and reduction in plug loads due to the use of energy star rated equipment.
- *EA Prerequisite 3: Fundamental Refrigerant Management*
  The Project will install non-CFC based refrigerants.
- *EA Credit 1: Optimize Energy Performance*
  The Project will utilize whole-building energy simulation to demonstrate the proposed design performs better as compared to a baseline building per ASHRAE 90.1-2007 Appendix G method. The preliminary energy model shows that the energy efficiency strategies described in EA Prerequisite 2 achieve 22% energy cost savings. Energy modeling will continue throughout the stages of design to understand how strategies impact energy cost savings.
- *EA Credit 3: Enhanced Commissioning*
  Ownership will engage an independent, third party commissioning agent (CxA) to perform the enhanced commissioning and verification requirements. The enhanced commissioning scope will include the CxA to perform a review of CD documents and provide comments to the design team for alignment with the OPR and BOD as well as reviewing contractor submittals, building operations and post-occupancy review a year after substantial completion and developing an on-going commissioning plan for operations and maintenance.
- *EA Credit 4: Enhanced Refrigerant Management*
  Refrigerants meet credit requirements to minimize their ozone depleting and global warming potential.

- *EA Credit 5: Measurement and Verification*
  Verification and benchmarking of ongoing energy and water performance will be possible through the development and implementation of a robust measurement and verification plan. The base building's metering strategy utilizing EnerNOC's Energy Intelligence Software (EIS) platform will enable the M&V plan. Additionally, enrollment in ENERGY STAR Portfolio manager enables benchmarking and tracking of energy and water performance.
- *EA Credit 6: Green Power* [Possible]
  The energy strategy is to first reduce the Projects' energy consumption. The Project may explore opportunities for procuring off-site renewable energy aligned with LEED requirements.

Materials and Resources (MR)

- *MR Prerequisite 1: Storage and Collection of Recyclables*
  An ongoing recycling strategy will be provided and include space for the collection and storage of materials for recycling for the entire building, including paper, corrugated cardboard, glass, plastics and metal.
- *MR Credit 2: Construction Waste Management*
  Efficient use of materials and resources during construction will contribute to diverting construction waste from landfills. At least 75% of construction and demolition debris will be diverted.
- *MR Credit 4: Recycled Content* [Possible]
  At least 10% of materials based on cost will include pre-consumer and postconsumer recycled content. The Project will explore increasing recycled content to reach the 20% threshold.
- *MR Credit 5: Regional Materials* [Possible]
  At least 10% of the materials based on cost will be sourced from within 500 miles of the site. The Project will explore increasing regional materials to reach the 20% threshold.
- *MR Credit 6: Rapidly Renewable Materials* [Possible]
  The Project is exploring the use of rapidly renewable building materials and products for at least 2.5% of building materials, based on cost.
- *MR Credit 7: Certified Wood* [Possible]
  The Project is exploring the use of Forest Stewardship Council certification for at least 50% of wood products specified, including structural and general dimensional framing, flooring, sub-flooring wood doors and finishes.

Indoor Environmental Quality (IEQ)

- *IEQ Prerequisite 1: Minimum Indoor Air Quality Performance*

Good indoor air quality will be achieved by meeting and/or exceeding the ventilation requirements of ASHRAE 62.1-2007.

- *IEQ Prerequisite 2: Environmental Tobacco Smoke (ETS) Control*
  The building will be non-smoking and smoking will not be allowed within 25 feet from a building entry, intake and operable window. Signage will be provided noting the no-smoking policy and outdoor designated smoking areas will be clearly identified.
- *IEQ Credit 1: Outdoor Air Delivery Monitoring*
  Demand controlled ventilation will be implemented to further improve indoor air quality through the automatic increase of ventilation rates in densely occupied spaces if high CO_2 levels are detected.
- *IEQ Credit 3.1: Construction IAQ Management Plan – During Construction*
  The awarded construction manager will be required and responsible for developing and implementing an indoor air quality management plan during construction and pre-occupancy that meets SMACNA guidelines.
- *IEQ Credit 3.2: Construction IAQ Management Plan – Before Occupancy*
  After interior finishes are installed and new post-construction filtration media are installed, there will be a flush-out to improve indoor air quality.
- *IEQ Credit 4.1-4.4: Low-Emitting Materials*
  The Project will specify low-emitting materials meeting the category requirements for VOC content in at least 3 of the 4 categories: Adhesives and sealants; paints and coatings; flooring systems; and composite wood and agrifiber products.
- *IEQ Credit 5: Indoor Chemical and Pollutant Source Control* [Possible]
  The Project is exploring to meet the credit requirements of installing permanent entryway systems, preventing interior cross-contamination of gases or chemicals (where present) and installing MERV 13 or higher filters on both return and outside air that is delivered as supply air.
- *IEQ Credit 6.1 Controllability of Systems – Lighting*
  There will be lighting system controls in all multi-occupant spaces and in at least 90% of individual occupant spaces.
- *IEQ Credit 6.2 Controllability of Systems – Thermal Comfort* [Possible]
  The project is exploring providing thermostats to all multi-occupant spaces and at least half of individually occupied spaces.
- *IEQ Credit 7.1: Thermal Comfort – Design*
  The Project will provide a thermally comfortable environment for occupants through compliance with ASHRAE 55-2004.
- *IEQ Credit 7.2: Thermal Comfort - Verification* [Possible]
  The Project is considering administering a thermal comfort survey to building occupants within 6 to 18 months after occupancy.
- *IEQ Credit 8.1: Daylight and Views – Daylight* [Possible]

The high performance façade will provide substantial daylighting in the building interior. The Project will explore the feasibility of achieving daylighting in at least 75% of regularly occupied spaces.

- *IEQ Credit 8.2: Daylight and Views – Views* [Possible]
  The high performance façade will maximize views through the 55% window-to-wall ratio. The Project will consider the feasibility of achieving a direct line of site to the outdoors for building occupants in 90% of all regularly occupied areas by providing a feasible tenant layout to demonstrate compliance.

Innovation and Design (ID)

- *ID Credit 1.1: Exemplary Performance SS Credit 2 Development Density and Community Connectivity*
  The high-density of the Project site and surrounding location achieve exemplary performance criteria for development density.
- *ID Credit 1.2: Exemplary Performance SS Credit 4.1 Public Transportation*
  The proximity of a commuter rail, two subway lines and numerous bus lines all with a high frequency of service achieve exemplary performance criteria for public transportation.
- *ID Credit 1.3: Exemplary Performance MR Credit 2 Construction Waste Management* [Possible]
  The Project will consider the feasibility of diverting 95% or more of total construction waste, which would achieve exemplary performance criteria.
- *ID Credit 1.4: Green Building Education* [Possible]
  The Project will consider the feasibility of providing educational features to highlight the sustainable, high performance building strategies and systems to not only its occupants and visitors but for the larger community as well. Green education options that may be considered include educational building dashboards, an informational website, providing building tours, and/or signage for sustainable features for staff and visitors.
- *ID Credit 1.5: Green Cleaning Policy / Program* [Possible]
  The Project is will implement green cleaning practices aligned with LEED-EBOM requirements.
- *ID Credit 2: LEEED Accredited Professional*
  The Project will have multiple LEED Accredited professionals engaged on the Project team.

Regional Priority Credits (RP)

The Project is targeting achievement of at least three (3) regional priority credits for Boston;

- *RP Credit 1.2: Stormwater Design – Quantity Control*
- *RP Credit 1.3: Heat Island Effect – Non-Roof*
- *RP Credit 1.4: Heat Island Effect – Roof*

LEED Narrative: Station West

Project Overview and Summary

The Project incorporates a holistic approach to sustainability that promotes livability and economic development, while simultaneously mitigating the external impacts of energy, water, waste, and emissions. It seeks to track sustainable features and demonstrate compliance with Article 37 through the LEED rating system, for which the Project was registered with the USGBC/GBCI April 6, 2016 under version 2009 for LEED Core & Shell Development (LEED-CS).

The Station West Parcel features a vertical expansion of the existing Station to create between additional retail opportunities serving both the adjacent neighborhoods and transit customers using the Site. The Station West Parcel has targeted LEED-CS Silver certification. The Project is pursuing a variety of credits and points across the seven (7) LEED categories, i.e. Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation in Design Process and Regional Priority Credits.

The following summary provides more details on the strategy to achieve LEED-CS Silver certification. All credits and corresponding points described below are being pursed unless they are noted as [Possible]. Credits and points that are not being pursued are not included in this narrative. All LEED minimum program requirements and prerequisite requirements will be met.

The following list highlights the changes that have been made to the LEED checklists for the Station West Parcel.

- Total points have increased from 51 points to 55 points. There is no change to the anticipated Silver certification level.
- Energy and Atmosphere Credit 1 Optimize Energy has been changed from 4 points to 5 points as a result of updated energy modeling results that account for a 5% lighting power density reduction and 10% reduction in plug loads (+1 point).
- Energy and Atmosphere Credit 5.2 Measurement and Verification – Tenant Submetering has been changed from a "maybe" credit to a "yes" credit (+3 points).

Sustainable Sites (SS)

- *SS Prerequisite 1: Construction Activity Pollution Prevention*
  An erosion and sedimentation control plan will be developed and implemented for all construction activities for the Project.
- *SS Credit 1: Site Selection*
  By revitalizing an underutilized urban air-rights site, there will be no aspect of development on sensitive land types such as prime farmland, floodplains, habitat for threatened species, water bodies, wetlands, or parks.
- *SS Credit 2: Development Density and Community Connectivity*
  The Project location in a dense, urban area is close to numerous diverse uses recognized by LEED requirements and a mixed residential and commercial area with a mix of development densities. Exemplary performance is being pursued for this credit.
- *SS Credit 4.1: Alternative Transportation – Public Transportation Access*
  The site is well served by multi-modal transportation, including Amtrak and the Orange line at Back Bay Station, the Green line at Copley Square Station and numerous bus lines (e.g. 9, 10, 39, 55, 57, 170, 502, 503, 504, and 553) all within a quarter mile radius. Exemplary performance is being pursued for this credit.
- *SS Credit 4.2: Alternative Transportation – Bicycle Storage and Changing Rooms*
  [Possible] Secure bicycle storage, showers, and changing facilities may be provided. The number of bicycle racks and showers would be based on LEED 2009 credit guidelines for full-time occupants and visitors.
- *SS Credit 4.3: Alternative Transportation – Low-Emitting and Fuel-Efficient Vehicles*
  Vehicle emissions will be reduced through prioritized parking from low-emitting and fuel-efficient vehicles.
- *SS Credit 4.4: Alternative Transportation – Parking Capacity*
  While parking will be provided on-site, no new parking will be added compared to the existing development.
- *SS Credit 5.1: Site Development – Protect or Restore Habitat* [Possible]
  Landscapes areas will likely include native or adapted vegetation, which contributes towards protecting and restoring habitat.
- *SS Credit 5.2: Site Development – Maximize Open Space* [Possible]
  Pedestrian-oriented hardscape at ground level provides open space.
- *SS Credit 6.1: Stormwater Design – Quantity Control*
  Stormwater will be collected and infiltrated to meet the requirements of the groundwater conservation overlay district. Any additional stormwater volume will be discharged to existing stormwater systems.
- *SS Credit 6.2: Stormwater Design – Quality Control*
  There is a minimized impact on storm water systems and regional water resources through stormwater treatment to improve effluent quality via ground water recharge.

- *SS Credit 7.1: Heat Island Effect – Non-roof*
  To mitigate the heat island effect, hardscape materials will have a low solar reflectance, trees will provide shade in select locations.
- *SS Credit 7.2: Heat Island Effect – Roof*
  Through the use of high-albedo roofing materials, there is a reduced heat island effect and improved microclimate.
- *SS Credit 9: Tenant Design and Construction Guidelines*
  To educate tenants about implementing sustainable strategies in their fit-out, a guidance document will be provided describing the sustainable strategies implemented in the base building and recommendations for achieving certification under LEED for Commercial Interiors.

Water Efficiency (WE)

- *WE Prerequisite 1: Water Use Reduction – 20% Reduction*
  Ultra-low and low-flow fixtures for WCs, urinals, showers, faucets and sinks minimize the impact on municipal water supply by reducing potable water consumption.
- *WE Credit 1: Water Efficient Landscaping*
  There will be at least a 50% reduction in potable water consumption for irrigation. The Project will explore using no potable water for irrigation through either the use of non-potable water for irrigation or implementation of landscaping that does not need a permanent irrigation system (+2 points possible).
- *WE Credit 3: Water Use Reduction*
  Ultra-low and low-flow fixtures are estimated to reduce water consumption by at least 30%. The Project will explore further reducing water use to reach the 35% threshold (+1 point possible).

Energy and Atmosphere (EA)

- *EA Prerequisite 1: Fundamental Commissioning of Building Energy Systems*
  The Proponent will engage an independent, third party commissioning agent to develop and perform the fundamental commissioning and verification requirements.
- *EA Prerequisite 2: Minimum Energy Performance*
  A comprehensive set of energy reduction strategies include an efficient building envelope, low lighting power densities from LED lighting, and an efficient HVAC system. Specifically, the HVAC system features include high efficiency condensing boilers for meeting space heating demands, premium efficiency cooling towers with variable frequency drives, a 46% window to wall ratio with an insulated shadow box or spandrel, and a 15% skylight to roof ratio. Additional energy savings have been included in the energy modeling for reduced lighting power density.

- *EA Prerequisite 3: Fundamental Refrigerant Management*
  The Project will install non-CFC based refrigerants.
- *EA Credit 1: Optimize Energy Performance*
  The Project will utilize whole-building energy simulation to demonstrate the proposed design performs better as compared to a baseline building per ASHRAE 90.1-2007 Appendix G method. The preliminary energy model shows that the energy efficiency strategies described in EA Prerequisite 2 achieve 16% energy cost savings. Energy modeling will continue throughout the stages of design to understand how strategies impact energy cost savings.
- *EA Credit 3: Enhanced Commissioning*
  Ownership will engage an independent, third party commissioning agent (CxA) to perform the enhanced commissioning and verification requirements. The enhanced commissioning scope will include the CxA to perform a review of CD documents and provide comments to the design team for alignment with the OPR and BOD as well as reviewing contractor submittals, building operations and post-occupancy review a year after substantial completion and developing an on-going commissioning plan for operations and maintenance.
- *EA Credit 4: Enhanced Refrigerant Management*
  Refrigerants meet credit requirements to minimize their ozone depleting and global warming potential.
- *EA Credit 5.1: Measurement and Verification – Base Building*
  Verification and benchmarking of ongoing energy and water performance will be possible through the development and implementation of a robust measurement and verification plan. The base building's metering strategy utilizing EnerNOC's Energy Intelligence Software (EIS) platform will enable the M&V plan. Additionally, enrollment in ENERGY STAR Portfolio manager enables benchmarking and tracking of energy and water performance.
- *EA Credit 5.2: Measurement and Verification – Tenant Submetering*
  The Project will include a centrally monitored metering system in the base building that is capable of accommodating tenant submetering. Tenants will receive guidance on the measurement and verification plan including information on the process for corrective action if energy savings goals were not met.
- *EA Credit 6: Green Power* [Possible]
  The energy strategy is to first reduce the Projects' energy consumption. The Project may explore opportunities for procuring off-site renewable energy aligned with LEED requirements.

Materials and Resources (MR)

- *MR Prerequisite 1: Storage and Collection of Recyclables*
  An ongoing recycling strategy will be provided and include space for the collection and storage of materials for recycling for the entire building, including paper, corrugated cardboard, glass, plastics and metal.

- *MR Credit 2: Construction Waste Management*
  Efficient use of materials and resources during construction will contribute to diverting construction waste from landfills. At least 75% of construction and demolition debris will be diverted.
- *MR Credit 4: Recycled Content*
  At least 10% of materials based on cost will include pre-consumer and postconsumer recycled content. The Project will explore increasing recycled content to reach the 20% threshold, but this is [Possible].
- *MR Credit 5: Regional Materials.* [Possible]
  The Project is exploring the use of up to 20% of the materials based on cost to be sourced from within 500 miles of the site.
- *MR Credit 6: Certified Wood* [Possible]
  The Project is exploring the use of Forest Stewardship Council certification for at least 50% of wood products specified, including structural and general dimensional framing, flooring, sub-flooring wood doors and finishes.

Indoor Environmental Quality (IEQ)

- *IEQ Prerequisite 1: Minimum Indoor Air Quality Performance*
  Good indoor air quality will be achieved by meeting and/or exceeding the ventilation requirements of ASHRAE 62.1-2007.
- *IEQ Prerequisite 2: Environmental Tobacco Smoke (ETS) Control*
  The building will be non-smoking and smoking will not be allowed within 25 feet from a building entry, intake and operable window. Signage will be provided noting the no-smoking policy and outdoor designated smoking areas will be clearly identified.
- *IEQ Credit 1: Outdoor Air Delivery Monitoring*
  Demand controlled ventilation will be implemented to further improve indoor air quality through the automatic increase of ventilation rates in densely occupied spaces if high CO_2 levels are detected.
- *IEQ Credit 3: Construction IAQ Management Plan – During Construction*
  The awarded construction manager will be required and responsible for developing and implementing an indoor air quality management plan during construction and pre-occupancy that meets SMACNA guidelines.
- *IEQ Credit 4.1-4.4: Low-Emitting Materials* [Possible]
  The Project will specify low-emitting materials meeting the category requirements for VOC content in at least 2 of the 4 categories: Adhesives and sealants; paints and coatings; flooring systems; and composite wood and agrifiber products. The project may meet requirements for all 4 categories.

- *IEQ Credit 5: Indoor Chemical and Pollutant Source Control* [Possible]
  The Project is exploring to meet the credit requirements of installing permanent entryway systems, preventing interior cross-contamination of gases or chemicals (where present) and installing MERV 13 or higher filters on both return and outside air that is delivered as supply air.
- *IEQ Credit 7: Thermal Comfort – Design* [Possible]
  The Project will provide a thermally comfortable environment for occupants and is exploring the feasibility of compliance with ASHRAE 55-2004.
- *IEQ Credit 8.1: Daylight and Views – Daylight* [Possible]
  The high performance façade will provide substantial daylighting in the building interior. The Project will explore the feasibility of achieving daylighting in at least 75% of regularly occupied spaces.
- *IEQ Credit 8.2: Daylight and Views – Views* [Possible]
  The Project will consider the feasibility of achieving a direct line of site to the outdoors for building occupants in 90% of all regularly occupied areas by providing a feasible tenant layout to demonstrate compliance.

Innovation and Design (ID)

- *ID Credit 1.1: Exemplary Performance SS Credit 2 Development Density and Community Connectivity*
  The high-density of the Project site and surrounding location achieve exemplary performance criteria for development density.
- *ID Credit 1.2: Exemplary Performance SS Credit 4.1 Public Transportation*
  The proximity of a commuter rail, two subway lines and numerous bus lines all with a high frequency of service achieve exemplary performance criteria for public transportation.
- *ID Credit 1.3: Exemplary Performance MR Credit 2 Construction Waste Management* [Possible]
  The Project will consider the feasibility of diverting 95% or more of total construction waste, which would achieve exemplary performance criteria.
- *ID Credit 1.4: Green Building Education* [Possible]
  The Project will consider the feasibility of providing educational features to highlight the sustainable, high performance building strategies and systems to not only its occupants and visitors but for the larger community as well. Green education options that may be considered include educational building dashboards, an informational website, providing building tours, and/or signage for sustainable features for staff and visitors.
- *ID Credit 1.5: Green Cleaning Policy / Program*
  The Project is will implement green cleaning practices aligned with LEED-EBOM requirements.
- *ID Credit 2: LEEED Accredited Professional*

The Project will have multiple LEED Accredited professionals engaged on the Project team.

Regional Priority Credits (RP)

The Project is targeting achievement of at least three (3) regional priority credits for Boston;

- *RP Credit 1.2: Stormwater Design – Quantity Control*
- *RP Credit 1.3: Heat Island Effect – Non-Roof*
- *RP Credit 1.4: Heat Island Effect – Roof*



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BACK BAY / SOUTH END GATEWAY PROJECT

CONCEPT DESIGN PHASE ENERGY ANALYSIS REPORT – UPDATED 26 MAY 2017

BR+A

OVERVIEW

EXECUTIVE SUMMARY

The Back Bay / South End Gateway Project is a new residential + commercial development located on Dartmouth Street in Boston, MA. The project includes one 259,296 GSF residential high-rise (Garage East), one 436,625 GSF residential high-rise (Station East), one 712,040 / 725,780 GSF core and shell office high-rise (Garage West Base / Alternate), and one 30,900 GSF core and shell retail + restaurant addition to Back Bay Station (Station West). These GSF values include public transit circulation and mechanical room areas. The energy use intensity (EUI) values listed in this report include garage lighting energy consumption but do not include the garage areas in the denominator.

The purpose of the concept design energy analysis is to:

- Outline energy conservation measures (ECMs) assumed to be included in the design.
- Evaluate the performance of the current conceptual design for energy code compliance:
    - For the residential and office buildings, estimate savings for the proposed Stretch Code, which requires 10% site- or source-energy savings over ASHRAE 90.1-2013.
    - The retail building is less than 100,000 sf, and hence the new Stretch Code does not apply. However, since the building skylight glazing percentage exceeds the ASHRAE 90.1-2013 prescriptive requirement of 3%, the building would need to follow the Energy Cost Budget (ECB) performance path outlined in ASHRAE 90.1-2013 Chapter 11 to meet the energy code.
- Estimate energy cost savings and EAc1 points for LEED 2009:
    - The residential buildings will be certified as New Construction (NC).
    - The office and retail buildings will be certified as Core and Shell (CS). For both buildings, an actual fit-out showing full HVAC and lighting design must be included in the LEED submission to achieve the energy cost savings and number of points estimated.

Based on preliminary analysis, the project is estimated to achieve the following energy use intensities, energy savings under the energy code, and LEED 2009 energy cost savings and points:

	EUI (kBtu/sf-year)	% ENERGY SAVINGS (ENERGY CODE)	% ENERGY COST SAVINGS (LEED 2009)	NUMBER OF LEED 2009 EAc1 POINTS
Residential Building *(each building)*	62	22% (new Stretch Code)	23%	6 (NC)
Office Building *(applies to base and alternate)*	59	23% (new Stretch Code)	27%[2]	10 (CS)[2]
Retail Building	120-220[1]	Complies (8%) (90.1-2013 ECB)	16%[2]	5 (CS)[2]
All buildings combined	62-64	21-22% (new Stretch Code)	25%	7 (NC)[3]

[1] Restaurant and retail energy consumption is heavily dependent on the type of restaurant and retail space and its corresponding usage schedules and equipment and lighting loads. Since this is a core and shell addition, and these specific details are not currently known, an EUI range has been provided.

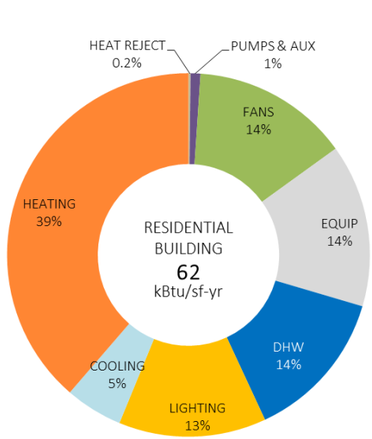
[2] An actual fit-out must be included in the LEED submission, including full HVAC design and complete lighting design achieving the minimum interior lighting power density savings over ASHRAE 90.1-2007 Building Area Method stated in the assumption tables.

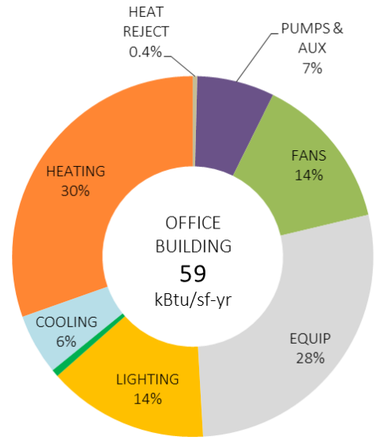
[3] LEED 2009 points are calculated assuming all buildings combined would be certified under the New Construction rating system.

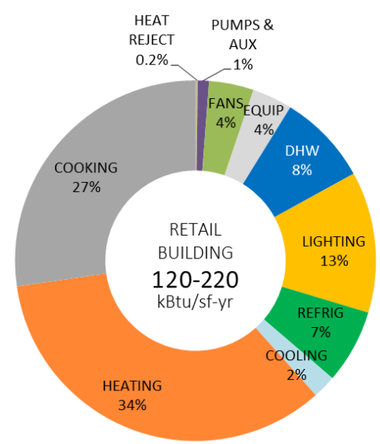
Note: These energy analysis results are estimates of future energy consumption for the project and are to be used for comparison purposes only. At this early stage of design, BR+A cannot guarantee that these results will reflect actual energy consumption due to the uncertainty of final details of the design, actual schedules of use, weather and other unforeseen factors.

ENERGY ANALYSIS RESULTS: ANNUAL CONSUMPTION & COST

Annual energy consumption by end-use is shown in the charts below for the residential, office, and retail buildings. Additionally, a summary of energy consumption by source and total energy cost is also provided in the table below. The energy consumption and energy cost savings of the ECMs contributing to each building's performance are discussed in further detail on the following pages.







	ELECTRIC CONSUMPTION (MMBTU/YR)	NATURAL GAS CONSUMPTION (MMBTU/YR)	ENERGY CONSUMPTION (MMBTU/YR)	ENERGY COST ($/YR)	SITE ENERGY USE INTENSITY (KBTU/GSF)
Residential Building (Garage East)	8,664	7,316	15,980	$606,440	62
Residential Building (Station East)	14,589	12,319	26,909	$1,021,175	62
Office Building (Garage West Base)	27,415	14,499	41,914	$1,420,842	59
Office Building (Garage West Alt)	27,944	14,779	42,723	$1,448,259	59
Retail Building (Station West)[1]	1,982	4,781	6,763	$147,888	219
All buildings combined *(based on Garage West Base)*	52,650	38,915	91,566	$3,196,345	64
All buildings combined *(based on Garage West Alt)*	53,179	39,195	92,374	$3,223,762	64

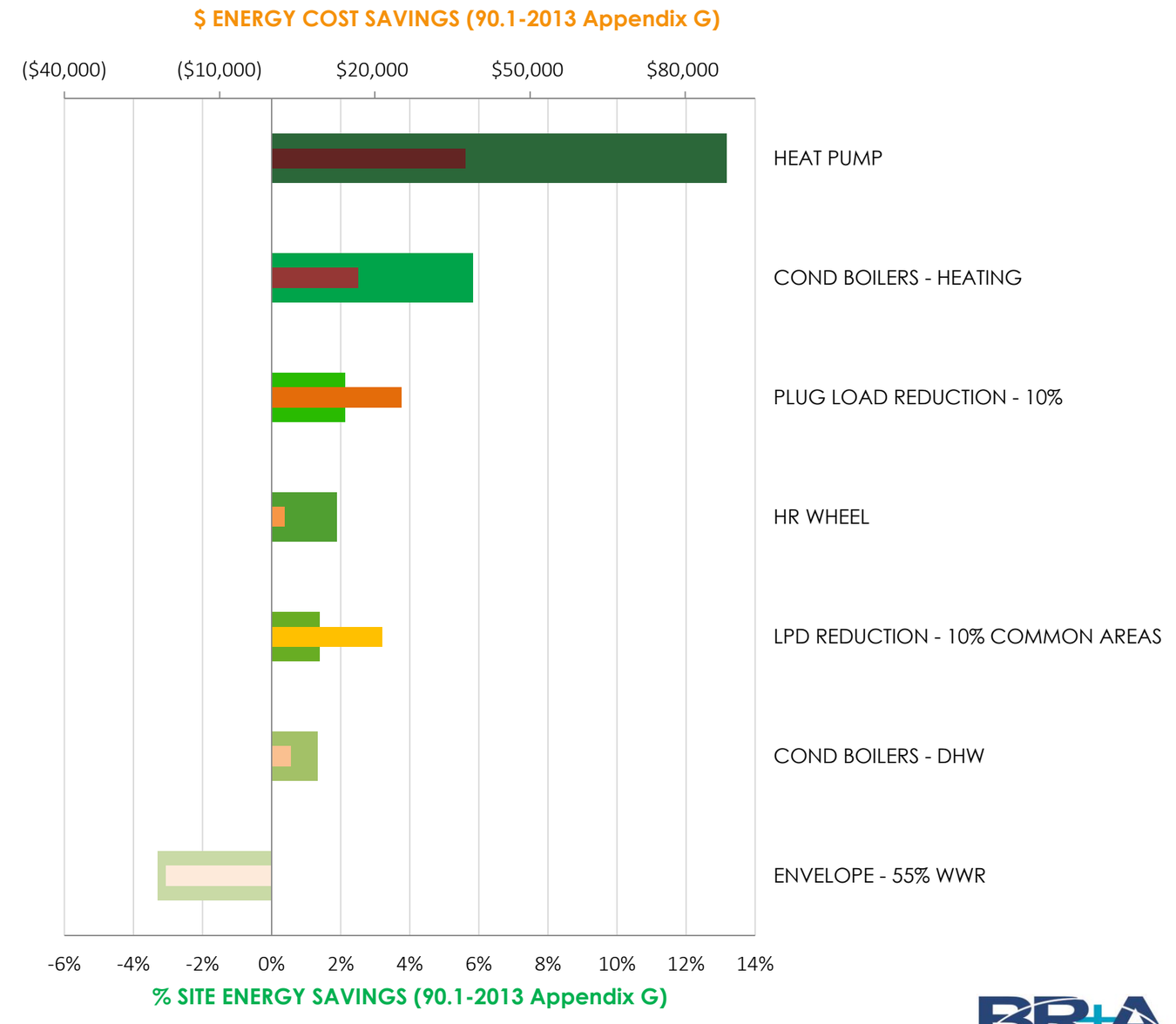
[1] Calculated based on upper limit of estimated EUI range.

ENERGY CONSERVATION MEASURES – GARAGE EAST AND STATION EAST (RESIDENTIAL)

CURRENT ENERGY CONSERVATION MEASURES

Below is a list of energy conservation measures for the residential buildings with estimated % site energy savings and energy cost savings ($) compared to the ASHRAE 90.1-2013 Appendix G Stretch Code Baseline shown in the chart. Green bars refer to % site energy savings while orange bars indicate energy cost savings in $. For the residential buildings, the ECMs contributing the major energy savings are water source heat pumps, a high efficiency condensing boiler plant, plug load reduction from Energy Star appliances, and a dedicated outside air system with energy recovery serving the heat pumps. It is important to note that the building envelope as currently designed with a 55% window-to-wall ratio will incur an approximately 3% energy penalty relative to the 90.1-2013 Stretch Code Baseline which is assumed to have a window-to-wall ratio of 40%. However, this penalty can be overcome with the implementation of the above-mentioned ECMs.

ECM	DESCRIPTION
WATER SOURCE HEAT PUMPS	High efficiency vertical stacked water source heat pumps connected to condensing boilers and cooling towers.
COND BOILERS - HEATING	High efficiency condensing boilers for meeting space heating demands.
PLUG LOAD REDUCTION – 10%	Energy Star appliances in residential units
HR WHEEL	Total energy recovery wheel on dedicated outside air unit serving heat pumps
LPD REDUCTION IN COMMON AREAS – 10%	10% lighting power density reduction in common areas using all-LED lighting design
COND BOILERS - DHW	High efficiency condensing boilers for meeting domestic hot water demands.
ENVELOPE	55% window-to-wall ratio

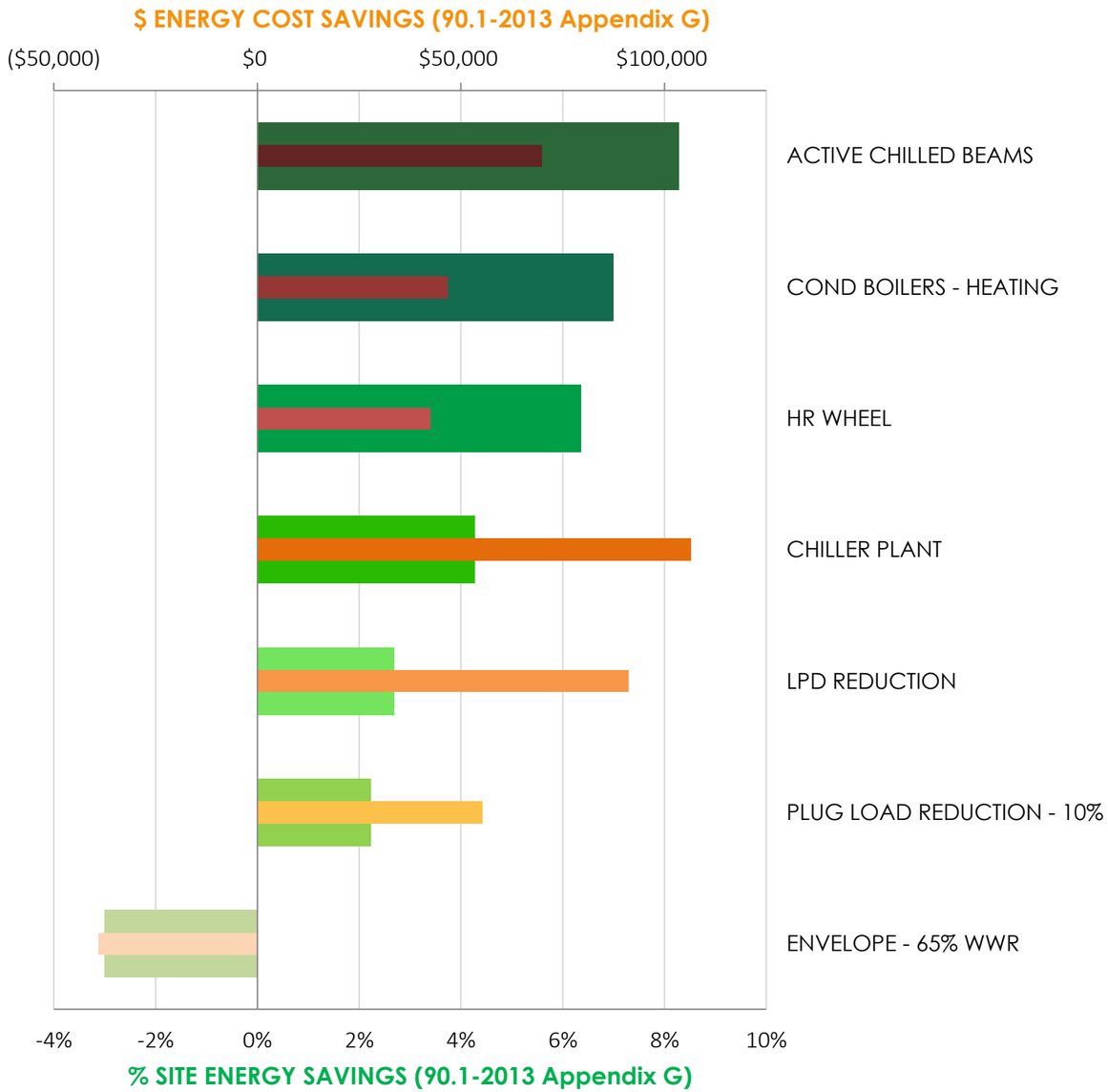


ENERGY CONSERVATION MEASURES – GARAGE WEST (OFFICE)

CURRENT ENERGY CONSERVATION MEASURES

Below is a list of energy conservation measures for the office building with estimated % site energy savings and energy cost savings ($) compared to the ASHRAE 90.1-2013 Appendix G Stretch Code Baseline shown in the chart. Green bars refer to % site energy savings while orange bars indicate energy cost savings in $. For the office building, the ECMs contributing the major energy savings are active chilled beams, a high efficiency condensing boiler plant, a dedicated outside air system with energy recovery serving the chilled beams, and a high efficiency chiller plant. It is important to note that the building envelope as currently designed with a 65% window-to-wall ratio will incur an approximately 3% energy penalty relative to the 90.1-2013 Stretch Code Baseline which is assumed to have a window-to-wall ratio of 40%. However, this penalty can be overcome with the implementation of the above-mentioned ECMs.

ECM	DESCRIPTION
ACTIVE CHILLED BEAMS	Dedicated outside air unit with floor-by-floor VAV reheat units serving active chilled beams
COND BOILERS - HEATING	High efficiency condensing boilers for meeting space heating demands
HR WHEEL	Total energy recovery wheel on dedicated outside air unit serving chilled beams
CHILLER PLANT	Premium efficiency water-cooled chiller plant with VFD at 0.5 kW/ton or less
LPD REDUCTION	All-LED lighting design at 0.6 W/sf (25% reduction from ASHRAE 90.1-2013 Building Area Method)
PLUG LOAD REDUCTION – 10%	Energy Star appliances
ENVELOPE	65% window-to-wall ratio

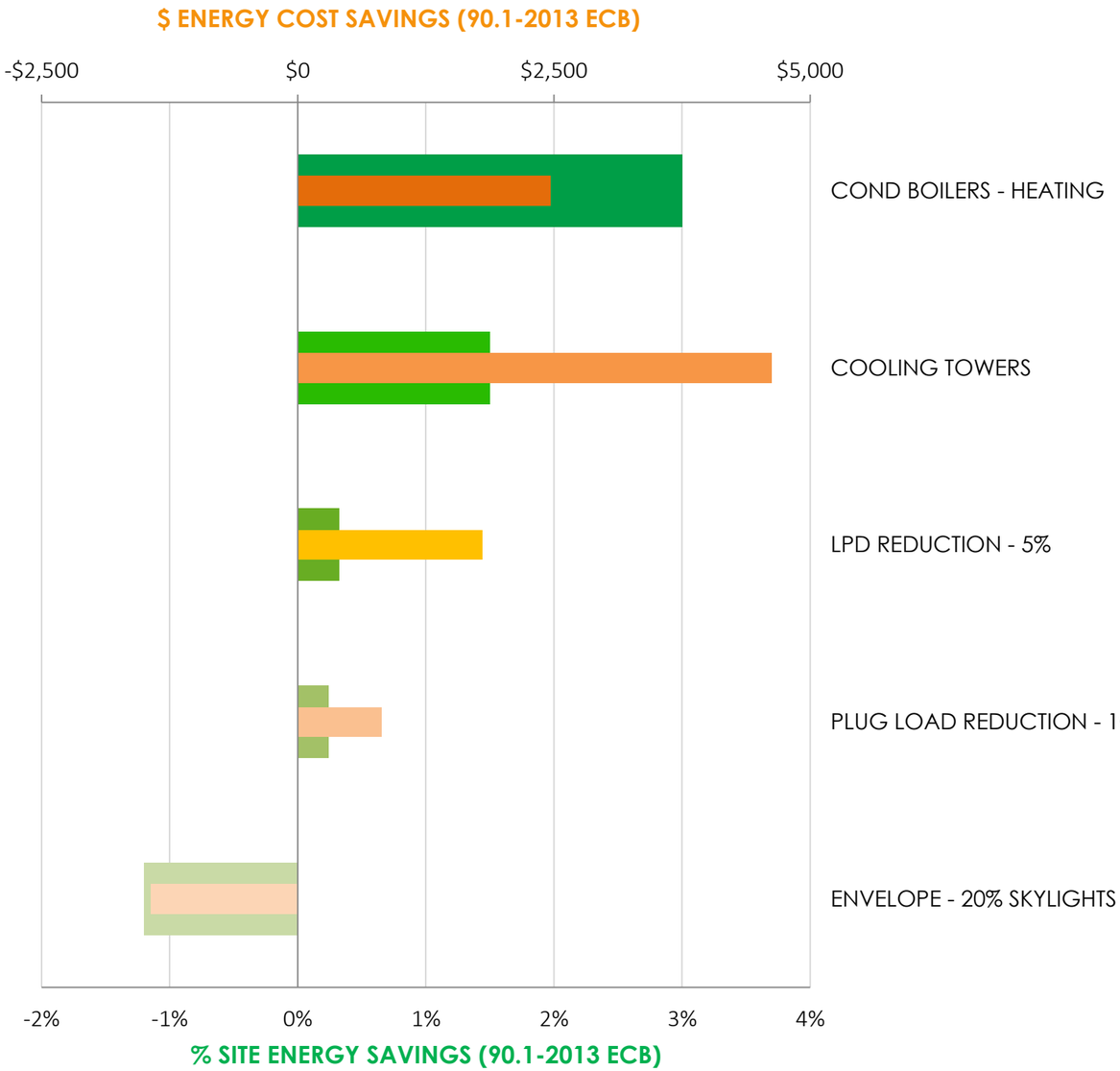


ENERGY CONSERVATION MEASURES – STATION WEST (RETAIL)

CURRENT ENERGY CONSERVATION MEASURES

Below is a list of energy conservation measures for the retail building with estimated % site energy savings and energy cost savings ($) compared to the ASHRAE 90.1-2013 Chapter 11 Energy Cost Budget Baseline shown in the chart. An actual fit-out, which would include additional ECMs not shown here such as improved HVAC and interior lighting efficiency, is assumed to be part of the LEED submission. Green bars refer to % site energy savings while orange bars indicate energy cost savings in $. For the retail building, the ECMs contributing the major energy savings are a high efficiency condensing boiler plant and cooling towers with variable speed drives. Both water source heat pumps and energy recovery are also required in the baseline and hence do not provide additional savings. The approximately 20% skylight-to-roof ratio will incur an approximately 1% energy penalty relative to the ASHRAE 90.1-2013 Chapter 11 Energy Cost Budget Baseline which is assumed to have a skylight-to-roof ratio of 3%.

ECM	DESCRIPTION
COND BOILERS - HEATING	High efficiency condensing boilers for meeting space heating demands
COOLING TOWERS	Premium efficiency cooling towers with VFD
PLUG LOAD REDUCTION – 10%	Energy Star appliances
LPD REDUCTION – 5%	5% lighting power density reduction
ENVELOPE	Approximately 20% skylight-to-roof ratio

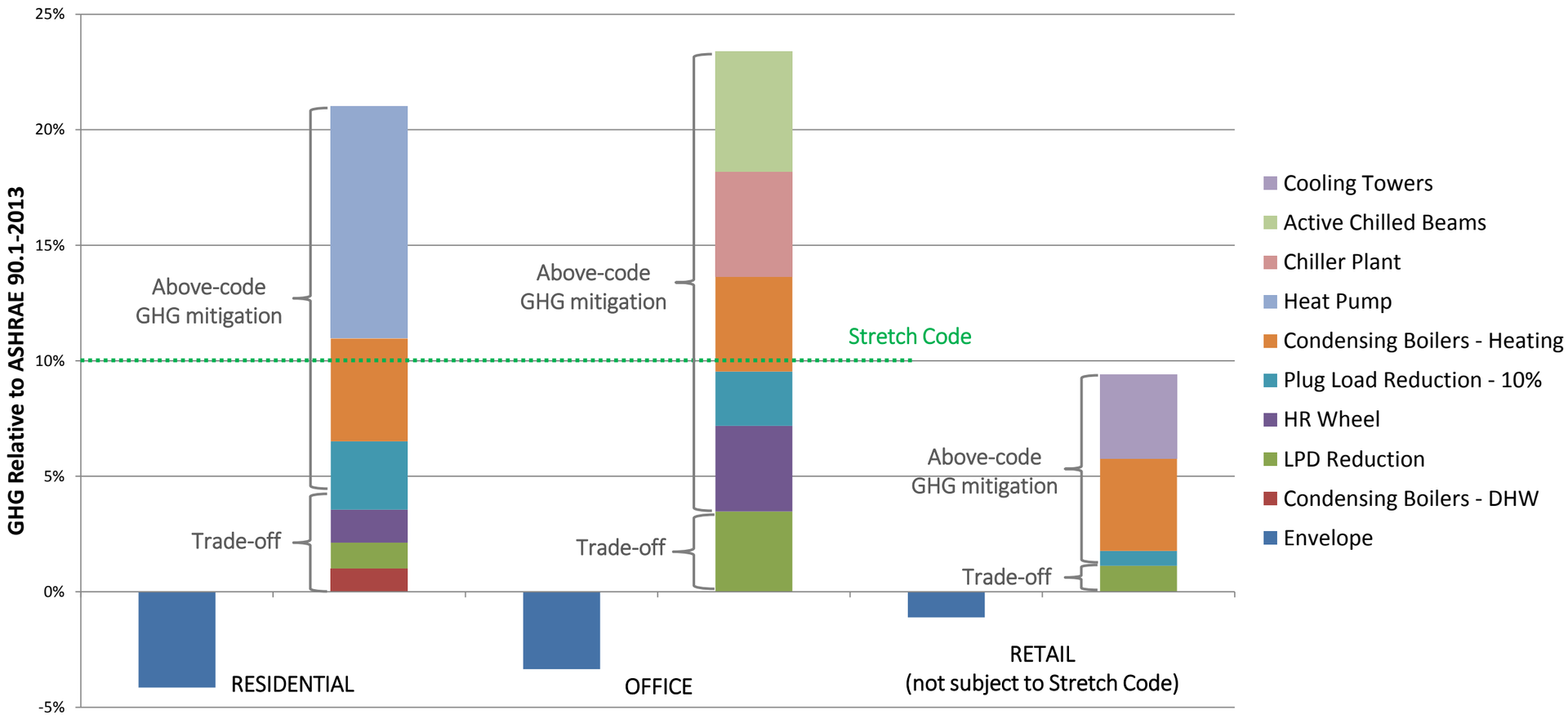


Note: All site energy and energy cost savings are calculated based on the upper limit of the estimated EUI range (220 kBtu/sf-year).

ENERGY CONSERVATION MEASURES – SUMMARY

ENERGY CONSERVATION MEASURES CONTRIBUTING TO ABOVE-CODE GHG MITIGATION

Per the request stated in the Secretary's Certificate and comment letter received from DOER, the chart below summarizes which energy conservation measures are traded off against the below-code envelope ("Trade-off") and which measures contribute to above-code GHG mitigation, for each building type. Note that the retail building is less than 100,000 sf, and hence Stretch Code does not apply. As can be seen, the current design for each building type includes energy efficiency measures that significantly contribute to above-code GHG mitigation.



ENERGY ANALYSIS INPUTS

Station East (Residential) [Similar for Garage East]

ARCHITECTURAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Roof Assembly	U-0.032	Same as Baseline
Wall Assembly – Opaque	U-0.055	Same as Baseline
Wall Assembly – Spandrel / Shadow Box	U-0.055	U-0.200
Vertical Fenestration Area (% of Wall)	40%	55%
Vertical Glazing U-factor	U-0.42	0.39 (0.29 COG)
Vertical Glazing SHGC	0.40	0.29

ELECTRICAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Interior Lighting Power Density	0.51 W/sf (ASHRAE 90.1-2013 Building Area Method for Multifamily, excludes dwelling units)	0.46 W/sf (all -LED lighting design)

HVAC

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Primary HVAC Type	System Type 1 – Packaged Terminal Air Conditioner (PTAC)	Dedicated outside air unit with energy recovery serving heat pumps
Fan System Operation	Continuous	Continuous
Outdoor Air Design Min Ventilation (cfm)	Same as Design	Appx. 30,000
Design Airflow Rates (cfm)	n/a (served by PTAC)	n/a (served by heat pumps)
Exhaust Air Energy Recovery	Not required	Total energy recovery wheel
Primary Cooling Source	Direct Expansion	Water source heat pumps
CHW Loop Supply Temp / Delta-T	n/a	n/a
CHW Loop Temp Reset Parameters	n/a	n/a
Primary Heating Source	Gas-fired hot water boilers	Water source heat pumps connected to condensing boilers
HW Loop Supply Temp/Delta-T	n/a	n/a

PLUMBING

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Service Hot Water Type	Gas storage water heater	Condensing hot water heater

UTILITY RATES

ANALYSIS INPUT PARAMETER	RESIDENTIAL
Electricity	0.1982 $/kWh (MA EIA Nov 2015)
Natural Gas	1.41 $/therm (MA EIA 2014)

Garage West (Office)

ARCHITECTURAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Roof Assembly	U-0.032	Same as Baseline
Wall Assembly – Opaque	U-0.055	Same as Baseline
Wall Assembly – Spandrel / Shadow Box	U-0.055	U-0.200
Vertical Fenestration Area (% of Wall)	40%	65%
Vertical Glazing U-factor	U-0.42	0.39 (0.29 COG)
Vertical Glazing SHGC	0.40	0.29

ELECTRICAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Interior Lighting Power Density	0.82 W/sf	0.6 W/sf (all-LED lighting design)
Daylight Dimming Controls	In side-lighted areas as required by ASHRAE 90.1-2013 Section 9.4.1.1	All perimeter spaces

HVAC

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Primary HVAC Type	System Type 7 – VAV with Reheat	Dedicated outside air unit with energy recovery serving active chilled beams
Fan System Operation	During occupied hours	During occupied hours
Outdoor Air Design Min Ventilation (cfm)	Same as Design	Appx. 133,000 (16%)
Design Airflow Rates (cfm)	Self-sized by simulation program	Appx. 850,000
Exhaust Air Energy Recovery	Total energy recovery wheel	Total energy recovery wheel
Primary Cooling Source	On-site chiller plant	On-site chiller plant
CHW Loop Supply Temp / Delta-T	44°F / 12°F	42°F / 16°F
CHW Loop Temp Reset Parameters	44°F-54°F for OAT 80°F-60°F	42°F-52°F for OAT 80°F-60°F
Primary Heating Source	On-site boiler plant	On-site condensing boiler plant
HW Loop Supply Temp/Delta-T	180°F / 50°F	140°F / 50°F

PLUMBING

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013	CURRENT DESIGN
Service Hot Water Type	Electric resistance storage water heater	Condensing hot water heater

UTILITY RATES

ANALYSIS INPUT PARAMETER	COMMERCIAL
Electricity	0.1550 $/kWh (MA EIA Nov 2015)
Natural Gas	1.21 $/therm (MA EIA 2014)

ENERGY ANALYSIS INPUTS

Station West (Retail)

ARCHITECTURAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013 CH. 11 ENERGY COST BUDGET BASELINE	CURRENT DESIGN
Roof Assembly	U-0.032	Same as Baseline
Wall Assembly – Opaque	U-0.055	Same as Baseline
Wall Assembly – Spandrel / Shadow Box	U-0.055	U-0.200
Vertical Fenestration Area (% of Wall)	Same as Design	Approximately 40%
Vertical Glazing U-factor	U-0.42	0.39 (0.29 COG)
Vertical Glazing SHGC	0.40	Same as Baseline
Horizontal Fenestration Area (% of Roof)	3%	Approximately 20%
Horizontal Glazing U-factor	U-0.50	0.39 (0.29 COG)
Horizontal Glazing SHGC	0.40	Same as Baseline

ELECTRICAL

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013 CH. 11 ENERGY COST BUDGET BASELINE	CURRENT DESIGN
Interior Lighting Power Density	Retail: 1.26 W/sf, Restaurant: 1.01 W/sf (ASHRAE 90.1-2013 Building Area Method)	Retail: 1.2 W/sf, Restaurant: 0.96 W/sf

HVAC

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013 CH. 11 ENERGY COST BUDGET BASELINE	CURRENT DESIGN
Primary HVAC Type	System Type 6 – Water source heat pump	Dedicated outside air unit with energy recovery serving heat pumps
Fan System Operation	Continuous	Continuous
Outdoor Air Design Min Ventilation (cfm)	Same as Design	Appx. 30,000
Design Airflow Rates (cfm)	n/a (served by heat pumps)	n/a (served by heat pumps)
Exhaust Air Energy Recovery	Same as Proposed	Total energy recovery wheel
Primary Cooling Source	Water source heat pumps	Water source heat pumps
CHW Loop Supply Temp / Delta-T	n/a	n/a
CHW Loop Temp Reset Parameters	n/a	n/a
Primary Heating Source	Water source heat pump and gas-fired hot water boilers	Water source heat pumps connected to condensing boilers
HW Loop Supply Temp/Delta-T	n/a	n/a

PLUMBING

ANALYSIS INPUT PARAMETER	ASHRAE 90.1-2013 CH. 11 ENERGY COST BUDGET BASELINE	CURRENT DESIGN
Service Hot Water Type	Same as Design	Condensing hot water heater

UTILITY RATES

ANALYSIS INPUT PARAMETER	COMMERCIAL
Electricity	0.1550 $/kWh (MA EIA Nov 2015)
Natural Gas	1.21 $/therm (MA EIA 2014)

APPENDIX A – ENVELOPE STUDY

RESIDENTIAL BUILDINGS

Per the request stated in the Secretary's Certificate and comment letter received from DOER, BR+A has evaluated several additional envelope options for the residential buildings, including an ASHRAE 90.1-2013 prescriptive code-compliant envelope, a high performance option, and an envelope option meeting targets for the Passive House Standard, as summarized in the table below.

	WINDOW-TO-WALL RATIO (WWR)	ABOVE GRADE WALL U-VALUE	GLAZING ASSEMBLY U-VALUE	EFFECTIVE R-VALUE*	SOLAR HEAT GAIN COEFFICIENT (SHGC)
Current Design	55%	0.20	0.39	3.3	0.29
ASHRAE 90.1-2013 Prescriptive	40%	0.055	0.42	5.0	0.29
High Performance	30%	0.040	0.32	8.1	0.29
Passive House Envelope Targets	30%	0.025	0.25	10.8	0.29

* Effective R-value is defined as (WWR x Glazing Assembly U-value) + ((1 – WWR) x Above Grade Wall U-value)

Results are shown below. Savings are shown as positive numbers and penalties are shown in parentheses (negative numbers). An envelope meeting the ASHRAE 90.1-2013 prescriptive code would result in an additional 5% reduction for the residential buildings in terms of energy, energy cost, and carbon footprint. Further improving the envelope to meet high performance targets can achieve 6-7% savings in energy, energy cost, and carbon footprint. An envelope that meets typical Passive House targets can result in 8-9% savings for all three metrics.

	EUI (kBtu/ sf-year)	TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
		ENERGY (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Current Design	62	-	-	-	-	-	-
ASHRAE 90.1-2013 Prescriptive	58	1,423	47,836	113	5.3%	4.7%	5.0%
High Performance	57	1,883	63,672	151	7.4%	6.2%	6.6%
Passive House Envelope Targets	56	2,421	80,885	193	9.0%	7.9%	8.5%

The results of the payback analysis indicate that all options result in a simple payback that is not cost-effective for this project.

	CONSTRUCTION COST ($)	ENERGY COST SAVINGS ($/YR)	SIMPLE PAYBACK (YEARS)
ASHRAE 90.1-2013 Prescriptive	1,490,000	47,836	31.1
High Performance	3,625,000	63,672	56.9
Passive House Envelope Targets	6,500,000	80,885	80.4

Note: While all analysis on this page is based on the Station East residential building, given the similar design and energy usage profile, all percent savings shown here are also applicable to the Garage East residential building. Results for the office building are applicable to both Garage West Base and Alternate schemes.

OFFICE BUILDING

Per the request stated in the Secretary's Certificate and comment letter received from DOER, BR+A has evaluated additional envelope options for the office building, including an ASHRAE 90.1-2013 prescriptive code-compliant envelope and a high performance option, as summarized below.

	WINDOW-TO-WALL RATIO (WWR)	ABOVE GRADE WALL U-VALUE	GLAZING ASSEMBLY U-VALUE	EFFECTIVE R-VALUE*	SOLAR HEAT GAIN COEFFICIENT (SHGC)
Current Design	65%	0.20	0.39	3.1	0.29
ASHRAE 90.1-2013 Prescriptive	40%	0.055	0.42	5.0	0.29
High Performance	30%	0.040	0.32	8.1	0.29

* Effective R-value is defined as (WWR x Glazing Assembly U-value) + ((1 – WWR) x Above Grade Wall U-value)

Results for the office building are shown below. Savings are shown as positive numbers and penalties are shown in parentheses (negative numbers). An envelope meeting the ASHRAE 90.1-2013 prescriptive code would result in an additional 3-5% reduction for the residential buildings in terms of energy, energy cost, and carbon footprint. Further improving the envelope to meet high performance targets can achieve 4-6% savings in energy, energy cost, and carbon footprint.

	EUI (kBtu/ sf-year)	TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
		ENERGY (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Current Design	59	-	-	-	-	-	-
ASHRAE 90.1-2013 Prescriptive	56	2,069	50,873	158	4.9%	3.6%	4.2%
High Performance	55	2,496	62,946	193	6.3%	4.4%	5.1%

The results of the payback analysis indicate that all options result in a simple payback that is not cost-effective for this project.

	CONSTRUCTION COST ($)	ENERGY COST SAVINGS ($/YR)	SIMPLE PAYBACK (YEARS)
ASHRAE 90.1-2013 Prescriptive	2,260,000	50,873	44.4
High Performance	5,500,000	62,946	87.4

CONCLUSION

Although the window-to-wall ratio and spandrel area U-value of the current design do not meet ASHRAE 90.1-2013 prescriptive targets, a whole building approach to the energy requirements is being utilized, allowing the efficiency of some building systems to compensate for others to cost-effectively achieve the overall project energy goals. Meeting ASHRAE 90.1-2013 prescriptive requirements for spandrel areas can be challenging, due to the need to add insulating assemblies to the interior of the curtainwall system. The Project team will continue to investigate cost effective opportunities to meet or exceed the ASHRAE 90.1-2013 Prescriptive envelope criteria as the design progresses.

APPENDIX B – COGEN + RENEWABLES STUDY

COGENERATION SYSTEM

We have evaluated the potential for small reciprocating engines on the roof of the residential and office buildings. The engine utilizes natural gas fuel input to produce electricity and recoverable heat.

For the residential buildings, the recovered heat is used for domestic hot water heating; for the office building, it would be used for building reheat. Based on typical residential domestic hot water demand, it is estimated that approximately 30% of the annual heat produced will be wasted for the residential building. For the office building, it is estimated that 50% of the annual heat produced will go to waste.

Based on typical manufacturer data, the cogeneration system is assumed to have an electric efficiency of 32%, a thermal efficiency of 64%, and an overall efficiency of 96%. The table below summarizes the annual heat and electric output of the system and the associated fuel input, for each building and all buildings combined.

	CAPACITY (kW)	THERMAL WASTE FACTOR	ANNUAL HEAT OUTPUT (MMBtu)[1]	ANNUAL ELECTRIC OUTPUT (MMBtu)[2]	ANNUAL FUEL INPUT (MMBtu)[3]
Station East	60	30%	2,350	1,691	5,286
Garage East	35	30%	1,371	986	3,083
Garage West	60	50%	1,678	1,691	5,286
All Buildings	-	-	5,398	4,368	13,655

The carbon emissions were calculated as follows:

	ENERGY (MMBtu/yr)	CO2e (lbs/yr)	CO2e (tons/yr)
Heat Output	5,398	631,566	316
Electric Output	4,368	929,152	465
Fuel Input	(13,655)	(1,597,635)	(799)
All Buildings	**(3,889)**	**(36,917)**	**(18)**

Based on the assumptions above, the results indicate that a cogeneration system may yield source energy and energy cost savings for both building types. With regards to carbon, when accounting for the emissions associated with the fuel input, the overall carbon emission savings are negative.

		TOTAL SAVINGS OVER DESIGN				% SAVINGS OVER DESIGN			
	SITE EUI (kBtu/sf-year)	SITE ENERGY (MMBtu)	SOURCE ENERGY (MMBtu)	SITE ENERGY COST ($)	CO2e (tons/yr)	SITE ENERGY	SOURCE ENERGY	SITE ENERGY COST	CO2e
Station East	64	(1,245)	1,889	56,826	8	(4.6%)	3.3%	5.6%	0.4%
Garage East	64	(726)	1,102	33,148	5	(4.5%)	3.2%	5.5%	0.4%
Garage West	62	(1,917)	1,158	33,166	(31)	(4.6%)	1.2%	2.3%	(0.8%)

The results of the payback analysis indicate that this strategy may be cost-effective and should be investigated further as the design progresses.

	CONSTRUCTION COST ($)	ENERGY COST SAVINGS ($/YR)	SIMPLE PAYBACK (YEARS)
Station East	145,800	56,826	2.6
Garage East	85,050	33,148	2.6
Garage West	145,800	33,166	4.4

Savings are shown as positive numbers and penalties are shown in parentheses (negative numbers).

Also note that results for the office building are applicable to both Garage West Base and Alternate schemes.

APPENDIX B – COGEN + RENEWABLES STUDY

PHOTOVOLTAICS (PV)

Both PV on the roof and on the façade have been evaluated for the residential and office buildings. The retail roof will be shadowed for the majority of the year and hence is not recommended for roof PV. Assuming a net usable roof area of 25% (2,200 sf for Station East, 1,300 sf for Garage East, and 2,900 sf for Garage West), the PV system can achieve approximately half- to one-percent in energy, energy cost, and carbon footprint savings. The results of the payback analysis indicate that this strategy may be cost-effective and should be investigated further as the design progresses.

		TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
ROOF PV	EUI (kBtu/sf-year)	ENERGY[1] (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Station East	61	188	10,893	20	0.7%	1.1%	0.9%
Garage East	61	112	6,507	12	0.7%	1.1%	0.9%
Garage West	59	242	11,007	26	0.6%	0.8%	0.7%

	CONSTRUCTION COST ($)[1]	ENERGY COST SAVINGS ($/YR)[2]	SIMPLE PAYBACK (YEARS)
Station East	103,574	17,487	5.9
Garage East	61,877	10,447	5.9
Garage West	133,831	19,528	6.9

[1] Construction cost includes federal incentive of 30% of total installed cost.

[2] Energy cost savings include SREC 3 incentives of $0.12 per kWh generated for first 10 years.

For the vertical PV, spandrel is replaced with PV panels for the upper half of each building's south facade (17 floors at 8,800 sf total for Station East, 13 floors at 6,000 sf total for Garage East, and 12 floors at 9,200 sf total for Garage West). Results are shown in the table below. While the annual electric production factor of façade PV is typically lower than that of roof PV, the available façade area in this project is greater than the available roof area for PV. With façade PV, the residential building can achieve approximately 2-3% and the office building can achieve approximately 1-2% in energy, energy cost, and carbon footprint savings. The results of the payback analysis indicate that this strategy is currently not cost-effective. If PV integration with the façade can be achieved more cost effectively resulting in a lower investment cost, façade PV may be studied further at a later date.

		TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
FAÇADE PV	EUI (kBtu/sf-year)	ENERGY[1] (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Station East	60	543	31,538	58	2.0%	3.1%	2.5%
Garage East	60	368	21,400	39	2.3%	3.5%	2.9%
Garage West	58	569	25,828	60	1.4%	1.8%	1.6%

	CONSTRUCTION COST ($)[1]	ENERGY COST SAVINGS ($/YR)[2]	SIMPLE PAYBACK (YEARS)
Station East	683,940	50,632	13.5
Garage East	464,093	34,357	13.5
Garage West	716,218	45,823	15.6

[1] Construction cost includes federal incentive of 30% of total installed cost.

[2] Energy cost savings include SREC 3 incentives of $0.12 per kWh generated for first 10 years.

Savings are shown as positive numbers and penalties are shown in parentheses (negative numbers).

Also note that results for the office building are applicable to both Garage West Base and Alternate schemes.

APPENDIX B – COGEN + RENEWABLES STUDY

SOLAR THERMAL

For the residential buildings, a solar thermal system can reduce the energy consumption associated with domestic hot water heating. Assuming that 25% of the roof area is available for a solar thermal system (2,200 sf for Station East, 1,300 sf for Garage East), 17% of the annual domestic hot water heating consumption can be offset. This translates to approximately 1.4% in energy savings, 0.5% in cost savings, and a 1% carbon footprint reduction. Solar thermal is not recommended since the roof area competes with solar PV roof area, and solar PV is a more cost-effective approach to producing renewable energy on-site.

		TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
	EUI (kBtu/sf-year)	ENERGY[1] (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Station East	61	379	5,344	22	1.4%	0.5%	1.0%
Garage East	61	226	3,192	13	1.4%	0.5%	1.0%

	CONSTRUCTION COST ($)	ENERGY COST SAVINGS ($/YR)	SIMPLE PAYBACK (YEARS)
Station East	73,697	5,344	13.8
Garage East	44,028	3,192	13.8

WIND TURBINES

Vertical axis wind turbines on the roof of the residential and office buildings were evaluated. The results below are based on an installation of ten 1 kW turbines for Station East, five 1 kW turbines for Garage East, and ten 1 kW turbines for Garage West. Each turbine is estimated to have an annual electric production of 770 kWh per turbine, based on an average wind speed. With this design, the residential and office building can achieve approximately 0.1% in energy, energy cost, and carbon footprint savings. Overall, the savings for this measure are small compared to a cogeneration system or the other renewable strategies discussed in this section. Generating electricity from wind turbines is not cost-effective compared to other renewable strategies, and this strategy is not recommended.

		TOTAL SAVINGS OVER DESIGN			% SAVINGS OVER DESIGN		
	EUI (kBtu/sf-year)	ENERGY[1] (MMBtu)	ENERGY COST ($)	CO2e (tons/yr)	ENERGY	ENERGY COST	CO2e
Station East	62	26	1,526	3	0.1%	0.1%	0.1%
Garage East	62	13	763	1	0.1%	0.1%	0.1%
Garage West	59	26	1,194	3	0.1%	0.1%	0.1%

	CONSTRUCTION COST ($)	ENERGY COST SAVINGS ($/YR)	SIMPLE PAYBACK (YEARS)
Station East	300,000	1,526	197
Garage East	150,000	763	197
Garage West	300,000	1,194	251

CONCLUSION

Based on the energy and payback analysis, cogeneration in the form of CHP and roof PV are considered cost-effective potential strategies. While not included in the base design assumptions of the preliminary energy models, these systems will continue to be evaluated as the project design develops. If PV integration with the façade can be achieved more cost effectively resulting in a lower investment cost, façade PV may also be studied further. Solar thermal is not recommended since the roof area competes with solar PV roof area, and solar PV is a more cost-effective approach to producing renewable energy on-site. Generating electricity from wind turbines is not cost-effective compared to other renewable strategies, and this strategy is not recommended.

Savings are shown as positive numbers and penalties are shown in parentheses (negative numbers).

Also note that results for the office building are applicable to both Garage West Base and Alternate schemes.

APPENDIX D: BPDA Supporting Documentation

BPDA Accessibility Checklist
BPDA Climate Change Preparedness and Resiliency Checklist

Article 80 | ACCESSIBILTY CHECKLIST

Project Information

Project Name:	**The Back Bay / South End Gateway Project**
Project Address Primary:	**145 Dartmouth St. and 165 Dartmouth St., also known as 100 Clarendon St.**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Melissa Schrock, Senior Project Manager, Development** **Boston Properties, Inc.** **mschrock@bostonproperties.com** **617-236-3300**

Team Description

Owner / Developer:	**BP Hancock LLC, owner through its affiliate Boston Properties Limited Partnership**
Architect:	**Pelli Clarke Pelli Architects –** Garage West, Garage East, Station East **Arrowstreet, Inc.** – Station West
Engineer (building systems):	**Bard, Rao + Athanas Consulting Engineers –** Garage West, Garage East, Station East **AHA Consulting Engineers.** – Station West
Sustainability / LEED:	**ARUP**
Permitting:	**VHB**
Construction Management:	**Turner Construction Company**

Project Permitting and Phase

At what phase is the project – at time of this questionnaire?

PNF / Expanded PNF Submitted	**Supplemental Information Request**	BPDA Board Approved
BPDA Design Approved	Under Construction	Construction just completed:

Building Classification and Description

What are the principal Building Uses - select all appropriate uses?

Residential – One to Three Unit	**Residential - Multi-unit, Four +**	Institutional	Education
Commercial	**Office**	**Retail**	Assembly

Article 80 | ACCESSIBILTY CHECKLIST

	Laboratory / Medical	Manufacturing / Industrial	Mercantile	Storage, Utility and Other
First Floor Uses (List)	**Garage West:** lobby, retail, public transit access and back of house **Garage East:** lobby and back of house **Station East:** lobby, retail, public transit access and back of house **Station West**: lobby, retail, public transit access and back of house			

What is the Construction Type – select most appropriate type?

Wood Frame	Masonry	**Steel Frame** (Garage West, Station West, Station East)	**Concrete** (Garage East)

Describe the building?

The Project is comprised of up to approximately 1.26 million square feet of mixed use redevelopment across four Air Rights Development Parcels (Garage West Parcel, Garage East Parcel, Station East Parcel and Station West Parcel), consisting of a new office building with ground floor retail, two new residential buildings, a one-story vertical retail expansion of the existing Back Bay/South End Station building, and the partial redevelopment of the existing 100 Clarendon Street Parking Garage.

Site Area:	***Garage West: 68,846 sf*** ***Garage East: 52,966 sf*** ***Station East: 38,413 sf*** ***Station West: 64,676 sf***	Building Area:[1] **(for Base Scheme)**	***Garage West: 607,700 sf[2]*** ***Garage East: 222,100 sf*** ***Station East: 387,000 sf*** ***Station West: 30,000 sf***
Building Height: [3]	***Garage West: 365'*** ***Garage East: 305'*** ***Station East: 400'*** ***Station West: 42'***	Number of Stories:	***Garage West: 26*** ***Garage East: 28*** ***Station East: 35*** ***Station West: 1***
First Floor Elevation (reference Boston City Base):	***Garage West: 17.5-22' (Stuart St.) and 31' on (Dartmouth St.)*** ***Garage East: 18'*** ***Station East: 29 - 31.5'*** ***Station West: 29.2'***	Are there below grade spaces/levels, if yes how many:	***There will not be below grade spaces at the Station East or Station West Parcels. There may be a partial basement level at the Garage West and /or the Garage East Parcel for services uses.***

[1] Unless labeled otherwise, all areas provided herein are described in gross floor area as such term is used in the definition of "Floor Area Ratio" in the Code; therefore, such areas specifically exclude floor area devoted to garage use, whether or not in the basement of a building or serving residential uses, mechanical equipment, storage, service and loading areas, and areas serving as access to, egress from or use by public transit services, whether directly or indirectly as part of the overall Project. Please note that given the fact that the majority of the Project Site is on and over air rights, it is not possible to reconstruct parking spaces beneath one or more of the buildings, and thus this filing and PDA No.2 as amended will expressly exclude the square footage allocated to such parking for the purposes of calculating FAR.

[2] Areas presented in the DEIR/DPIR: Total (SF): Base Scheme - 606,400 (+1,300), Alternate Scheme - 618,400 (+1,300)

[3] Notwithstanding the definition of "Building Height" set forth in the Code, with respect to each of the Air Rights Development Parcels, the following shall be the "grade" for each: (i) Garage West: 20'-6" BCB; (ii) Garage East: 19'-2" BCB; (iii) Station East: 31'-6" BCB; (iv) Station West: 29'-2" BCB; and the "Building Height" shall be the vertical distance from said "grade" to the top of the structure of the last occupied floor; Provided further that any elevator penthouse, stairway bulkhead or any other roof structure built for the purpose of accessing a roof deck or roof terrace as well as the said roof decks and roof terraces and other roof top amenities themselves, shall be excluded from the calculation of building height under the PDA.

Assessment of Existing Infrastructure for Accessibility:

This section explores the proximity to accessible transit lines and proximate institutions such as, but not limited to hospitals, elderly and disabled housing, and general neighborhood information. The proponent should identify how the area surrounding the development is accessible for people with mobility impairments and should analyze the existing condition of the accessible routes through sidewalk and pedestrian ramp reports.

Provide a description of the development neighborhood and identifying characteristics.	The Project is located at the edge of Boston's Back Bay and South End Neighborhoods. The immediately adjacent areas of Back Bay are dominated by large scale commercial office and retail uses within buildings dating from the early 20th century to the more modern 200 Clarendon Tower and Copley Place Mall. The adjacent areas of the South End neighborhood are dominated by residential row housing and tree-lined streets typical of its mature residential nature. The Project area also contains open space uses such as the exterior plaza at the Copley Place Mall, the nearby Copley Square and the wide sidewalks adjacent to the Boston Public Library. The existing sidewalks and pedestrian ramps are cast-in-place concrete that are in fair to poor condition. In two specific locations, due to the bridge sections of Dartmouth and Clarendon Streets spanning I-90 and the rail lines, the existing sidewalks are not ADA compliant as they exceed the maximum allowable cross slope. This occurs at the Dartmouth Street/Stuart Street intersection and along the western side of Clarendon Street between the MassDOT-controlled service road and the entrance to the Garage.
List the surrounding ADA compliant MBTA transit lines and the proximity to the development site: Commuter rail, subway, bus, etc.	The Project Site is located over and adjacent to the Back Bay / South End Station with immediate access to multiple public transportation services, including MBTA Commuter Rail, Orange Line and local bus routes, and AMTRAK.
List the surrounding institutions: hospitals, public housing and elderly and disabled housing developments, educational facilities, etc.	The nearest known public housing/elderly facility is 70 St. Botolph St., approximately 0.25 miles southwest of the Site. The closest known public school is the Snowden International School, approximately 0.2 miles north of the Site.
Is the proposed development on a priority accessible route to a key public use facility? List the surrounding: government buildings, libraries, community centers and recreational facilities and other related facilities.	Boston Public Library, YWCA, Trinity Church, Back Bay Station, Copley Square, Southwest Corridor Park, Frieda Garcia Park.

Surrounding Site Conditions – Existing:

This section identifies the current condition of the sidewalks and pedestrian ramps around the development site.

Are there sidewalks and pedestrian ramps existing at the development site?	**Yes**
If yes above, list the existing sidewalk and pedestrian ramp materials and physical condition at the development site.	**The existing sidewalks and pedestrian ramps are cast-in-place concrete that are in fair to poor condition. In two specific locations, due to the interface between the bridge sections of Dartmouth and Clarendon Streets spanning I-90 rail lines, the existing sidewalks are not ADA compliant as they exceed the maximum allowable cross slope. This occurs at the Dartmouth Street/Stuart Street intersection and along the western side of Clarendon Street between the MassDOT-controlled service road and the entrance to the Garage.**
Are the sidewalks and pedestrian ramps existing-to-remain? **If yes,** have the sidewalks and pedestrian ramps been verified as compliant? **If yes,** please provide surveyors report.	**The hardscape and streetscape improvements at the Project Site are anticipated to be reconstructed as part of the Project. Therefore, the existing sidewalks and pedestrian ramps have not been verified by a surveyor for compliance.**
Is the development site within a historic district? **If yes,** please identify.	**No. The Project Site is not located within any existing historic district but is adjacent to Back Bay Historic District and the Park Square Stuart Street Historic District (inventoried), and is in proximity to the South End District/South End Landmark District, the Bay Village Historic District, and the St. Botolph Street Area/Architectural Conservation District**

Surrounding Site Conditions – Proposed

This section identifies the proposed condition of the walkways and pedestrian ramps in and around the development site. The width of the sidewalk contributes to the degree of comfort and enjoyment of walking along a street. Narrow sidewalks do not support lively pedestrian activity, and may create dangerous conditions that force people to walk in the street. Typically, a five foot wide Pedestrian Zone supports two people walking side by side or two wheelchairs passing each other. An eight foot wide Pedestrian Zone allows two pairs of people to comfortable pass each other, and a ten foot or wider Pedestrian Zone can support high volumes of pedestrians.

Are the proposed sidewalks consistent with the Boston Complete Street Guidelines? See: www.bostoncompletestreets.org	**It is the intent of the Proponent to incorporate the goals of BTD's Complete Street Guidelines, wherever possible. As described in Section 3.5.1 of the DEIR/DPIR, the proposed pedestrian realm improvements exceed the minimum recommended dimensions for the Pedestrian Zone in Downtown Commercials Zones, in fact, in most areas, particularly along Dartmouth and Clarendon Streets, the Project exceeds the *maximum* dimension recommended for the Pedestrian Zone to**

	account for the pedestrian volumes in and around the Station. In addition, the Project meets the minimum and preferred dimensions for the furnishing and frontage zones throughout the Project Site.
If yes above, choose which Street Type was applied: Downtown Commercial, Downtown Mixed-use, Neighborhood Main, Connector, Residential, Industrial, Shared Street, Parkway, Boulevard.	The current sidewalk design is at a conceptual level but is anticipated to meet the Downtown Commercial and/or Downtown Mixed Use standards.
What is the total width of the proposed sidewalk? List the widths of the proposed zones: Frontage, Pedestrian and Furnishing Zone.	Along Dartmouth Street, the sidewalk typically maintains a minimum of 21 feet from curb to structure. This dimension includes a 6.5-foot furnishing zone from back of curb, where street trees, parking meters, lighting, trash receptacles, and other streetscape elements are to be located. The pedestrian zone along Dartmouth Street maintains a 15 to 17 foot clear zone. Where appropriate, a 2-foot wide frontage zone will be included. This condition exists along the entire stretch of Dartmouth Street except at an existing raised outdoor restaurant patio at the southern portion of the site. At this condition, the furnishing zone transitions to a 1.5 foot dimension that meets the minimum recommendation. This allows the pedestrian zone to transition and accommodate the existing raised outdoor restaurant patio. Within this area, the pedestrian zone ranges from 13 feet to 17.75 feet clear, still exceeding the minimum recommendation. Along Stuart Street, a vehicular lay-by is provided to service the office building and entrance to the Station through-block connector. In this area, a 4-foot furnishing zone is provided and the pedestrian zone is 14.5 feet wide. This area also includes planting buffers at each end of the lay-by to increase pedestrian safety. Along Clarendon Street, the furnishing zone ranges from 3 feet to 6.5 feet and the frontage zone varies from 2 feet to 6 feet. A minimum 9-foot clear pedestrian path of travel is provided along the proposed Garage East residential building, increasing to a 15-foot width in front of the Garage itself. At the Station entry this 15-foot pedestrian clear path continues and opens into a civic pedestrian plaza with landscape and trees in raised planters. This enhanced pedestrian zone includes accessible paths to the Station and residential entrances. A vehicular drop-off is also provided.
List the proposed materials for each Zone. Will the proposed materials be on private property or will the proposed materials be on the City of Boston pedestrian right-of-way?	Proposed materials for the sidewalks will likely include unit pavers for the furnishing zones and cast-in-place concrete for the pedestrian and frontage zones. Unit pavers may also be used to enhance building entries and other special areas within the pedestrian zone. These materials will be located on both private property and within the City of Boston pedestrian right-of-way.
If the pedestrian right-of-way is on private property, will the proponent seek a pedestrian easement with	The extent to which an easement or other authorization is required from PIC will be determined as the Project plans advance during the public review process.

the City of Boston Public Improvement Commission?	
Will sidewalk cafes or other furnishings be programmed for the pedestrian right-of-way?	**These details will be determined as the design advances.**
If yes above, what are the proposed dimensions of the sidewalk café or furnishings and what will the right-of-way clearance be?	**These details will be determined as the design advances.**

Proposed Accessible Parking:

See Massachusetts Architectural Access Board Rules and Regulations 521 CMR Section 23.00 regarding accessible parking requirement counts and the Massachusetts Office of Disability Handicap Parking Regulations.

What is the total number of parking spaces provided at the development site parking lot or garage?	**The Garage will provide up to the existing permitted capacity of 2013 spaces.**
What is the total number of accessible spaces provided at the development site?	**To be determined as the design advances, however, the Project will fully comply with all state and local regulatory requirements.**
Will any on street accessible parking spaces be required? **If yes,** has the proponent contacted the Commission for Persons with Disabilities and City of Boston Transportation Department regarding this need?	**No on-street accessible parking spaces are anticipated to be required and none are proposed at this time. There are existing accessible parking/unloading spaces along Dartmouth Street and these are expected to remain.**
Where is accessible visitor parking located?	**Accessible visitor parking will be available within the Garage at the Project Site, and located near entrances and elevators.**
Has a drop-off area been identified? **If yes,** will it be accessible?	**Yes, accessible drop-off areas are planned along Stuart Street, Dartmouth Street, and off Clarendon Street in proximity to Station and lobby entrances.**
Include a diagram of the accessible routes to and from the accessible parking lot/garage and drop-off areas to the development entry	**Please see figure attached.**

locations. Please include route distances.	

Circulation and Accessible Routes:

The primary objective in designing smooth and continuous paths of travel is to accommodate persons of all abilities that allow for universal access to entryways, common spaces and the visit-ability* of neighbors.

**Visit-ability – Neighbors ability to access and visit with neighbors without architectural barrier limitations*

Provide a diagram of the accessible route connections through the site.	**Please see figure attached.**
Describe accessibility at each entryway: Flush Condition, Stairs, Ramp Elevator.	**Entryways are anticipated to include a combination of flush connections, stairs, ramps and elevators to provide ADA compliant access to all individuals.**
Are the accessible entrance and the standard entrance integrated?	**As currently designed, the accessible and standard entrances are anticipated to be integrated.**
If no above, what is the reason?	
Will there be a roof deck or outdoor courtyard space? If yes, include diagram of the accessible route.	**Yes. Roof decks are presently planned at all parcels. See attached figure.**
Has an accessible routes way-finding and signage package been developed? If yes, please describe.	**No. At this early stage of design, accessible routes and way-finding signage packages have not yet been developed.**

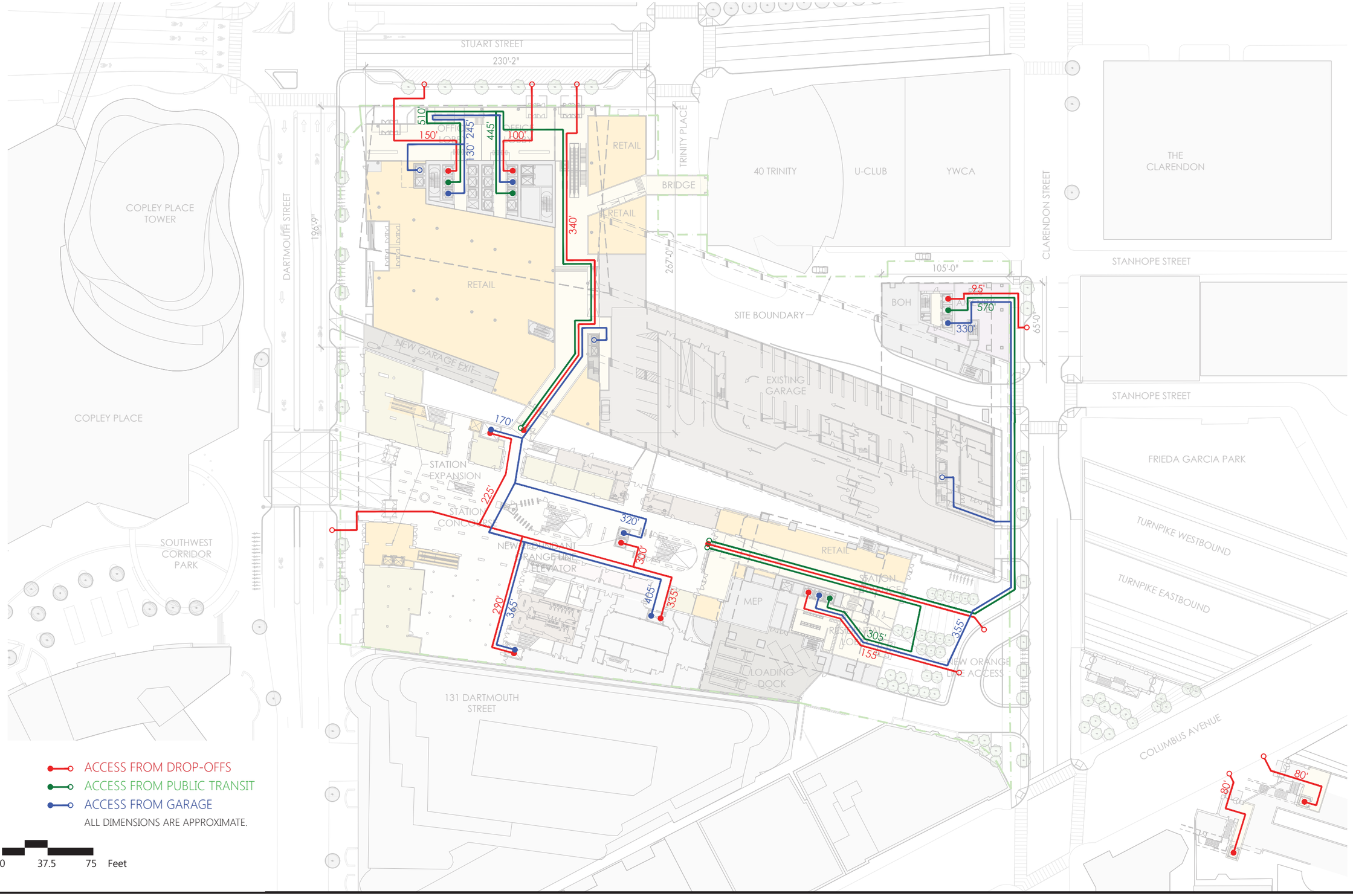
Accessible Units: (If applicable)

In order to facilitate access to housing opportunities this section addresses the number of accessible units that are proposed for the development site that remove barriers to housing choice.

What is the total number of proposed units for the development?	**The Garage East building includes approximately 240 residential units and the Station East building includes approximately 360 residential units.**
How many units are for sale; how many are for rent? What is the market value vs. affordable breakdown?	**The mix of rental vs. for-sale units in the Garage East and Station East residential buildings will be determined as the Project design advances.**

Article 80 | ACCESSIBILTY CHECKLIST

How many accessible units are being proposed?	The number of accessible units at the Project will be determined as the project advances, however, as required by 521 CMR, it is anticipated that five (5) percent will be designed to be accessible.
Please provide plan and diagram of the accessible units.	These details will be determined as the Project design advances.
How many accessible units will also be affordable? If none, please describe reason.	The number of affordable accessible residential units will be determined as the Project design advances.
Do standard units have architectural barriers that would prevent entry or use of common space for persons with mobility impairments? Example: stairs at entry or step to balcony. If yes, please provide reason.	The interior building design is early in its development, however, it is anticipated that neither residential units nor common space will have any architectural barriers.
Has the proponent reviewed or presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board?	The Project presented the proposed plan to the City of Boston Mayor's Commission for Persons with Disabilities Advisory Board on February 27, 2017.
Did the Advisory Board vote to support this project? If no, what recommendations did the Advisory Board give to make this project more accessible?	The Advisory Board did not comment on the accessible features of the Project.


STUART STREET
230'-2"
COPLEY PLACE TOWER
DARTMOUTH STREET
196'-9"
COPLEY PLACE
SOUTHWEST CORRIDOR PARK
RETAIL
RETAIL
RETAIL
TRINITY PLACE
BRIDGE
40 TRINITY
U-CLUB
YWCA
THE CLARENDON
CLARENDON STREET
STANHOPE STREET
STANHOPE STREET
105'-0"
267'-0"
65'-0"
SITE BOUNDARY
BOH
NEW GARAGE EXIT
EXISTING GARAGE
STATION EXPANSION
STATION CONCOURSE
NEW ORANGE LINE ELEVATOR
MEP
RETAIL
STATION ENTRANCE
LOADING DOCK
NEW ORANGE LINE ACCESS
131 DARTMOUTH STREET
FRIEDA GARCIA PARK
TURNPIKE WESTBOUND
TURNPIKE EASTBOUND
COLUMBUS AVENUE
510'
150'
130'
245'
445'
100'
340'
95'
570'
330'
170'
225'
320'
300'
290'
365'
405'
335'
305'
155'
355'
80'
80'
ACCESS FROM DROP-OFFS
ACCESS FROM PUBLIC TRANSIT
ACCESS FROM GARAGE
ALL DIMENSIONS ARE APPROXIMATE.
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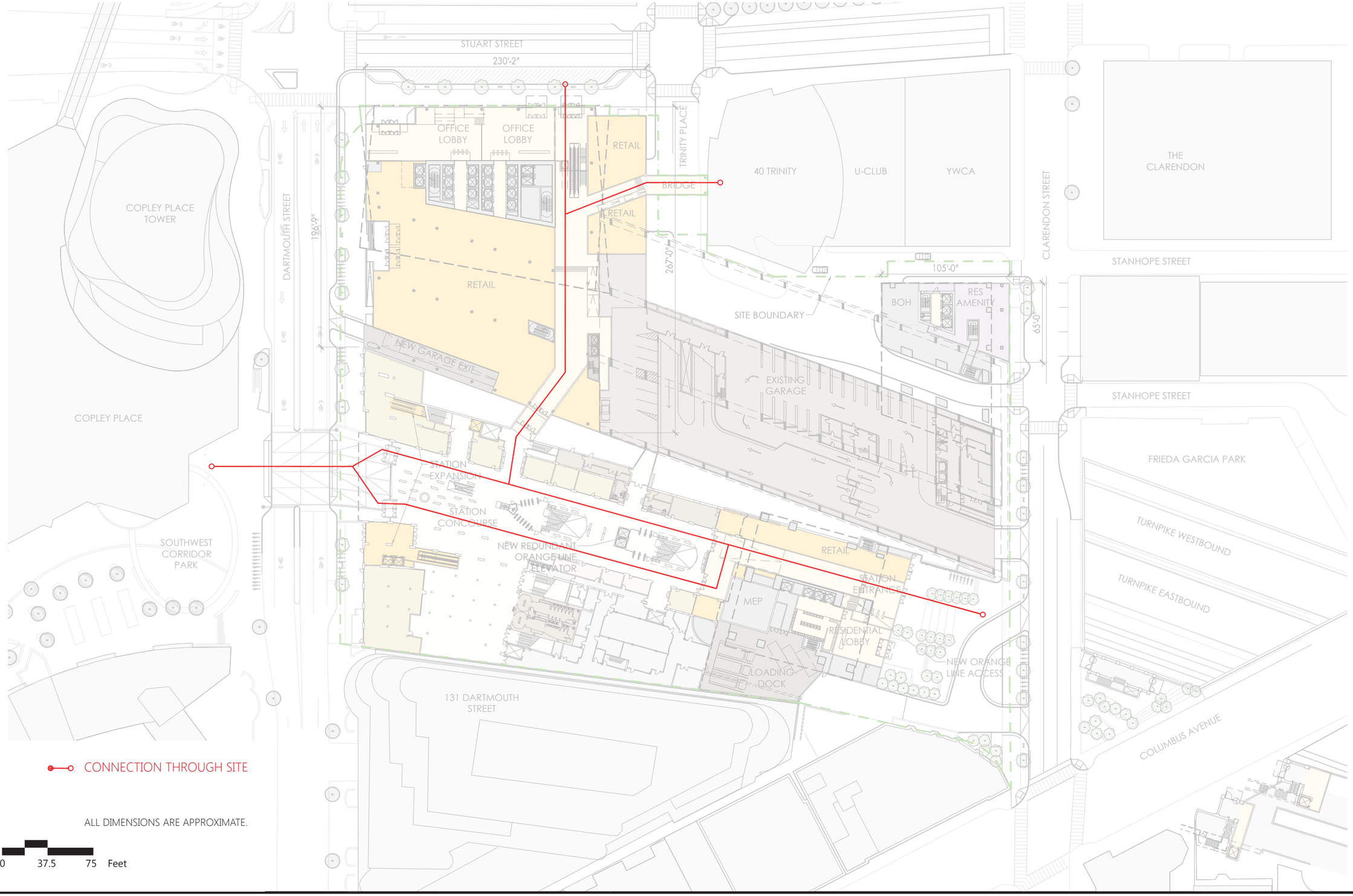
37.5
75
Feet


STUART STREET
230'-2"
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STATION CONCOURSE
NEW REDUNDANT ORANGE LINE ELEVATOR
SOUTHWEST CORRIDOR PARK
RETAIL
STATION ENTRANCE
MEP
RESIDENTIAL LOBBY
LOADING DOCK
NEW ORANGE LINE ACCESS
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FRIEDA GARCIA PARK
TURNPIKE WESTBOUND
TURNPIKE EASTBOUND
COLUMBUS AVENUE
CONNECTION THROUGH SITE
ALL DIMENSIONS ARE APPROXIMATE.
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37.5
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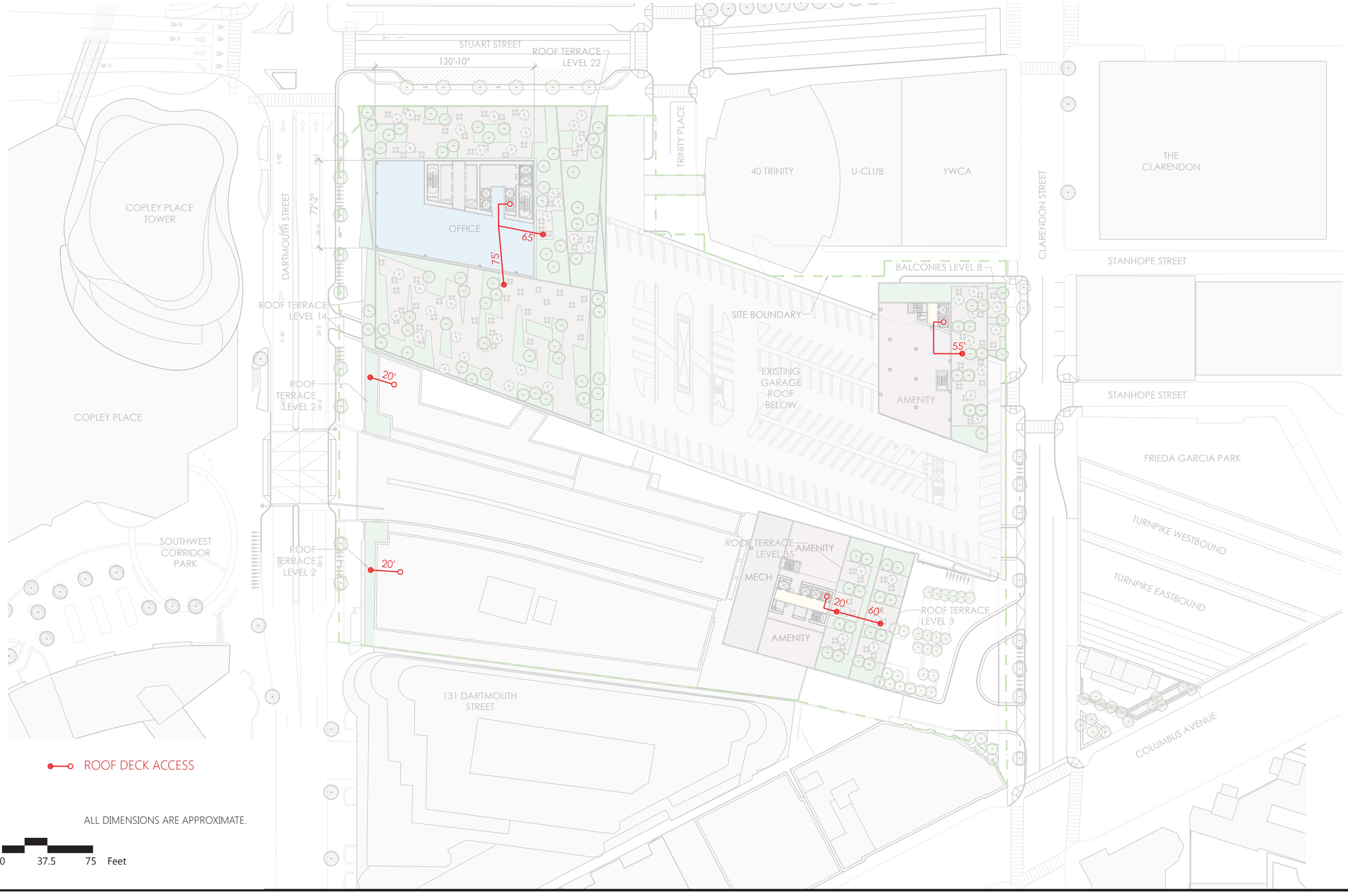
STUART STREET
130'-10"
ROOF TERRACE
LEVEL 22
TRINITY PLACE
40 TRINITY
U-CLUB
YWCA
THE
CLARENDON
CLARENDON STREET
STANHOPE STREET
COPLEY PLACE
TOWER
DARTMOUTH STREET
72'-2"
OFFICE
65'
75'
BALCONIES LEVEL 8
ROOF TERRACE
LEVEL 14
SITE BOUNDARY
55'
20'
EXISTING
GARAGE
ROOF
BELOW
AMENITY
ROOF
TERRACE
LEVEL 2
COPLEY PLACE
FRIEDA GARCIA PARK
SOUTHWEST
CORRIDOR
PARK
ROOF TERRACE
LEVEL 35
AMENITY
MECH
20'
60'
ROOF TERRACE
LEVEL 3
AMENITY
TURNPIKE WESTBOUND
TURNPIKE EASTBOUND
131 DARTMOUTH
STREET
COLUMBUS AVENUE
ROOF DECK ACCESS
ALL DIMENSIONS ARE APPROXIMATE.
0
37.5
75
Feet

CLIMATE CHANGE PREPAREDNESS AND RESILIENCY CHECKLIST FOR NEW CONSTRUCTION

In November 2013, in conformance with the Mayor's 2011 Climate Action Leadership Committee's recommendations, the Boston Planning and Development Agency (BPDA) adopted policy for all development projects subject to Boston Zoning Article 80 Small and Large Project Review, including all Institutional Master Plan modifications and updates, are to complete the following checklist and provide any necessary responses regarding project resiliency, preparedness, and to mitigate any identified adverse impacts that might arise under future climate conditions.

For more information about the City of Boston's climate policies and practices, and the 2011 update of the climate action plan, *A Climate of Progress*, please see the City's climate action web pages at http://www.cityofboston.gov/climate

In advance we thank you for your time and assistance in advancing best practices in Boston.

Climate Change Analysis and Information Sources:

1. Northeast Climate Impacts Assessment (www.climatechoices.org/ne/)
2. USGCRP 2009 (http://www.globalchange.gov/publications/reports/scientific-assessments/us-impacts/)
3. Army Corps of Engineers guidance on sea level rise (http://planning.usace.army.mil/toolbox/library/ECs/EC11652212Nov2011.pdf)
4. Proceeding of the National Academy of Science, "Global sea level rise linked to global temperature", Vermeer and Rahmstorf, 2009 (http://www.pnas.org/content/early/2009/12/04/0907765106.full.pdf)
5. "Hotspot of accelerated sea-level rise on the Atlantic coast of North America", Asbury H. Sallenger Jr*, Kara S. Doran and Peter A. Howd, 2012 (http://www.bostonredevelopmentauthority.org/planning/Hotspot of Accelerated Sea-level Rise 2012.pdf)
6. "Building Resilience in Boston": Best Practices for Climate Change Adaptation and Resilience for Existing Buildings, Linnean Solutions, The Built Environment Coalition, The Resilient Design Institute, 2103 (http://www.greenribboncommission.org/downloads/Building_Resilience_in_Boston_SML.pdf)

Checklist

Please respond to all of the checklist questions to the fullest extent possible. For projects that respond "Yes" to any of the D.1 – Sea-Level Rise and Storms, Location Description and Classification questions, please respond to all of the remaining Section D questions.

Checklist responses are due at the time of initial project filing or Notice of Project Change and final filings just prior seeking Final BPDA Approval. A PDF of your response to the Checklist should be submitted to the Boston Redevelopment Authority via your project manager.

Please Note: When initiating a new project, please visit the BPDA web site for the most current Climate Change Preparedness & Resiliency Checklist.

A.1 - Project Information

Project Name:	**The Back Bay / South End Gateway Project**
Project Address Primary:	**145 Dartmouth St. and 165 Dartmouth St., also known as 100 Clarendon St.**
Project Address Additional:	
Project Contact (name / Title / Company / email / phone):	**Melissa Schrock, Senior Project Manager, Development** **Boston Properties, Inc.** **mschrock@bostonproperties.com** **617-236-3300**

A.2 - Team Description

Owner / Developer:	**BP Hancock LLC, owner through its affiliate Boston Properties Limited Partnership**
Architect:	**Pelli Clarke Pelli Architects –** Garage West, Garage East, Station East **Arrowstreet, Inc.** – Station West
Engineer (building systems):	**Bard, Rao + Athanas Consulting Engineers –** Garage West, Garage East, Station East **AHA Consulting Engineers.** – Station West
Sustainability / LEED:	**ARUP**
Permitting:	**VHB**
Construction Management:	**Turner Construction Company**
Climate Change Expert:	**ARUP**

A.3 - Project Permitting and Phase

At what phase is the project – most recent completed submission at the time of this response?

PNF / Expanded PNF Submission	**Supplemental Information Request**	BPDA Board Approved	Notice of Project Change
Planned Development Area	BPDA Final Design Approved	Under Construction	Construction just completed:

A.4 - Building Classification and Description – *<u>*Building descriptions assume Base Schemes**</u>*

List the principal Building Uses:	**Office, retail, residential and parking**
List the First Floor Uses:	**Garage West**: lobby, retail, public transit access and back of house **Garage East:** lobby and back of house **Station East:** lobby, retail, public transit access and back of house **Station West:** lobby, retail, public transit access and back of house

What is the principal Construction Type – select most appropriate type?

Wood Frame	Masonry	**Steel Frame** (Garage West, Station West, Station East)	**Concrete** (Garage East)

Describe the building? **The Project is comprised of up to approximately 1.26 million square feet of mixed-use redevelopment across four Air Rights Development Parcels (Garage West Parcel, Garage East Parcel, Station East Parcel and Station West Parcel), consisting of a new office building with ground floor retail, two new residential buildings, a one-story vertical retail expansion of the existing Back Bay/South End Station building, and the partial redevelopment of the existing 100 Clarendon Street Parking Garage.**

Site Area:	***Garage West: 68,846 sf*** ***Garage East: 52,966 sf*** ***Station East: 38,413 sf*** ***Station West: 64,676 sf***	Building Area:[1] **(for Base Schemes)**	***Garage West: 607,700 sf[2]*** ***Garage East: 222,100 sf*** ***Station East: 387,000 sf*** ***Station West: 30,000 sf***
Building Height:[3]	***Garage West: 365'*** ***Garage East: 305'*** ***Station East: 400'*** ***Station West: 42'***	Number of Stories:	***Garage West: 26*** ***Garage East: 28*** ***Station East: 35*** ***Station West: 1***
First Floor Elevation (reference Boston City Base):	***Garage West: 17.5-22' (Stuart St.) and 31' on (Dartmouth St.)*** ***Garage East: 18'*** ***Station East: 29' – 31.5'*** ***Station West: 29.2'***	Are there below grade spaces/levels, if yes how many:	***There will not be below grade spaces at the Station East, or Station West Parcels. There may be a partial basement level at the Garage West and /or the Garage East Parcel for services uses.***

A.5 - Green Building

Which LEED Rating System(s) and version has or will your project use (by area for multiple rating systems)?

Garage West: LEED 2009 for Core and Shell – **GOLD**

Garage East: LEED 2009 for New Construction and Major Renovations – **SILVER**

Station East: LEED 2009 for New Construction and Major Renovations – **SILVER**

Station West: LEED 2009 for Core and Shell – **SILVER**

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[1] Unless labeled otherwise, all areas provided herein are described in gross floor area as such term is used in the definition of "Floor Area Ratio" in the Code; therefore, such areas specifically exclude floor area devoted to garage use, whether or not in the basement of a building or serving residential uses, mechanical equipment, storage, service and loading areas, and areas serving as access to, egress from or use by public transit services, whether directly or indirectly as part of the overall Project. Please note that given the fact that the majority of the Project Site is on and over air rights, it is not possible to reconstruct parking spaces beneath one or more of the buildings, and thus this filing and PDA No.2 as amended will expressly exclude the square footage allocated to such parking for the purposes of calculating FAR.

[2] Areas presented in the DEIR/DPIR: Total (SF): Base Scheme - 606,400 (+1,300), Alternate Scheme - 618,400 (+1,300)

[3] Notwithstanding the definition of "Building Height" set forth in the Code, with respect to each of the Air Rights Development Parcels, the following shall be the "grade" for each: (i) Garage West: 20'-6" BCB; (ii) Garage East: 19'-2" BCB; (iii) Station East: 31'-6" BCB; (iv) Station West: 29'-2" BCB; and the "Building Height" shall be the vertical distance from said "grade" to the top of the structure of the last occupied floor; Provided further that any elevator penthouse, stairway bulkhead or any other roof structure built for the purpose of accessing a roof deck or roof terrace as well as the said roof decks and roof terraces and other roof top amenities themselves, shall be excluded from the calculation of building height under the PDA.

Will the project be USGBC Registered and / or USGBC Certified?

Registered:	Yes / No	Certified:	Yes / No

A.6 - Building Energy

Garage West

What are the base and peak operating energy loads for the building?

Electric:	*11.6 MW*	Heating:	*16,210 mbh*
What is the planned building Energy Use Intensity:	*59*	Cooling:	*2,200 tons*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*2 MW*	Heating:	*10,000 mbh*
		Cooling:	*0 tons*

Garage East

What are the base and peak operating energy loads for the building?

Electric:	*4.6 MW*	Heating:	*5,000 mbh*
What is the planned building Energy Use Intensity:	*62*	Cooling:	*800 tons*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*1.5 MW*	Heating:	*3,600 mbh*
		Cooling:	*0 tons*

Station East

What are the base and peak operating energy loads for the building?

Electric:	*6 MW*	Heating:	*7,310 mbh*
What is the planned building Energy Use Intensity:	*62*	Cooling:	*1,300 tons*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*1.5 MW*	Heating:	*6,000 mbh*
		Cooling:	*0 tons*

Station West

What are the base and peak operating energy loads for the building?

Electric:	*2.4 MW*	Heating:	*3,000 mbh*
What is the planned building Energy Use Intensity:	*120-220*	Cooling:	*300 tons*

What are the peak energy demands of your critical systems in the event of a service interruption?

Electric:	*None (no generator)*	Heating:	*None (no generator)*
		Cooling:	*None (no generator)*

What is nature and source of your back-up / emergency generators?

Electrical Generation:	*Electrical generation = peak electric demands of critical systems*		Fuel Source:	*Diesel*
System Type and Number of Units:	**Combustion Engine**	Gas Turbine	Combine Heat and Power	*Single (Units)*

B - Extreme Weather and Heat Events

Climate change will result in more extreme weather events including higher year round average temperatures, higher peak temperatures, and more periods of extended peak temperatures. The section explores how a project responds to higher temperatures and heat waves.

B.1 - Analysis

What is the full expected life of the project?

Select most appropriate:	10 Years	25 Years	50 Years | *(60 yrs.)*	75 Years

What is the full expected operational life of key building systems (e.g. heating, cooling, and ventilation)?

Select most appropriate:	10 Years	**25 Years**	50 Years	75 Years

What time span of future Climate Conditions was considered?

Near term: 2030 for Sea Level Rise (SLR) and storm surge; and span of 2015-2045 for temperature and precipitation.
Longer term: 2070 for SLR and storm surge and span of 2055-2085 for temperature and 2050 and 2100 for precipitation.

Analysis Conditions - What range of temperatures will be used for project planning – Low/High?

There are several sources that could be consulted with respect to projected temperature changes. They include the 2007 NECIA UCS report, EEA's Climate Adaptation Report (2011), the National Climate Assessment (2014) and Katharine Hayhoe's downscaled projections (2013) for the City of Cambridge, which include Boston-specific data, among others. In all of these, there is a general trend showing an increase in annual temperature, including both increases during the summer and winter months. Of these increases, those seen during the summer months will present the greatest challenges in terms of cooling loads and associated energy demands. Therefore, this Project will focus on the summer peak temperatures and heat waves.

What Extreme Heat Event characteristics will be used for project planning – Peak High, Duration, and Frequency?
The City of Cambridge study provides downscaled data that provides a more robust baseline with respect to localized projections than the larger, more regionalized studies that were presented in the NECIA, EEA and NCA reports. Katharine Hayhoe's work predicted the following change in temperature under low and high emission scenarios for the 2030 (2015-2045) and 2070 (2055-2085) time horizons when compared to the present-day baseline (1971-2000). In those compilations, the following trends are observed:

Temp Changes	1971-2000	2030-low	2030-high	2070-low	2070-high
Annual Temp	50	53.3	53.5	55.8	58.7
Summer Temp	70.6	74.5	74.8	77.4	80.6
Winter Temp	29.8	32.2	33	34.6	38
Days >90 per year	11	29	31	47	68
Days >100 per year	<1	2	2	6	16

Assuming there are 90 days of summer within the June, July and August time frame, then by 2030, a third of the summer would have temps over 90; by 2070 under the low emission scenario, this would increase to nearly 50% and as much as 66% under the high emission scenario.

While there has been no study on the direct increase in heat waves during this time, a first order approximation is that those would increase concurrently with the increase in the number of days above 90 degrees F. Given that there are currently 1-2 heatwaves per summer in this area historically, one could project a similar increase in heatwaves based on the percent of days above 90 degrees – perhaps as many as 2-4 in 2030s and 6-8 in 2070s.

What Drought characteristics will be used for project planning – Duration and Frequency?

The Northeast has been trending towards a much wetter climate over the last 50 years in MA (Hayhoe et al, 2013; NCA, 2014). Since 1958, there has been a 74% increase in the frequency of extreme precipitation events both in terms of rain and snow. This trend is expected to continue (IBID). Based on that data, drought is not considered to be concern for this project.

What Extreme Rain Event characteristics will be used for project planning – Seasonal Rain Fall, Peak Rain Fall, and Frequency of Events per year?

The Project anticipates using the precipitation projections that were used in the recent BWSC Wastewater and Storm Drainage System Facility Plan (2015). Several joint workshops between BWSC, City and Cambridge and other entities were held to vet these numbers with those developed as part of the City of Cambridge Vulnerability Assessment study to ensure a level of standardization / compatibility across the Charles River. While there were some slight differences in the two methodologies (e.g., different projection horizons and GCMs were used), the two approaches yielded very similar results, providing independent verification of the projections and additional confidence in the recommended design storms.

	Total Storm Volume (inches)			Peak Hourly Intensities (inches per hour)		
Scenario Year	2035	2060	2100	2035	2060	2100
Medium (B2)	5.55	5.76	6.08	1.76	1.83	1.93
Precautionary (A1F1)	5.60	6.03	6.65	1.78	1.91	2.11

What Extreme Wind Storm Event characteristics will be used for project planning – Peak Wind Speed, Duration of Storm Event, and Frequency of Events per year?

There is still significant uncertainty with respect to how wind patterns and intensities will change with respect to future climatological conditions. Some models predict that a warming would lessen the

difference in air mass temperatures, others show a decrease in atmospheric wind shear aspects – both of which would potentially lead to less intense wind events. Other models predict an increase in wind intensities based on the increase of energy in the atmosphere. El Nino/La Nina add another layer of complexity to the projections. Based on this uncertainty, current wind design criteria are adopted for the Project.

B.2 - Mitigation Strategies

What will be the overall energy performance, based on use, of the project and how will performance be determined?

Building energy use below code:	Garage West: 23%* Garage East: 22%* Station East: 22%* Station West: complies with 90.1-2013 ECB *reference code = new 2017 Stretch Energy Code
How is performance determined:	Preliminary Energy Models

What specific measures will the project employ to reduce building energy consumption?

Select all appropriate:	High performance building envelope	High performance lighting & controls	Building day lighting	EnergyStar equip. / appliances
	High performance HVAC equipment	Energy recovery ventilation	No active cooling	No active heating
Describe any added measures:	Please refer to Section 5.4 of the DPIR/DEIR and Appendix C of this SID for LEED compliance narratives.			

What are the insulation ® values for building envelope elements?

	Garage West	Garage East	Station West	Station East
Foundation (R value)	7.5 (continuous)	7.5 (continuous)	N/A	7.5 (continuous)
Windows (R Value / U Value)	R=2.56 / U= 0.39	R=2.56 / U= 0.39	R=2.56 / U= 0.39	R=2.56 / U= 0.39
Walls / Curtain Wall (R value)	18.18 (opaque) 5 (spandrel)	18.18 (opaque) 5 (spandrel)	18.18 (opaque) 5 (spandrel)	18.18 (opaque) 5 (spandrel)
Basement / Slab (R value)	15 (for 24")	15 (for 24")	N/A	15 (for 24")
Doors (R Value)	2	2	2	2

What specific measures will the project employ to reduce building energy demands on the utilities and infrastructure?

On-site clean energy / CHP system(s)	Building-wide power dimming	Thermal energy storage systems	Ground source heat pump

	On-site Solar PV	On-site Solar Thermal	Wind power	None
Describe any added measures:	**Preliminary feasibility studies for the systems identified above have been conducted and results indicate minor energy savings, except for CHP systems; refer to Section 5.4.3 of the DEIR/DPIR, and Appendix C of this SID for full details. While not included in the base design proposal, these systems will continue to be evaluated as the Project design develops.**			

Will the project employ Distributed Energy / Smart Grid Infrastructure and /or Systems?

Select all appropriate: **The Project will consider implementation of these strategies where feasible.**	Connected to local distributed electrical	Building will be Smart Grid ready	Connected to distributed steam, hot, chilled water	Distributed thermal energy ready

Will the building remain operable without utility power for an extended period?

Yes / **No**	If yes, for how long:	*Days*
If Yes, is building "Islandable?			
If Yes, describe strategies:			

Describe any non-mechanical strategies that will support building functionality and use during an extended interruption(s) of utility services and infrastructure:

Select all appropriate:	**Solar oriented – longer south walls**	Prevailing winds oriented	External shading devices	Tuned glazing,
	Building cool zones	**Operable windows (Residential only)**	**Natural ventilation**	**Building shading**
	Potable water for drinking / food preparation	Potable water for sinks / sanitary systems	Waste water storage capacity	**High Performance Building Envelope**
Describe any added measures:	**The measures noted above have been and will continue to be explored for their feasibility as the Project design develops.**			

What measures will the project employ to reduce urban heat-island effect?

Select all appropriate:	**High reflective paving materials**	**Shade trees & shrubs**	**High reflective roof materials**	**Vegetated roofs**
Describe other strategies:	**The measures noted above are all strategies the Project will incorporate, and related credits are indicated for achievement in their respective LEED checklists.**			

What measures will the project employ to accommodate rain events and more rain fall?

Select all appropriate:	**On-site infiltration systems & ponds* *A portion of the Project stormwater is planned to be infiltrated on-site as part of meeting GCOD requirements**	Infiltration galleries & areas	vegetated water capture systems	**Vegetated roofs**

Describe other strategies:	**Several options are being explored for Station East for retention and/or reuse, including a combination of green roof, blue roof, and/or water reuse strategies. Please refer to Section 2.4.1 of this SID for additional details.**

What measures will the project employ to accommodate extreme storm events and high winds?

Select all appropriate:	**Hardened building structure & elements**	**Buried utilities & hardened infrastructure**	**Hazard removal & protective landscapes**	Soft & permeable surfaces (water infiltration)
Describe other strategies:	**The measures noted above will be explored for their feasibility as the Project design develops.**			

–C - Sea-Level Rise and Storms

Rising Sea-Levels and more frequent Extreme Storms increase the probability of coastal and river flooding and enlarging the extent of the 100 Year Flood Plain. This section explores if a project is or might be subject to Sea-Level Rise and Storm impacts.

C–1 - Location Description and Classification:

Do you believe the building to susceptible to flooding now or during the full expected life of the building?

Yes / **No**	***There is no risk posed in the near term as evidenced in the 2030 flood map. The 2070 high emissions scenario from the Woods Hole Group's Boston Harbor Flood Risk Model shows that the Project Site has minimal risk of flooding. This reflects a scenario in which the Charles River Dam fails, regional infrastructure is inundated and indicates the need for a regional discussion to mitigate the impact of flood pathways in the event of dam failure. Regardless of the minimal risk of flood, the Project is planning to locate critical building systems above grade. Additionally, at the appropriate time in the future, the Project would consider implementing temporary flood barriers, as necessary.***

Describe site conditions? **The Project Site is outside the floodplain.**

Site Elevation – Low/High Points:	***Garage West:*** High: EL 31 @ entrances to Harvard Vanguard / Eastern Bank; Low: EL 14 @ entrance to Mass Pike Access Ramp @ intersection with Trinity Place ***Garage East:*** High: EL 28 along Clarendon Street; Low: EL 15 along Access Road @ intersection with Trinity Place ***Station East:*** High: EL 29 @ entrance to Back Bay Station along bus loop; Low: EL 27 along Clarendon Street ***Station West:*** High: EL 29 @ entrance to Back Bay Station along Dartmouth Street; Low: EL 27 along Dartmouth Street Elevations refer to Boston City Base (BCB) as shown on the Existing Conditions Plan of Land prepared by Feldman Land Surveyors, dated March 27, 2015.
Building Proximity to Water:	***Approx. 0.5 miles to Charles River***

Is the site or building located in any of the following? (based on existing)

Coastal Zone:	*Yes /* **No**	Velocity Zone:	*Yes /* **No**

Flood Zone:	*Yes* / **No**	Area Prone to Flooding:	*Yes* / **No**

Will the 2013 Preliminary FEMA Flood Insurance Rate Maps or future floodplain delineation updates due to Climate Change result in a change of the classification of the site or building location?

2013 FEMA Prelim. FIRMs:	*Yes* / **No**	Future floodplain delineation updates:	*Yes* / **No**

What is the project or building proximity to nearest Coastal, Velocity or Flood Zone or Area Prone to Flooding?

Approx. 0.5 miles

If you answered YES to any of the above Location Description and Classification questions, please complete the following questions (Removed from document). Otherwise you have completed the questionnaire; thank you!

Thank you for completing the Boston Climate Change Resilience and Preparedness Checklist!

For questions or comments about this checklist or Climate Change Resiliency and Preparedness best practices, please contact: John.Dalzell.BRA@cityofboston.gov

APPENDIX E: Transportation Supporting Documentation

Crash Analysis FEIR Scope Clarification Memo – June 19, 2017
Signal Warrant Analysis – Clarendon at Stanhope
Signal Warrant Analysis – St. James at Trinity Place

Memorandum

To: J. Lionel Lucien, MassDOT

Date: June 19, 2017

Project #: 13238.00

From: David Black

Re: Back Bay/South End Gateway - DEIR
EEA #15502

The purpose of this memorandum is to clarify certain of MassDOT's comments in your letter dated April 18, 2017 received in response to the Draft Environmental Impact Report (DEIR) submitted on January 31, 2017 for the Back Bay/South End Gateway Project (the "BBSEGP").

In brief, MassDOT's comments request that BP Hancock LLC, an affiliate of Boston Properties Inc. (the "Proponent") expand the crash analysis presented in the DEIR using Boston Police Department and EMS data in order to identify potential intersections that may warrant Road Safety Audits (RSAs). In addition, the letter requests that RSAs be completed for 3 specific locations identified in the DEIR based on MassDOT crash records and it was suggested that all of this information be included in the FEIR.

As MassDOT is currently studying the potential closure of the I-90 on-ramp at Clarendon Street, the BBSEGP DEIR presented analysis for two alternative Build scenarios – with and without the subject I-90 on-ramp open. The determination of the potential on-ramp closure is unknown at this time. It is subject to an evaluation being conducted by MassDOT in preparing an Interchange Modification Report (IMR) for approval by the Federal Highway Administration (FHWA).

As discussed at the meeting on May 17, 2017, given the current lack of certainty on whether the on-ramp will be closed or not, it would be premature to execute additional crash analysis and RSAs in the BBSEGP EIR study area at this time. It was agreed that additional crash analysis and RSAs should be deferred until a decision on the on-ramp closure has been made, and, therefore this analysis will not be included in the BBSEGP FEIR. As discussed, the Proponent commits to working collaboratively with MassDOT in executing the appropriate crash analysis and RSAs once a determination on the on-ramp closure is finalized. Further, in conjunction with the execution of the BBSEGP, the Proponent will commit to implementing reasonable associated safety improvements yet to be determined based on the future analysis.

The Proponent respectfully offers the following amendment to the Vehicle Crash Data section of the MassDOT FEIR scoping:

"In light of the unknown outcome of MassDOT's evaluation and FHWA's approval of the IMR for the potential closure of the I-90 On-ramp at Clarendon Street, it is premature to perform the crash analysis as described in MassDOT's Memorandum dated April 18, 2017 on the DEIR. Therefore, in the Draft Section 61 Finding in the FEIR, the Proponent should commit to execute the appropriate crash analysis and RSAs, pending the outcome of the potential On-ramp closure. Further, the Proponent should commit to reasonable associated safety improvements based on the outcome of the RSAs. MassDOT encourages the Proponent to initiate crash analysis for the intersections that are not covered by the IMR study area and preferably complete the crash analysis as part of the FEIR. RSAs can be completed and reasonable safety mitigation identified prior to the issuance of the Final Section 61 Finding."

99 High Street
Boston, MA 02110-2354
P 617.728.7777

MUTCD 2000 (Millennium Edition)

TRAFFIC SIGNAL WARRANT ANALYSIS (VOLUME BASED)

Intersection: Clarendon Street at Stanhope Street/I-90 W Ramp

Major Street Direction: Northbound-Southbound

Year: 2017 **Condition:** Existing

Operating speed on major roadway: 25 mph

Number of approaches: 2

Warrant 1	**EIGHT-HOUR VEHICULAR VOLUME**		**Required approach volumes** Minimum*	Adjusted Minimum**
Warrant 1A	MINIMUM VEHICULAR VOLUME (8 hours of day)			
	Major Street :	2 Lane(s) on each approach	600	600
	Minor Street :	1 Lane(s) on each approach	150	150
Warrant 1B	INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)			
	Major Street :	2 Lane(s) on each approach	900	900
	Minor Street :	1 Lane(s) on each approach	75	75
80 PERCENT SATISFACTION OF WARRANT 1A **AND** WARRANT 1B			Warrant 1A	Warrant 1B
	Major Street :	2 Lane(s) on each approach	480	720
	Minor Street :	1 Lane(s) on each approach	120	60

Warrant 2	**FOUR HOUR VEHICULAR VOLUME**		
	Major Street :	2 Lane(s) on each approach	If "verify" indicated, see Figure 4C-1 or 4C-2.
	Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Warrant 3	**PEAK HOUR VOLUME**		
	Major Street :	2 Lane(s) on each approach	If "verify" indicated, see Figure 4C-3 or 4C-4.
	Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road Southbound		Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants? 1A	1B	80%(1A&1B)	2	3	
	Stanhope St	Clarendon St								
6:00 - 7:00 AM				0	No	No	No	No	No	warrant 4
7:00 - 8:00 AM	93	530	0	530	No	No	No	No	No	270 n
8:00 - 9:00 AM	156	671	0	671	Yes	No	No	No	No	481 y
9:00 - 10:00 AM	122	616	0	616	No	No	No	No	No	340 y
10:00 - 11:00 AM	95	533	0	533	No	No	No	No	No	189 n
11:00 - 12:00 AM	87	483	0	483	No	No	No	No	No	151 n
12:00 - 1:00 PM	99	596	0	596	No	No	No	No	No	231 n
1:00 - 2:00 PM	69	530	0	530	No	No	No	No	No	204 n
2:00 - 3:00 PM	110	624	0	624	No	No	No	No	No	214 n
3:00 - 4:00 PM	125	691	0	691	No	No	No	No	No	251 maybe
4:00 - 5:00 PM	127	691	0	691	No	No	No	No	No	655 y
5:00 - 6:00 PM	156	646	0	646	Yes	No	No	No	No	713 y
6:00 - 7:00 PM	139	765	0	765	No	No	Yes	No	No	328 y
					No	**No**	**No**	**No**	**No**	YES
			Warrants Met?			**1**		**2**	**3**	
						NO		**No**	**No**	

*From the criteria described for the warrant in the MUTCD.

**If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

NON-VOLUME-BASED WARRANTS

Warrant 4, Minimum Pedestrian Volume: No

Peak Four Hour Pedestrian Volumes: 4

(non-concurrent) 4

4

3

Warrant 5, School Crossing:

See MUTCD for details.

Warrant 6, Coordinated Signal System:

See MUTCD for details.

Warrant 7, Crash Experience: No

# of accidents "correctable by signalization" occuring in the last 12 months:

Warrant 8, Roadway Network:

See MUTCD for details.

Source: *Manual on Uniform Traffic Control Devices* (MUTCD); Millenium Edition, December 2000

last updated: 12/12/01

MUTCD 2000 (Millennium Edition)

TRAFFIC SIGNAL WARRANT ANALYSIS (VOLUME BASED)

Intersection: St. James Avenue at Trinity Place

Major Street Direction: Eastbound-Westbound

Year: 2017 **Condition:** Existing

Operating speed on major roadway: 25 mph

Number of approaches: 2

Warrant 1	EIGHT-HOUR VEHICULAR VOLUME		Required approach volumes: Minimum*	Adjusted Minimum**
Warrant 1A	MINIMUM VEHICULAR VOLUME (8 hours of day)			
	Major Street :	3 Lane(s) on each approach	600	600
	Minor Street :	1 Lane(s) on each approach	150	150
Warrant 1B	INTERRUPTION OF CONTINUOUS TRAFFIC (8 hours of day)			
	Major Street :	3 Lane(s) on each approach	900	900
	Minor Street :	1 Lane(s) on each approach	75	75
	80 PERCENT SATISFACTION OF WARRANT 1A **AND** WARRANT 1B		Warrant 1A	Warrant 1B
	Major Street :	3 Lane(s) on each approach	480	720
	Minor Street :	1 Lane(s) on each approach	120	60

Warrant 2	FOUR HOUR VEHICULAR VOLUME		
	Major Street :	3 Lane(s) on each approach	If "verify" indicated, see Figure 4C-1 or 4C-2.
	Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Warrant 3	PEAK HOUR VOLUME		
	Major Street :	3 Lane(s) on each approach	If "verify" indicated, see Figure 4C-3 or 4C-4.
	Minor Street :	1 Lane(s) on each approach	25 = accuracy of regression equations

Hour	Entering Vol. Minor Road+	Entering Vol. on Major Road Southbound		Tot. Ent. Vol. On Major Rd	Meets the following volume-based warrants? 1A	1B	80%(1A&1B)	2	3	
	Trinity Pl	St. James St								
6:00 - 7:00 AM				0	No	No	No	0	0	Warrant 4
7:00 - 8:00 AM	51	507	0	507	No	No	No	0	0	207 n
8:00 - 9:00 AM	55	597	0	597	No	No	No	0	0	505 y
9:00 - 10:00 AM	41	548	0	548	No	No	No	0	0	326 maybe
10:00 - 11:00 AM	50	585	0	585	No	No	No	0	0	213 n
11:00 - 12:00 AM	53	571	0	571	No	No	No	0	0	234 n
12:00 - 1:00 PM	65	599	0	599	No	No	No	0	0	311 n
1:00 - 2:00 PM	66	633	0	633	No	No	No	0	0	326 n
2:00 - 3:00 PM	63	747	0	747	No	No	No	0	0	160 n
3:00 - 4:00 PM	56	710	0	710	No	No	No	0	0	179 n
4:00 - 5:00 PM	100	718	0	718	No	No	No	0	0	225 maybe
5:00 - 6:00 PM	136	725	0	725	No	No	Yes	0	0	381 y
6:00 - 7:00 PM	135	721	0	721	No	No	Yes	0	0	219 n
					No	**No**	**No**	**No**	**No**	maybe
			Warrants Met?		**1**			**2**	**3**	
					NO			**No**	**No**	

*From the criteria described for the warrant in the MUTCD.

**If the operating speed is higher than 40mph then the volumes can be adjusted to 70%. (If no adjusted minimum, the minimum from the previous column is shown)

+If more than one approach, report the approach that has the higher volume.

NON-VOLUME-BASED WARRANTS

Warrant 4, Minimum Pedestrian Volume: No

Peak Four Hour Pedestrian Volumes: 4

(non-concurrent) 4

4

3

Warrant 5, School Crossing:

See MUTCD for details.

Warrant 6, Coordinated Signal System:

See MUTCD for details.

Warrant 7, Crash Experience: No

# of accidents "correctable by signalization" occuring in the last 12 months:

Warrant 8, Roadway Network:

See MUTCD for details.

Source: *Manual on Uniform Traffic Control Devices* (MUTCD); Millenium Edition, December 2000

APPENDIX F: Shadow and Wind Supporting Documentation

Building Envelope Technologies Letter; June 23, 2017
Vidaris Letter; July 27, 2017
Howard L. Zimmerman Architects PC Letter; August 15, 2017
RWDI Inc. Pedestrian Wind Study – Impacts on Trinity Church; August 11, 2017

BET

MEMORANDUM

DATE: JUNE 23, 2017

TO: MS. MELISSA SCHROCK
PROJECT MANAGER
BOSTON PROPERTIES
800 BOYLSTON STREET, SUITE 1900
BOSTON, MA 02199

FROM: LANCE E. ROBSON, JR.

RE: ENVIRONMENTAL IMPACT
THE BACK BAY/SOUTH END GATEWAY PROJECT
BOSTON, MASSACHUSETTS

BET PROJECT NO: 17036

Melissa,

This correspondence has been prepared in order to provide you with some initial observations regarding concerns about impacts from the Gateway development project. We have received and reviewed the planning and environmental studies for the Gateway project, including studies on shadow and wind, as well as correspondence concerning the permitting process and neighborhood concerns.

The Gateway project includes the development of three substantial structures and the redevelopment of the Back Bay MBTA Station. The construction of the structures is unique in that there is very limited useable site footprint (terra firma), as the majority of the site is air rights over the Massachusetts turnpike and the rail lines that run through Back Bay Station. The planning studies for the three towers have considered and identified a shading effect on the neighboring area. Additionally, wind studies have been completed to also identify the resultant conditions and provide mitigation as needed.

Two faith based groups in the neighborhood, charged with the care and preservation of historical building properties, have raised concerns about impacts of the Gateway project on their historic structures. In order to better understand and address these concerns, Building Envelope Technologies, Inc. (*BET*) has reviewed the effects of differing environmental concerns on the built environment specific to the exterior building envelope of these historic churches.

The two historic properties of concern include The Trinity Church located approximately a block to the north, and The New Old South Church located approximately two blocks to the north/northwest of the proposed Gateway project's development site. The studies of daylight shading have indicated there will be a passing shadow effect on these two structures during the mornings of the winter months for up to approximately one and a half to two hours' time, respectively. Both of the properties share not only a common purpose and

use, but also a similarity in architectural materials and age of construction. Both structures date to the late 19th century and incorporate mass masonry exterior walls and timber framed structures with steep slope roof system characteristics. A significant material common to both buildings is the use of sedimentary brownstone materials in the exterior veneers. The churches are concerned about the effect of the additional incremental shading on the exterior building envelopes due to the Gateway project.

SHADE IMPACTS ON STONE

The most prominent influence on the exterior of buildings in any context is that of the sun, due to its relative consistency compared to the influence of wind and water. Empirically and categorically stated, in the Metropolitan Boston area, the southern and western façades of buildings typically experience the greatest amounts of degradation and long-term deterioration, due to their prolonged sun exposure, versus that of northern and eastern facades. The physical effects of the sun can be seen in everything from fading of fabrics to oxidization and deterioration of sealants, failure of paint finishes and other similar effects on soft elements of the building exterior. These effects are also present in other materials, such as wood and masonry. The swelling and shrinking of wood fibers in a response to hygrothermal forces that occur on a cyclic basis results in physical changes to the wood, leading to not only paint finish deteriorations, but deterioration of the wood materials themselves. In stone and masonry, these effects are less visible, although no less present.

A basic premise of physics that must be considered is that forces move in the direction from greater to lesser concentrations. For temperature, this is a measure of heat and dissipation; for water, a measure of relative content.

Building stone materials will always absorb some measure of water from direct contact (rain and snow). In the wintertime, stone materials typically have higher concentrations of moisture than during the rest of the year, as the air on the exterior is frequently dryer (colder) or contains less relative humidity Moisture in stone materials is also impacted by building heating, as warm interior air 'holds' more moisture. A sedimentary stone like brownstone, versus an igneous based stone, such as granite, is not naturally hydrophobic (repels moisture); it is considered to be hydrophilic (absorbs moisture).

As the 'moist' stone warms in the sun on a winter morning, air pockets develop in the outside face of the stone due to the displacement of the latent moisture into the drier exterior environment. Subsequently, and given enough time, the air voids in the stone fill with moisture coming from the body of the stone (greater to lesser), which may then crystallize in freezing temperatures, ultimately leading to accumulative expansive forces from the ice crystals that can degrade the face of the stone materials. This type of cyclic drying and wetting is what leads to deterioration of natural materials such as 'soft' sedimentary brownstone. ***Shading of the stone, in fact, arrests this process and may ultimately be beneficial, most especially in the morning hours when the differential between the exterior and interior environments is at its greatest. The limited additional shading of the churches due to the Gateway project will reduce the period of the cycle, minimizing any adverse effects.*** Modern chemical treatments for waterproofing and preservation utilize the porosity of materials in a similar way. When

applied to a dry surface they penetrate and form crystallizations in the pores thus blocking liquid moisture from entering and filling voids.

SHADE IMPACTS ON STAINED GLASS

Another concern of the effects associated with the building fabric of the church structures is that of the stained glass fenestration components. ***Again, the effects of the sun are generally the most deleterious to the long-term care and preservation of stained glass components, most especially those which may be painted stained glass.*** Stained glass is typically installed in relatively small pieces utilizing lead caning and linseed oil based putty compounds to seal the perimeter of each individual glass pane. The sunlight will cause drying of the glazing compounds which, over time, leads to more air and water infiltration, requiring more frequent maintenance requirements. ***Although on a lesser scale in the wintertime when cloudy days are more frequent and sunlight is less present, shading of these stained glass fenestration components can be beneficial in reducing the deleterious effects of the sunlight.***

SHADE IMPACTS – OTHER STUDIES

We are conversant in the preservation community, locally and nationally, as well as internationally, and are unaware of any studies or other collaborating evidence to support the concept that limited additional shading, such as will be caused by the Gateway project, has been proven to be detrimental to structures, historic or otherwise.

WIND IMPACTS

The study of the effects of wind and wind patterns on building structures is less developed than that of shade. However, given the distance of each of the subject church structures from the Gateway project, this area of impact is unlikely to be significant.

ABOUT BET

BET was founded in 2000 by Lance Robson; ***BET*** employs a half dozen professionals, engaged in technical matters associated with building exteriors.

BET has received numerous awards for its work, including: Egleston MBTA Power Station Conversion; Hayden Building, Chinatown/Boston; Hamel Mills, Haverhill, MA; The National Landmark Brazer Building, 27 State Street, Boston; 620 Memorial Drive, Cambridge; 130 Brookline Street, Cambridge; Metropolitan Storage, Cambridge; and 434 Massachusetts Avenue, Cambridge. Recently, BET received a 2016 BSA Design Award citation for work in the restoration of an historic structure for the Fraunhofer Center for Sustainable Energy Systems. As ongoing practitioners, we are engaged in a multiple year/phase program for the Isabella Stewart Gardner Museum; in multiple programs for the Peabody Essex Museum, including expansion and care of existing facilities; and have a long history working with the Museum of Fine Arts and their properties, as well. Additionally, we have programs at many other notable institutions, with a particular expertise working with academic institutions. We are currently engaged in a significant restoration of the Blue Hills Observatory, another national landmark. In the immediate area of Gateway concerns, we are in the third year of repairs and restorations for Tent City, a fourth year of repairs and restorations for the YWCA, and have previously completed other significant restorations at 441 Stuart Street and 535 Boylston Street.

BET

As technicians, we are also known as building scientists. A major aspect of building science is the hygrothermal response of building materials to differing environmental exposures. Hygrothermal concerns include water and heat effects on differing materials, or more specifically, the transient quality of these physical properties. There is an empirical understanding of the inherent physical properties of materials. Additionally, we utilize computer software simulation tools that also serve as measures of predictability, and we are involved in many other aspects of building science, such as the development and understanding of air barriers through the passage of standards at ASTM, as well as the founding of the Air Barrier Association of America.

I hope the above proves to be of assistance to you in understanding ***BET***'s experience with historic building fabrics, as well as the building science involved in the various considerations therefore.

Respectfully Submitted,

Lance E. Robson, Jr., AIA
Principal

VIDARIS

mschrock@bostonproperties.com

July 27, 2017

Melissa Schrock
Senior Project Manager | Development
Boston Properties
800 Boylston Street, Suite 1900
Boston, MA 02199-8103

RE: Back Bay/South End Gateway Project
Boston Preservation Alliance Correspondence

Dear Ms. Schrock,

I am writing at your request to review the concerns raised by the Massachusetts Historical Commission (MHC) in reference to the incremental increase in shadows cast by the Back Bay/South End Gateway Project on Trinity Church, New Old South Church, and other historic buildings, and the associated claims of detrimental impacts to the long-term serviceability of these important resources. As specialists in building envelope design, sustainability, and energy efficiency for new and existing buildings, we routinely evaluate these uncertainties in addressing the risks associated with the repositioning, repair and restoration of existing buildings across multiple markets.

Based on the detailed shadow study provided, net new shadows are anticipated across the front and side elevations of New Old South Church for a total of 130 minutes in the early morning of the winter solstice (December 21st), moving across the building from 7:45am to 9:55am. Similarly, an additional 90 minutes of shadow is expected to move across the western Trinity Church facade between 11:15 a.m. and 12:45 p.m. on the winter solstice. This date represents the longest daily duration of net new shadow during the period of impact—approximately 13 weeks for New Old South Church and 11 weeks for Trinity Church during the heating season. In response to specific concerns raised in several comment letters, there was no technical justification for the statements that this nominal increase in shading will overburden the existing church façades and hasten degradation.

The extent and severity of the impact given the alleged increase in moisture retention in and on the stone façades was not defined by those claiming adverse effects. While the dynamic of long-term heat and moisture (hygrothermal) movement through an exterior wall can be analyzed with respect to the expected performance and service life of building components, it is a specious argument to assign such disproportionate value to harmful impacts of this type of incremental shading.

Short-term fluctuations in solar radiation intensity (e.g., transient shadows) are, in essence, inconsequential to the movement of heat and moisture through building constructions. This is true in particular for mass stone masonry walls characteristic of historic buildings, like those of Trinity Church and New Old South Church, owing to the hygrothermal inertia of these building components and their inherent capacity to store heat.

With regard to concerns of increased moisture retention within the stone masonry facades, the critical environmental parameters influencing long-term heat and moisture performance of these components are those that demonstrate a steady regime or systematic variation fixed over many hours, not the type of short-term fluctuations associated with transient shading. Primary among these critical boundary conditions are ambient temperature and partial vapor pressure (humidity), occurring on both sides of the façade constructions, interior and exterior.

Temporary shadows aside, the environment of historic buildings, inside and out, will continue to evolve from how they were originally conceived and constructed. Take for example the new geothermal wells constructed as part of the renovation of Trinity Church 10 years ago. That technology was not available in the 1870s and the indoor climate condition of the church over the years has been tempered in a much less consistent and reliable manner than it is today. This change in the tempering, conditioning and control of the interior environment has a profoundly bigger impact on the performance and hygrothermal dynamics of the existing construction than an incremental increase in shading, such as that anticipated by the Back Bay/South End Gateway Project.

I would be interested in examining more specific definitions and modeling if it was to be conducted to better describe this risk, but there is no scientific merit to consider this type of incremental shading to be a primary or important factor in the maintenance of these historic building facades.

Sincerely,



Walter Hartnett, P.E.
Regional Director
Vidaris, Inc.

HLZA HOWARD L. ZIMMERMAN ARCHITECTS PC

August 15, 2017

Ms. Melissa Schrock **Sent Via Email**
Senior Project Manager/Development
Boston Properties
800 Boylston Street, Suite 1900
Boston, MA 02199-8103

Re: Back Bay South End Gateway Project
Boston, MA
EEA #:15502

Dear Ms. Schrock,

This letter is in response to concerns regarding the Back Bay/South End Gateway development project and its possible impact on four historic resources near the project. HLZA has reviewed the documents prepared for the project (shadow studies, MHC correspondence, DPIR/DEIR, and associated correspondence). We have also made a day long site visit to assess the existing conditions of the historic buildings proximate to the project, to walk the project site and to visualize the effects that the project will have on the Copley Plaza area as presented in the available documentation.

Our observations are concentrated on four historic buildings near the development site: Trinity Church, New Old South Church, the YWCA and the McKim Wing of the BPL. Each structure is a beautiful work of architecture and art, and is worthy of preservation. The focus of our study is the possible acceleration of deterioration of the historic masonry facades caused by new shadows created by the development project.

In our opinion, the new net shadows will not adversely affect these buildings as the time periods of new shadow are relatively brief and they occur primarily during cool months. The incremental shading will not be sufficient to alter the weathering patterns and service life of these masonry structures. Stone deterioration is caused by physical, chemical and biogenic processes or the combination thereof. Each type of building stone has intrinsic and distinct properties which make it either more resistant or more vulnerable to different types of weathering. The envelopes of each of these four historic buildings were observed to be quite robust; and are built of high quality masonry materials.

For example, each building's materials are identified and briefly discussed below:

1. Trinity Church – 19th century (1877), built of Monson granite and East Longmeadow sandstone. The Monson quarries yielded a granite in which mica was replaced by hornblende. These stones are much less affected by chemical weathering agents than those in which mica is present. The small percentage of alkalis in the stone greatly increases its resistance to atmospheric influences. "*These granites should remain practically unchanged for an indefinite length of time and they are consequently well adapted for building purposes*" (Note 1: *Scientific American*, Our Building Stone Supply, January 8, 1887).

2. New Old South Church – 19th century (1873-5), built of Roxbury Conglomerate with two types of sandstone used for trim, decorative banding and surrounds. The conglomerate or puddingstone is known to be a good weathering stone, *"firmly cemented with high compressive strength, impervious to moisture and resistant to new England's frost and harsh winters*." (Note 2: Williams, David. Stories in Stone: Travels Through Urban Geology, 2009).

3. The BPL – McKim Building – Late 19th century (1895), built of Milford granite from eastern Massachusetts, known to be a very durable, dense building stone popular for large institutional buildings. This granite has very good weathering characteristics and was referred to as having "*perfection of its geological composition*" (Note: 3: *Mine and Quarry*, April 1914, p 817).

4. The YWCA – 1929, built of red brick and limestone. This is a modern steel framed building, with dense machine made red brick and limestone detailing; it is quite different in construction materials, period and typology than the other three buildings.

The Monson and Milford granites, and the Roxbury conglomerate that comprise most of the exterior envelopes of the buildings in question are very strong, dense building stones that are not regularly affected by moisture related weathering. These stones have very low porosities and do not absorb much moisture and therefore little freeze-thaw related damage occurs. Small differences in shadow coverage over winter months will not change these physical properties and should be of little consequence to the long-term survival of this historic masonry.

The sandstones seen in the decoration of both churches, in their tracery and banding are more vulnerable to all types of deterioration. They are more porous which makes them more prone to damage from the expansive forces of both frost and salt crystallization. Our climate is clearly warming and it is documented that there are fewer hard freezes in Boston each winter than in previous decades. While 30 years ago, there were over 60 cycles per year, some calculations have the number of effective freeze-thaw cycles now as low as 35 per winter. This type of moisture related damage to stone should be having a marked decrease in severity and incidence. The sandstones on each church are also vulnerable to deterioration from the hygric swelling and shrinking of clay minerals found within these sandstones. The less wetting and drying the better; as the associated swelling and shrinking cycle of cementing clay minerals in sandstone can be damaging to masonry units, causing cracking and exfoliation. Any increased shadow would have the *positive* effect of slowing drying and lessening the number of wetting and drying cycles that the sandstone experiences over time.

Proper and regular maintenance of historic structures is central to their long-term preservation. More damage will be done by the failure to maintain mortar joints and water shedding systems than by adding brief periods of passing shadow to these historic buildings during the dark winter months. Happily, Trinity Church is in the middle of an extensive exterior restoration project which should leave it in very good condition for the next 25 years. We observed the raking and pointing of open joints and the repair of flashings, roofing and water shedding systems on the building. The YWCA is currently pointing brick masonry and repairing a large vertical corner crack likely caused by corrosion of the steel frame. The YWCA building has suffered greatly from impact damage by trucks on the south elevation, closest to the side loading dock. More care should be taken to protect the historic fabric of this building from routine impacts. Many open joints are visible on the base of the BPL's-McKim Building and more importantly, numerous open joints are present on the more vulnerable stone areas of the New Old South Church. The church's exterior masonry should be pointed to keep as much moisture as possible out of the sandstone. We understand that funding is usually tight and maintenance is often deferred, but pointing is a necessary part of good stewardship.

As we know from our practice* in New York City, balancing development projects and historic preservation goals is not an easy task. We appreciate that the project has taken many steps to minimize shadow and wind issues despite having a difficult development site. We understand that the project complies with the height, shadow and density guidelines set forth in the planning process. In our professional opinion, the small amount of increased shadow time created by this project will not have a detrimental effect on the long-term condition of these four historic properties.

11 West 30th Street 3rd Floor New York NY 10001 | p. 212.564.9393 | f. 212.564.9032 | www.hlzimmerman.com

Sincerely,



Joan C. Berkowitz, *Senior Conservator/Senior Project Manager***
Howard L. Zimmerman Architects, P.C.

cc: Howard L. Zimmerman, FAIA

***Howard L. Zimmerman Architects PC (HLZA):**
HLZA is a multi-disciplinary firm with more than 35 years of experience in the preservation, restoration and adaptive reuse of structures. We have been honored to work on hundreds of designated landmarks in New York. We have decades of project experience working with local and state agencies. Stewardship of historic structures spans all phases of our work and the development of the best approaches to the repair and stabilization of historic fabric is of the utmost importance to HLZA. We often lead investigations to determine and understand existing conditions and preservation issues before moving to the design and construction phases of our projects.

HLZA understands the importance of public architecture and the mission of supporting not-for-profits. HLZA includes more than 75 professionals who specialize in the design of restorations and rehabilitations for a wide range of local clients. We are a firm of architects, structural engineers, preservationists and MEP engineers. Our award-winning portfolio encompasses a wide variety of projects and our approach to design is characterized by historically appropriate, functional, and aesthetically pleasing design solutions

****Joan C. Berkowitz:**
Senior Conservator/Senior Project Manager
Joan has more than thirty years of experience in preservation as a conservator and technical consultant. At HLZA Joan provides project management & construction site administration; performs investigations; conditions assessments; and provides technical support on materials conservation issues. She has worked at Vidaris, EYP/ Architects, Superstructures E + A, and began her career at the National Park Service's Cultural Resource Center in Lowell, MA. Joan was a founder of and for 12 years was the President of Jablonski Berkowitz Conservation, Inc., in New York.

Joan's projects have included; the restoration of the base of the Hearst Tower, the Exterior Cleaning of 30 Rockefeller Center, Commissioning for the Restoration of the Brooklyn General Post Office & Bankruptcy Court, Brooklyn, NY, restorations of the Jefferson Market Library, 20 Exchange Place, Grant's Tomb, and the Fortifications in Old San Juan, Puerto Rico. Berkowitz's work has received many preservation awards, including the New York Landmarks Conservancy's Lucy G. Moses Award, New Jersey Historic Preservation Award, Preservation League of New York State Award, and Engineering News-Record's Transportation Project of the Year.

Berkowitz studied Historic Preservation and Architectural Conservation at Columbia University, and received a BA degree in Environmental Science from Vassar College. She was on Columbia's GSAPP faculty for 14 years as an Assistant Adjunct professor. Joan taught courses called "Concrete, Cast Stone and Mortar" and the "Conservation Workshop."

Joan is a dedicated preservationist who has been active in the Association for Preservation Technology (APT) as a Board member, and President of the board. She has served on the boards of the New York Fine Arts Federation, Historic Districts Council, and the Metropolitan Chapter of the Victorian Society in America.

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CONSULTING ENGINEERS & SCIENTISTS

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Memorandum

Tel: 519.823.1311
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Rowan Williams Davies & Irwin Inc.
600 Southgate Drive
Guelph, Ontario, Canada
N1G 4P6

Date: August 15, 2017 RWDI Reference #: 1601374

To: Melissa Schrock, Boston Properties E-Mail: mshrock@bostonproperties.com

From: Frank Kriksic, RWDI E-Mail: frank.kriksic@rwdi.com
Gregory P. Thompson, RWDI greg.thompson@rwdi.com

RE: Back Bay/South End Gateway Project
Pedestrian Wind Study – Impact on Trinity and Old South Churches

Dear Ms. Schrock,

As requested we have reviewed the wind conditions associated with this project in light of the concerns expressed in the letter dated April 13, 2017, which was sent by Trinity Church and their architect at Goody Clancy Architecture. That letter describes, among other things, wind impacts that the church, located on Clarendon Street, has been experiencing at all heights above grade, and highlights their concerns that the proposed development could aggravate these existing wind conditions increasing the burden of additional maintenance costs on the Parish. We also understand that the Old South Church located on Boylston Street has expressed similar concerns.

In response, RWDI was asked to comment on the potential wind impacts of the proposed development on both churches. The following is our assessment which is based on data from past studies supplemented by our experience.

Grade Level Wind Speeds

We think it prudent to begin by looking at grade level winds given that we have recent quantitative data that was measured in a wind tunnel and presented in the Pedestrian Wind Consultation Report issued by RWDI on May 18, 2016. We are also of the opinion that the changes to grade level winds would be indicative of impacts on winds at higher elevations due to the fact that increases in grade level winds are typically caused by upper level winds being redirected by (i.e., downwashing) the façade of taller buildings. Hence, changes to grade level wind conditions are a good precursor to changes to winds at upper elevations. Extracting data only from the measured wind speeds at sensors immediately surrounding the Trinity Church we note the following:

This document is intended for the sole use of the party to whom it is addressed and may contain information that is privileged and/or confidential. If you have received this in error, please notify us immediately.

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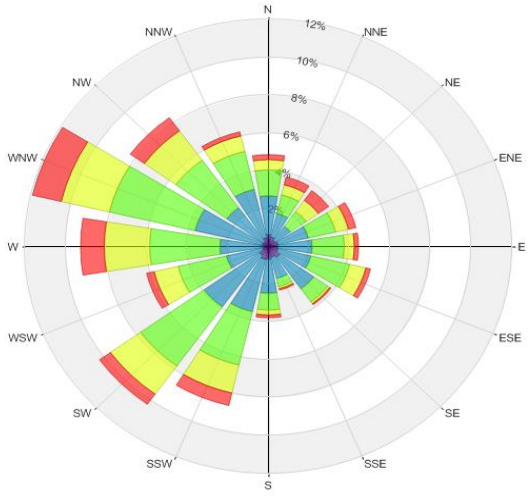
Pedestrian Level Wind Speeds Around Trinity Church				
Sensor Location	Annual Mean Wind Speed (mph)			
	No Build	Base Scheme	Alternate Scheme	Worst-Case Difference
80	19	19	19	0
93	25	24	24	-1
94	16	17	17	1
133	18	16	17	-1
134	17	16	16	-1

Of the five sensor locations immediately surrounding the Trinity Church (#80, 93, 94, 133 and 134) it can be seen that the impact of the proposed development is neutral at one location (#80), positive at three locations (#93, 133 and 134), and negative at one location (#94). In all cases the measured difference in wind speeds five feet above grade level were plus or minus one (1) mph. Based on the data shown in the above table, it can be concluded that the overall impact of the proposed development on wind speeds at five (5) feet above grade level is positive. As already mentioned, we would expect the wind speeds at higher elevations to see a similar impact from the proposed development and see no reason for this trend to deviate.

A similar assessment of winds around the Old South Church shows even less impact given that only one sensor location in the vicinity (#109) measured any difference in wind speeds at five (5) feet above grade level, and that difference was a reduction of local wind speeds by one (1) mph. These results are not surprising because when RWDI did the study, the wind speeds sensors extended only as far as the south side of Boylston Street because the distance of this church from the proposed development is beyond where we would have expected any impacts.

Alignment with Prevailing Winds

The portion of the proposed development that is closest to and would have in general the highest potential to have some effect on winds approaching both churches is the Garage West Tower which is located to the south-southwest of the Trinity Church and to the south-southeast of the Old South Church. A review of the annual wind rose for Boston (see below) indicates that these wind direction occur approximately 8.5% and 2.5% of the time respectively on an annual basis. The remaining wind directions occur from directions that are unlikely to be influenced by the proposed development when considering potential impacts on the either Church.



	Wind Speed (mph)	Probability (%)
	Calm	3.0
	1-5	7.8
	6-10	32.6
	11-15	32.6
	16-20	16.2
	>20	7.8

John Hancock Tower

The existing John Hancock Tower is located immediately to the south of the Trinity Church property and is dramatically taller than the church. The influence of this tower is well known and would be expected to totally dominate the wind experience at the Trinity Church site. The influence of this tower would also overwhelm any potential influence by the Garage West Tower of the development as mentioned in the preceding section.

Closing

RWDI has been conducting wind studies for projects around the globe for over 40 years and has done many studies in Boston. Based on this extensive experience and the quantitative results from the recent pedestrian level wind study, we believe that the impact of the proposed development on wind conditions at all heights of the Trinity Church and the Old South Church would be negligible. For Trinity Church this is mostly due to the strong influence of the John Hancock Tower, while for the Old South Church it is mostly to do with distance and alignment with prevailing winds.

We trust the above assessment satisfies your current requirements. Should you have any questions or require additional information, please do not hesitate to call.