

BOSTON PLANNING & DEVELOPMENT AGENCY
REQUEST FOR SUPPLEMENTAL INFORMATION
MOTOR MART GARAGE REDEVELOPMENT PROJECT
SUBMISSION REQUIREMENTS
FOR SUPPLEMENTAL INFORMATION REQUEST

PROPOSED PROJECT: MOTOR MART GARAGE

PROJECT SITE: 201 STUART STREET
BOSTON, MA 02116

PROPONENT: 201 STUART STREET OWNER, LLC, C/O CIM GROUP, LLC
BOSTON GLOBAL INVESTORS

DATE: DECEMBER 5, 2018

The Boston Redevelopment Authority (“BRA”) d/b/a The Boston Planning & Development Agency (“BPDA”) is issuing this Supplemental Information Request in response to the Project Notification Form (“PNF”) which 201 Stuart Street Owner, LLC, c/o CIM Group LLC and Boston Global Investors (the “Proponents”) filed for the Motor Mart Redevelopment project on September 10, 2018. Notice of the receipt by the BPDA of the PNF was published in the *Boston Herald* on September 10, 2018 which initiated a public comment period which ended on October 19, 2018.

This document is not a Scoping Determination as we are not requesting a Draft Project Impact Report. This document is only requesting that the Proponents provide more details around the information that was submitted in the PNF and respond to all comments and feedback received during the initial comment period. When the Proponents file a response to this request we will start a new comment period and continue the public review process. The Proponents may choose to file a response in conjunction with an anticipated Planned Development Area application.

On March 2, 2018, the Proponents filed a Letter of Intent in accordance with the Executive Order regarding Provision of Mitigation by Development Projects in Boston. On September 10, 2018, the Proponents filed a PNF pursuant of Article 80 Large Project Review. The Proponents propose to redevelop the existing eight-story, Motor Mart Garage into a vibrant, mixed-use building by adding basement level retail space, reducing parking, and constructing new residential apartments within the western portion of the existing

building, and constructing new residential apartments and condominiums within a 20-story residential tower rising out of the existing building (the Project). The Project will create a mix of approximately 306 new apartment and condominium units, retain approximately 46,000 sf of retail and restaurant space, and retain 672 parking spaces. (the "Proposed Project").

On October 2, 2018, the BPDA hosted an Impact Advisory Group ("IAG") meeting, at the Revere Hotel, Salada Room, 6th Floor. On October 9, 2018, the BPDA hosted a publicly advertised community meeting regarding the PNF, also at the Revere Hotel, in Grand Master Ballroom 1. The public comment period concluded on October 19, 2018.

Written comments in response to the PNF from BPDA staff and from other public agencies are included in **Appendix A** and must be answered in their entirety. Appendix A includes comments from:

- BPDA Staff
 - Corey Zehngebot, Senior Architect/Urban Designer
 - Michael Cannizzo, Senior Architect/Urban Designer
 - Jill Zick, Landscape architect/Urban Designer
 - Kathleen Pedersen, Senior Land Use Planner, Sustainability Specialist & Environmental Review
 - Mary Knasas, Senior Planner III
 - Phillip Hu, Planner
 - Nick Schmidt, Senior Transportation Planner II
 - Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow

- City of Boston Staff
 - Carrie Marsh, Executive Secretary, Boston Parks & Recreation Commission
 - Zach Wassmouth, Chief Design Engineer, Boston Public Works Dept.
 - Nicole Chandler, Boston Elderly Commission
 - Josh Weiland, Transportation Planner, Boston Transportation Dept.
 - Christian Simonelli, Executive Director, Boston Groundwater Trust

Written comments in response to the PNF received by the BPDA from the public are included in **Appendix B** and must be answered in their entirety.

As part of the Request for Supplemental Information, the Proponent must also include a completed Article 80 Broadband Ready Buildings Questionnaire, attached as **Appendix C**. The information that is shared through the Broadband Ready Buildings Questionnaire will help the BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

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

201 Stuart Street Owner, LLC (the Proponent), an affiliate of CIM Group LLC, together with its development partner Boston Global Investors, LLC, proposes to redevelop the existing eight-story, Motor Mart Garage into a vibrant, mixed-use building by adding basement level retail space, reducing parking, and constructing new residential apartments within the western portion of the existing building, and constructing new residential apartments and condominiums within a 20-story residential tower rising out of the existing building (the Project). The Project will create a mix of approximately 306 new apartment and condominium units, retain approximately 46,000 sf of retail and restaurant space, and retain 672 parking spaces.

The existing Motor Mart Garage (the Existing Building or Garage) is located in the Midtown Cultural District neighborhood of Downtown Boston and bounded by Stuart Street to the south, Park Place to the east, Columbus Avenue to the northwest, Eliot Street to the northeast and Church Street to the west (the Project Site). The Project will improve and activate the western façade along Statler Park by lightening the existing dark Garage windows to create more eyes on the park, and by locating the primary residential entrance directly across Church Street from the park. The Project will also enhance Church Street in order to create a more inviting connection between the Bay Village and Midtown Cultural District neighborhoods. Sidewalks surrounding the site will be improved in accordance with Boston Complete Streets guidelines, including new street lighting and new street trees where feasible. In addition to these public realm benefits, the Project will provide new housing, new affordable housing opportunities in accordance with the City Inclusionary Development Policy (IDP), new construction and permanent jobs, and improved tax revenues for the City.

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 Proponents are 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 supplemental information filing, the Proponents 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 supplemental information adequately describes the Proposed Project's impacts and, if appropriate, proposed measures to mitigate, limit or minimize such impacts, the Scoping Determination 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, 10 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) Proponents (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.

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.

MEMORANDUM

TO: Michael Rooney, BPDA Project Manager

FROM: Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow, BPDA
Transportation & Infrastructure Planning Department
Phillip Hu, Planner II, BPDA Downtown & Neighborhood Planning
Department
Matthew Moran, Senior Transportation Planner, BPDA Transportation &
Infrastructure Planning Department
Nick Schmidt, Senior Transportation Planner, BPDA Transportation &
Infrastructure Planning Department
Kathleen Pedersen, Senior Land Use Planner, Sustainability Specialist &
Environmental Review, BPDA Climate Change & Environmental Planning
Department
Corey Zehngbot, Senior Architect/Urban Designer, BPDA Urban Design
Department
Jill Zick, Landscape Architect, BPDA Urban Design Department

DATE: December 5, 2018

SUBJECT: MOTOR MART GARAGE - BPDA Planning Division Comments

The BPDA Planning Division requests the proponent consider the following suggestions and to provide additional information in the Draft Project Impact Report (DPIR) and next iteration of the design.

Alternatives Analysis

Based on consultation with other departments and agencies, BPDA staff requests that the following alternative massings be analyzed, to facilitate comparison:

- A no-build scenario;
- A PNF scenario, showing the Proposed Project as described in the PNF; and
- An “as-of-right” scenario, under the existing General Area zoning within the Midtown Cultural District, which provides for an FAR of 10.0 and a maximum height of 155’ when a project has elected to undergo Large Project Review.

Urban Design

- The decision to foster a “strong and immediate connection between the existing facade and new tower” has the potential for an interesting interweaving of new with old. The existing Motor Mart Garage, the 1927 BSA Harleston Parker Medal winner, has a heft and clarity of architectural expression. However, the expression of a tower that takes its cues from a historic base is one that needs further study as currently proposed. In particular, the continuation of the concrete piers, which then taper off mid-tower, needs further refinement and iteration. In addition, material expression will also be important, as the patina of the existing Motor Mart structure cannot be precisely replicated on the tower above.
- The tower “tail” is unresolved. This element currently contains a variety of programs including residential units, amenity space, and mechanical equipment. While the strategy of locating the mechanical equipment at a mezzanine level minimizes shadows and also helps to service the retail and restaurant spaces below, some of the other programs might be reconfigured to allow for a simplification of the “tail.” As currently shown, this element is an architectural outlier and is also visible from the street below.
- More study of how the roof deck mechanicals impact abutters, such as 1 Charles Street, should be considered. We encourage the proponent to explore setting the mechanicals back further from the roof edge and ensuring that they are completely camouflaged at the street level.
- Though the distance between the 212 Stuart Street project and this proposed project has been ameliorated by re-orientating the massing to include an eased edge facing its neighbors, further study is warranted. More views showing the streetscape impacts should be included in the next phase of study to understand the effects on the ground level.
- Tabling Church Street between the project and Statler Park is an intriguing public realm improvement that could bring much-needed urban vitality to this part of the City and to Statler Park. As such, retail storefronts should be oriented facing the park and lobby entrances minimized.
- The retrofit of the existing garage structure with a residential liner that serves to animate the facade facing Statler Park is wholly embraced. How these units operate in relation to the parking on the same level will need to be clarified through more detailed plans and other drawings, as needed.
- Study a single parking entrance/egress located off of Stuart Street, thereby freeing up additional space for an active streetwall along Columbus Avenue. The location of the proposed loading dock next to a neighborhood market is not ideal. On a related

note, the relocation of all loading activity to Park Place should be studied. Though there is an existing retail tenant along the Park Place ground floor, there may be compelling reasons to shift that restaurant use to an alternate facade.

- Given its proximity to the Boston Common and Public Garden, the Proponent must prove that the project is in compliance with the provisions of the Midtown Cultural District.

Public Realm and Open Space

- We appreciate the spirit of the public realm concept for the project, but we request more details about specific public realm improvements to better connect Statler Park, Lincoln Square, and the Boston Common.
- More details around public realm conditions along Columbus Avenue, Eliot Street, Stuart Street, and Park Place in a site plan are requested. A site plan with dimensions of the sidewalk, furnishing, and frontage zones should illustrate how improvements are consistent with Boston Complete Streets. An additional streetview and/or more detailed plan of Columbus Avenue should provide more details about the ground floor condition to show how the loading area and parking garage entrance interacts with the retail, market, and lobby entrances.
- We encourage the Proponent to work with the Boston Parks and Recreation Department to identify ways the project can enhance existing open spaces and improved connections between them.

Transportation

- We support the Proponent's accommodation of all transportation modes and reduction in total on-site parking. In accordance with BTD's comments, we encourage the Proponent to examine modifications to site access, curbside conditions, circulation, and transportation demand management, including:
 - Additional detail on the tabling of Church Street, in particular conversion of the block to a pedestrian-only space and how this can further enhance safety and accessibility for pedestrians, activate Statler Park, and connect with the Bay Village neighborhood and enhancements proposed as part of 212 Stuart Street. Analysis should consider impacts to site access, area circulation, truck movements, and relocation of proposed drop-off/pick-up.
 - Additional detail on advancing the Columbus Avenue "Better Bike Corridor" as outlined in Go Boston 2030, including impacts to bike network connectivity

and “level of traffic stress.” Work with BTM to evaluate and accommodate east-west bicycle connectivity needs in this area.

- Detail on car-sharing opportunities within the garage, including quantity of vehicles, anticipated location, and convenience of residential and public access.
- Additional detail on proposed bicycle parking quantity, location of spaces within the site, support amenities, and convenience of access to ensure bicycling is an attractive option. Please refer to BTM’s Off-Street Bicycle Parking Guidelines.
- Unbundling of parking associated with residential units and limiting public parking to a maximum rental timeframe of one day.
- Compliance with the city’s Electric Vehicle Charging standards.
- Exploration of a more robust transportation demand management program, including subsidized transit, bike share, and car share memberships for employees as well as bundling such memberships with residential leases or condo sales. Real-time transportation displays are encouraged for all lobbies.
- Further analysis of the Arlington Street/Columbus Avenue/Stuart Street intersection to improve safety and reduce delay for people walking, biking, and taking transit.
- Analysis of area transit services, including capacity during peak periods and relative impacts associated with new transit trips supplied by the project.
- Traffic analysis for proposed driveways, the Stuart Street/Tremont Street intersection, and the Kneeland Street/Stuart Street/Washington Street intersection.
- In addition, we ask the Proponent to explore:
 - Opportunities to reduce or eliminate conflicts between vehicles and bicyclists on Columbus Avenue, a critical link in the citywide bike network. In particular, this analysis should examine the feasibility of consolidating vehicle access to Stuart Street, which is where the vast majority of vehicle trips will likely enter and exit the site, and relocating loading activity to Park Place.
 - Provision of a new off-street Blue bikes station within the vicinity of Church Street to encourage non-motorized trips.
 - A long-term agreement to maintain Church Street and Statler Park.

Environment

- We request additional details about the wind analysis:

- Provide a list of the BPDA approved projects and those under construction that were included in the wind tunnel analysis.
- We request additional details about the shadow analysis:
 - Provide fifteen-minute interval shadow studies beginning at 7:45 am and concluding at 10:15 am for October 21st and all previously studied dates with the exception of December 21st.
 - Provide the longitude and latitude; altitude and azimuth used
- We request additional details about solar glare:
 - Solar Spot Glare: As the proponent has stated that “materials are still being studied and glazing of the windows will be determined as the design progresses” shall be required to demonstrate that extensive areas of glazing, highly reflective glass or metal cladding, or areas of sloping glass will not be included in the design or conduct a solar glare analysis to determine visual impact or discomfort due to reflective spot glare.
 - Solar Heat Buildup: Analysis of the potential for solar heat buildup in any nearby buildings receiving reflective sunlight
- Climate Resilience:
 - The potential for a new supermarket as a new amenity for the neighborhood is desired. More details are requested for the resiliency strategy around an underground market.

Smart Utilities

- The [Smart Utilities Policy for Article 80 Development Review](#)--adopted by the BPDA Board in 2018--calls for five (5) Smart Utility Technologies (SUTs) to be incorporated into new Article 80 developments. Each technology applies at a different size threshold and has different requirement specifications. Information about this policy and project is available through the website at: bostonplans.org/smart-utilities
- The project proponent should study the policy to verify which of the 5 SUTs apply. Some of the SUTs may become applicable at later stages of review, based on conversations with BTM, PIC, and other departments.
- A Smart Utilities Checklist will be made available soon to guide project proponents through the required submissions.
- Based on the information received from the proponent so far, the information required on Smart Utilities may include at least the following:
 - Green Infrastructure:

- Provide a map/diagram highlighting where on the development Green Infrastructure will be installed
- Provide the following information:
 1. Types of Green Infrastructure included in the project: (drop down)
 - a. Bioretention basins
 - b. Bioretention planters
 - c. Infiltration chambers
 - d. Tree pits/trenches
 - e. Dry wells
 - f. Permeable paving
 - g. Other (specify)
 2. Total impervious area of the development: (Number field)
 3. Volume of stormwater that will be retained: (Number field) -
Note: Should equal to at least "Total impervious area times 1.25 inches"
- Smart Street Lights:
 - Provide a map/diagram highlighting where new street lights will be installed or where improvements to street lights will be made
- Smart Utility Standards:
 - Provide typical below and above grade cross section diagrams of all utility infrastructure in your development area (including infrastructure related to the applicable SUTs)
 - Provide typical below and above grade lateral diagrams of all utility infrastructure (including infrastructure related to the applicable SUTs)

APPENDIX A
COMMENTS FROM PUBLIC AGENCIES



BOSTON
TRANSPORTATION
DEPARTMENT

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

October 24, 2018

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

RE: Project Notification Form: Motor Mart Garage

Dear Mr. Golden,

Thank you for the opportunity to comment on the Motor Mart Project Notification Form (PNF). The project includes the redevelopment of a 1,037 space parking garage with ground-floor retail as a mixed-use tower rising out of the existing building. The proposed use includes 306 units, while retaining 46,000sf of retail/restaurant space, and 672 parking spaces (a reduction of 365 spaces).

Due to the complexity of the project, BTD supports the proposal for an additional filing, in which to provide new information and analysis as described below.

Site Access/Curbside

BTD looks forward to more information on proposed tabling of Church Street. The proponent should also explore pedestrianizing the block. The proponent should study the impact of this proposed change on access to Columbus, and particularly to trucks accessing Columbus. This should include a study of current trucks accessing Columbus Avenue, including truck type, time of day, and what route they use, including from Park Plaza, from Church Street, and from Park Plaiice/Eliot Street.

The PNF proposes pickup dropoff on Church Street. BTD feels that this would diminish the value of the tabled/pedestrianized space. BTD notes that the building has a large internal automotive circulation area, and will be looking for a proposal for all loading and pickup/dropoff to be internal to the building.

If a non-standard material is proposed for Church Street, the proponent should work with Public Works Department, Disabilities Commission, Boston Water and Sewer, as well as BTD to understand the implications for persons with disabilities, and access to utilities. Would the proponent be proposing to maintain the non-standard material whenever a utility company has to dig it up?

Parking

BTD supports the reduction in the total number of spaces at this location, and would request that the next submission include a detailed breakdown of which spaces will be dedicated to which uses. BTD would like to see the parking spaces unbundled, that is sold/rented at market rate separately from residential/employee units. Because after the purchase, monthly parking becomes a “sunk cost” for the person who is weighing whether to drive or not, BTD would like to see all non-residential parking have a maximum rentable timeframe of one day, that is, no monthly parking. BTD will also require the project to work with a car share provider to see whether it is possible to dedicate some of the spaces to car share.

BTD supports the proposal for one secure, covered bicycle parking station per unit, and the proposal to provide bicycle parking for employees. In future submissions, the proponent should spell out the number of spaces and ratios for employees, relying on the City’s Off-Street Bicycle Parking Guidelines, as well as the location of bicycle parking spaces, which should be located in an area that is convenient for bicyclists so as to make this as attractive an option as possible. Please also see the aforementioned Off-Street Bicycle Parking Guidelines for BTD’s requirements for outdoor parking spaces and shower/changing facilities.

The proponent should spell out how it plans to address the City’s Electric Vehicle Charging standards, which include that at a minimum 5% of all spaces must be EV spaces, and that at least 15% of spaces must be constructed with EV-ready electrical capacity. As this is an existing garage, this may not be possible in full, but the proponent should address this, and how it will attempt to install as much EV parking as possible. BTD notes that the project location is in the Boston Parking Freeze area, and should coordinate with the Boston Environment Department regarding whether they have any comments.

Transportation Mitigation

BTD looks forward to working with the proponent on developing an appropriate transportation mitigation package, which should be informed by the trips generated as well as peak hour mode share. BTD encourages the proponent to analyze transit services in the area based not only upon what services are supplied, but also peak capacity, and how the project’s generated transit trips will impact that supply. If the proponent’s trips will impact a transit, pedestrian or bicycle facility, the proponent should assess options to facilitate safe, convenient and attractive access. This may include (but is not limited to) sidewalks, crossings, bus stops, bike facilities and/or subway stops.

While the project is just outside the Stuart Street Zoning area, this is a good document to examine when thinking about the neighborhood’s desire for transportation mitigation. In that document, projects create public realm improvements, including multi-modal access at locations other than in the abutting streets of the proposed project, of a value equal to or greater than one half of one percent of the cost of building construction.

Circulation

BTD looks forward to working with the proponent on improving circulation in the area. This includes bike facilities, key intersections, and reevaluating existing curbside use.

As you know, in the City’s comprehensive transportation plan Go Boston 2030, one of the highest two ranked projects was “Better Bike Corridors,” including the Southwest Corridor Extension to MGH, which runs along Columbus Avenue (p. 153). We are therefore looking forward to working with the development team in designing

and implementing that project, which could include installation of a contraflow bike lane on the Columbus block abutting the project. BTD will look to work with the proponent on implementing this project on more than just the abutting block.

The Arlington/Columbus/Stuart intersection is key to continuing this bike facility, as well as being a very busy intersection that could be much improved from a pedestrian, bicycle, transit and automotive perspective. BTD looks forward to working with the proponent on the associated study and implementation of signal retimings in the area, including, but not limited to the intersection of Arlington, Columbus and Stuart Streets

Transportation Demand Management

BTB encourages the project to require retail tenants to subsidize transit, bike share and car 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. BTB also encourages the proponent to propose inclusion of real-time transportation (transit, bikeshare, carshare, transportation network services, wayfinding, walk/bike distance) display technology in all lobbies. In addition, the next submission should include a strategy of how urban packages delivery, which has seen a huge increase in small truck trips, will be accommodated. Will delivery companies be locating local pick up “warehouses” in the development?

Traffic

The PNF includes the study of the following intersections:

- Arlington/Boylston
- Arlington/Saint James
- Arlington/Stuart/Columbus
- Columbus/Eliot
- Columbus/Park Place
- Charles/Boylston
- Charles/Stuart

BTB requests the study area additionally include the following intersections:

- Any proposed driveways
- Stuart/Tremont
- Kneeland/Stuart/Washington

Site Plan

The proponent needs to submit an engineered site plan within the context of the surrounding roadways at 1:20 scale depicting:

- Vehicular access and circulation
- Parking layout and circulation
- Pedestrian access and circulation
- Bicycle access and circulation
- Area shuttle/van pool pickup and drop-off
- Parking spaces for car sharing services
- Service and loading*
- Roadways and sidewalks
- Building layout
- Bicycle parking locations and types (covered, indoor, bike share, etc)
- Transit stops and connections
- Electric vehicle charging stations and ev-ready spaces

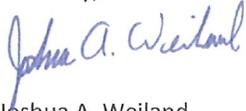
*Trash compactors/dumpsters need to be depicted as well.

Construction Management Plan

As the project in the advances, the proponents will be required to develop and submit a detailed Construction Management Plan (CMP) to BTD for review and approval. The CMP will address TDM measures for construction workers, proposed street occupancies, equipment staging, sidewalk and bike-lane relocations and hours of construction work. BTD will work with the proponents to execute the CMP.

The issues raised above should be addressed in the additional filing. BTD looks forward to working collaboratively with the proponents and the community in the review of these projects and to address any outstanding concerns in the permitting process.

Sincerely,



Joshua A. Weiland
Transportation Planner
Boston Transportation Department

Cc: Vineet Gupta, Director of Policy and Planning
John DeBenedictis, Director of Engineering



Michael Rooney <michael.rooney@boston.gov>

Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

Carrie Marsh <carrie.marsh@boston.gov>

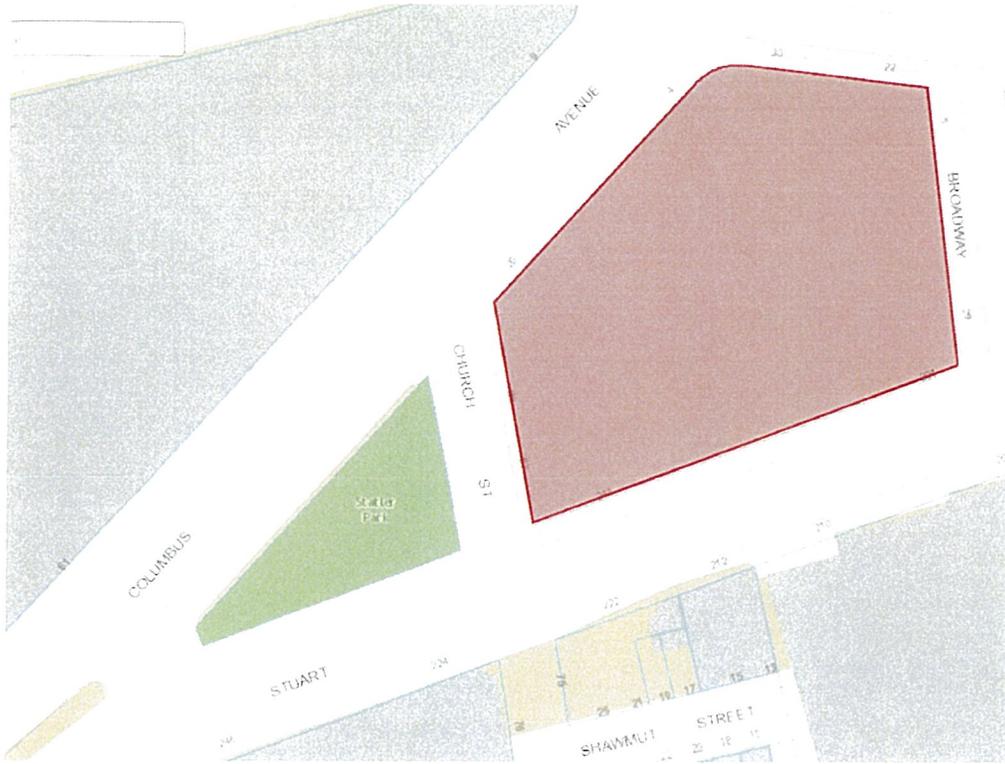
Wed, Oct 3, 2018 at 11:35 AM

To: Michael Rooney <michael.rooney@boston.gov>

Cc: Christopher Cook <christopher.cook@boston.gov>, "Liza Meyer, ASLA" <liza.meyer@boston.gov>

Hello Michael - below is an informal summary of BPRD's comments made at the Scoping Session for your reference:

- Park Plaza Urban Renewal Area: The proponent and BPDA said that the site was within the Park Plaza Urban Renewal Area. BPRD seeks confirmation of whether the project is subject to the stipulation that 1% of total development costs must be contributed to the Boston Common and Public Garden.
- Shadow Impacts: The PNF and presentation only showed net new shadows related to the Boston Common and Public Garden shadow restrictions (nominal impact). BPRD requested additional studies that show the shadow impacts year round, from sunrise to sunset, on the entire neighborhood - including all public open spaces such as Statler Park.
- Statler Park Amenity: The proponent would like to visually, physically and functionally connect Statler to its project as an amenity to the development. It would like to make Church Street flush to the sidewalk with no curbs so that it reads as a continual space from the project to the park. The pedestrian use of that raised roadway was emphasized, though cars were shown.
- Impacts of Use: The proponent said that Trader Joe's or a similar use is expected for the first floor facing the park. BPRD notes that 300 households and a grocery store immediately on the park would dramatically increase the usage impacts. BPRD would request consideration of a major contribution to the existing maintenance endowment for Statler Park to offset these impacts.
- Public Realm Design: The proponent is proposing to create a visual and physical connection to Statler as an amenity to its project. BPRD will need to see the public realm plans more closely. Public spaces may not be privatized so the proposed connection will need to be evaluated. Further, BPRD will need to assess the current design and features in the park to determine the impact that such use would have. BPRD would likely look to the proponent for a major contribution to improvements to the park to accommodate the increased usage.
- Construction Management: BPRD would like to work with BTM and the proponent on the development of a Construction Management Plan.



CARRIE MARSH
Executive Secretary
Boston Parks and Recreation Commission
1010 Massachusetts Avenue, 3rd floor
Boston, Massachusetts 02118
617-961-3074 (direct) 617-635-4505 (main)

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

From: **Michael Rooney** <michael.rooney@boston.gov>

Date: Mon, Sep 17, 2018 at 2:39 PM

Subject: Project Notification Form Submission Notice - Motor Mart Garage Project, Midtown Cultural District

[Quoted text hidden]

[Quoted text hidden]



CITY *of* BOSTON

Martin J. Walsh, Mayor

To: Michael Rooney, BPDA
From: Zach Wassmouth, PWD
Date: October 12, 2018
Subject: Motor Mart Garage PNF - Boston Public Works Department Comments

Included here are Boston Public Works Department comments for the Motor Mart Garage PNF.

Site Plan:

Developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Construction Within The Public Way:

All work within the public way shall conform to Boston Public Works Department (PWD) standards. Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the public way will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

Developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public Right of Way (ROW) within and beyond the project limits. The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.

The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the public right-of-way.

Driveway Curb Cuts:

Any proposed driveway curb cuts will need to be reviewed and approved by the PIC.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements associated with this project must be processed through the PIC.

Landscaping:

Developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024
CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation
Phone (617) 635-2854 • Fax (617) 635-7499

Street Lighting:

Developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the public right-of-way. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the public right-of-way. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.

Please note that these are the general standard and somewhat specific PWD requirements applicable to every project, more detailed comments may follow and will be addressed during the PIC review process.

If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zach Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



PUBLIC WORKS DEPARTMENT

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Boston Groundwater Trust

229 Berkeley St, Fourth Floor, Boston, MA 02116
617.859.8439
www.bostongroundwater.org

October 4th, 2018

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Executive Director

Christian Simonelli

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

Subject: Motor Mart Garage Project Notification Form (PNF) Comments

Dear Mr. Rooney:

Thank you for the opportunity to comment on the Motor Mart Garage Project Notification Form (PNF) located in the Midtown Cultural District. 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 document and confirmed at the scoping session, the project will be designed and constructed to comply with the requirements of Article 32.

As stated in the document and confirmed at the scoping session, part of the proposed redevelopment of the building includes adding basement level retail space. The document also states that temporary dewatering in isolated excavations for foundation and substructure is anticipated. Given the relatively limited nature of dewatering, the Project is expected to have negligible long-term impacts on groundwater levels. New foundations required for the Project are anticipated to be drilled-in, high capacity, deep foundations bearing in the dense glacial soils or bedrock underlying the site. No pile driving is planned. The drilled-in foundations result in negligible impacts to adjacent structures. Specific design and construction performance criteria will be established to be protective of adjacent structures. Also, groundwater level monitoring will be undertaken during construction to document impact to area groundwater levels. The well will be installed prior to construction and monitored throughout foundation construction.

The Project team shall coordinate with the Trust and confirm where the observation well will be installed. The groundwater level data should be furnished to the Trust and the Agency on a weekly basis. In addition, the proponent confirmed at the scoping session that the only below-grade work will be for the installation of these foundation elements and no new occupiable space will be created.

As stated in the document the project site is vulnerable to storm surge, and stormwater flooding. As part of it's the resiliency strategy the proponent will take measures to minimize the impact of potential flooding at the site, including the following:

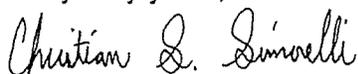
- Critical infrastructure will be located above the 500-year flood plain, including boilers, cooling towers, generators and building switchgear, as will major air intakes and discharge points.
- Knee wall barriers are proposed for the surrounding ground floor storefronts. Temporary flood barriers will be deployed in areas without knee walls.
- A modular approach will be taken for the mechanical infrastructure; this will allow the equipment to be more standard commercial "off the shelf" type. This will help reduce the lead times for replacement equipment, allowing more rapid recovery.
- The Project will incorporate water tight utility conduits, waste water back flow prevention, and storm water back flow prevention.

In addition, as part of its initial evaluation the proponent should identify and remedy existing critical infrastructure which may have a negative impact on groundwater levels.

The document states that Sidewalks surrounding the site will be improved in accordance with Boston Complete Streets guidelines, including new street lighting and new street trees where feasible. At the scoping session the proponent committed to exploring pervious paving materials for Sidewalks surrounding the site.

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 Simonelli
Executive Director

CC: Kathleen Pederson, BPDA
Maura Zlody, EEOS

The Motor Mart Garage development will provide housing for older adults looking to downsize and live Downtown. We look forward to the Inclusionary Development Policy (IDP) numbers to offer additional older adults a new home at an affordable price. The project location offers residents a walkable community which will reduce social isolation keeping residents active. On-site amenities such as programming and roof deck offer community building between neighbors.

We encourage the developers to strongly consider the following:

- The use of universal design in all spaces. These design features allow residents to age in their home and community. It saves money upfront eliminating the need to make changes over time which are costly to residents and developers.
- Provide information on The Ride, City of Boston Senior Shuttle and taxi coupons, Wheelchair Accessible Vehicles (WAVS), and offer free CharlieCards as part of the transportation management plan. Including this information ensures that residents of all abilities and ages will have access to transportation options.
- Meet with the Disability Commission regarding all aspects of accessibility and placement of Group 2 units.
- Any common areas with seating should have armrests. Armrests ensure balance support for people in need. If possible seating should have shade.

Enclosed is a white paper developed by the Boston Society for Architects Design for Aging Committee on Age-Friendly Housing. In addition, Enterprise Green Communities created "[Aging In Place Guidelines for Independent Living in Multifamily Buildings](#)." That guide is another resource to consult for aging in place.

Please contact our office if you have any questions or need more information. We look forward to hearing from you.

Thanks,

Nicole Chandler
City of Boston Elderly Commission

APPENDIX B
COMMENTS FROM THE PUBLIC

October 19, 2018

Via Email and Hand Delivery

Michael Rooney
Boston Planning & Development Agency
One City Hall Square
Ninth Floor
Boston, MA 02201

Re: Comments Regarding the Proposed Motor Mart Garage project
201 Stuart Street (the "Proposed Project")

Dear Mr. Rooney:

We represent the Four Seasons Place Condominium Association (the "Four Seasons"), the association of unit owners for the condominiums at the Four Seasons, located at 220 Boylston Street in Boston, and an abutter to the Proposed Project. We have been retained to ensure that the Four Seasons has a voice in the Article 80 review process for the Proposed Project. As an abutter, the Four Seasons will most certainly be impacted by the Proposed Project. The Four Seasons was built in 1985 and was a pioneer in establishing Park Plaza as a residential neighborhood. The Four Seasons has made major contributions over the past three (3) decades to make this neighborhood a desirable place to invest in redevelopment projects like the Proposed Project.

To date, it does not appear that the Project Notification Form ("PNF") submitted by the Project Proponent has committed sufficient consideration to the impacts on the Four Seasons or the surrounding neighborhood. After diligent review of the PNF, as well as the IAG Presentation dated October 2, 2018 (the "IAG Presentation"), we have a number of serious concerns regarding the specific impacts on the Four Seasons. These include:

- Wholesale failure to assess impacts of the Proposed Project on the Four Seasons;
- Potential impact of cooling towers for noise disturbance;
- Potential impact of rooftop terraces on neighborhood quiet enjoyment;
- Insufficient study of transportation and vehicular and pedestrian congestion
- Insufficient study of Wind impacts;
- Insufficient study of Shadow impacts;
- Insufficient study of impact of Solar Glare;
- Excessive height, FAR and urban intensification;
- Undefined Public Benefits;
- Need for a construction period monitoring program; and

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Michael Rooney
Boston Planning & Development Agency
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- Insufficient construction impacts management plan.

We address each of these in turn and request that the BPDA require the Project Proponent to submit a Draft Project Impact Report ("DPIR") to further study and analyze these impacts.

Wholesale Failure to Assess Potential Impacts on the Four Seasons

The PNF and the IAG Presentation go into great detail explaining and assessing the impacts of the Proposed Project on many abutters and aspects of the surrounding area, but what is missing is any focused true analysis or frankly any significant references to the impacts of the Proposed Project on the Four Seasons. The PNF contains only one sketch showing a view (Figure 5-9) that is even remotely close to the Four Seasons and even that view is at an angle on the side closer to Charles Street. The residents of the Four Seasons should not have to guess what the Proposed Project will look like from their homes. Therefore, we respectfully request that the Project Proponent develop renderings of what the Proposed Project will look like from the Four Seasons homes in order to determine what impacts the Proposed Project will have on them.

Potential Impact of Cooling Towers for Noise Disturbance

The cooling towers for the Proposed Project are proposed to be located on the Park Place side of the roof starting on the 9th floor and located in 20' high mechanical enclosures. This location appears to have been selected as a convenience to the Project Proponent and not to minimize impacts of the neighbors. Notably, the 9th floor of the Proposed Project is immediately at the roof level of and directly facing the Four Seasons. This location is of significant concern to the residents of the Four Seasons as the equipment will likely produce significant noise pollution due to continuous exterior noise as well as cyclical noise. Their operation would greatly affect the ability of the residents on that side of the Four Seasons building to enjoy their homes. Notably during a community presentation in April, the developers suggested they could reduce the tiered portion to two floors, but it now shows as three floors. This third floor has not been justified and should be revised downward.

The risk of disturbing noise is heightened because there will be higher building facades on at least two (2) sides of the mechanical equipment, which has the potential to create a canyon effect and amplify the noise. We request the Project Proponent explore two (2) alternatives: the feasibility of placing these cooling towers on top of its building and including a mechanical penthouse instead. Should an alternative location prove infeasible, the DPIR must detail efforts to mitigate the noise from these mechanicals and provide detailed evidence that the noise from the

Michael Rooney
Boston Planning & Development Agency
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mechanical systems will be at a decibel lower than what is required by the City of Boston. The DPIR also must include a post-construction noise monitoring program.

In addition, the PNF has an absence of detail as to the design of the mechanical enclosures and equipment placement to protect the equipment visually. We ask for development of drawings so that the Four Seasons can better understand what will be visible to them at their rooftop level. Materials used by the Proposed Project to screen or enclose the mechanicals and visible to the Four Seasons should also be agreed upon by the Four Seasons in advance.

Potential Impact of Rooftop Terraces on Neighborhood Quiet Environment

In addition to the cooling towers starting on the 9th floor, the Proposed Project also includes a number of tiered rooftop levels containing landscaping and occupied rooftop terraces. The use and design of these tiered rooftop levels may interfere with the residents of the Four Seasons quiet enjoyment of their homes, particularly as to lighting. We ask that the Project Proponent include in the DPIR a plan that shows what type of lighting will be used, as well as more detail on the layout, and that the uses be limited to prevent noisy events. The neighbors need to know if these areas will be open to residents of certain floors only or will these areas be available to rent for events? The Proposed Project must have noise regulations governing the use of these rooftop areas and the noise emanated from the rooftop terraces shall be included in the post-construction noise monitoring program.

Insufficient Study of Transportation and Vehicular and Pedestrian Congestion

The PNF lacks an analysis of the congestion centering around the Park Plaza loading dock and its effect on Columbus Avenue, Eliot Street and the Motor Mart Garage Driveway. This congestion already leads to a pile up of cars and excessive double parking for Park Plaza guests. The DPIR should include an analysis of how the additional residential density and associated deliveries from the Proposed Project will impact this congestion, and what measures can be taken to mitigate and manage congestion. Of particular concern are early morning deliveries and reversing delivery trucks with beeping sounds. The Project Proponent should explain how these will be managed and mitigated to respect the residential character of the neighborhood.

The PNF also neglects to study the additional pedestrian traffic on the un-signalized intersections in the area. Adding 306 residences to this area will certainly exacerbate what can be a hectic and unsafe pedestrian environment. A further analysis in the DPIR is warranted to ensure that pedestrians are able to move safely through this transforming neighborhood.

Michael Rooney
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Insufficient Study of Wind Impacts

Section 3.1 of the PNF regarding wind impact, raises serious concern regarding degradation in wind conditions on the Four Seasons, at the corner of Hadassah Way. We call attention to Figure 3.1-6 (Pedestrian Wind Conditions – Mean Speed – No-Build) of the PNF which shows that the current wind speed category at the corner of Park Plaza and Hadassah Way is comfortable for “walking” whereas after construction there is degradation in the wind speed category to “uncomfortable”. See Figure 3.1.7 (Pedestrian Wind Conditions – Mean Speed – Build). There is substantial foot traffic at this location, so every effort should be made to ameliorate any additional wind impact. As a part of the DPIR, the Project Proponent should be directed to study and propose alternatives to mitigate this impact. In addition, the Four Seasons requests that the DPIR include a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Projects.

Insufficient Study of Shadow Impact

The PNF also raises concern regarding the effect of shadows cast on the building. Figure 3.2-13 of the PNF indicates that a significant shadow will be cast upon the Four Seasons in the afternoon in the winter months. We ask that the Project Proponent be directed to include in the DPIR an expanded shadow study for the entire 12 months of the year, at various times of day during each month. In particular, a shadow study should look carefully at the entire winter period during all daylight hours and should consider options to minimize this effect. In the event the cooling towers are relocated to the roof, the DPIR should also provide a revised shadow study including the additional height from the rooftop mechanicals or the height of the mechanicals should be incorporated into the existing building envelope.

Insufficient Study of Solar Glare

Although the PNF states that no solar impact is anticipated, that is a difficult conclusion to reach without identifying the materials used in the window glass and building façade for the Proposed Project. Once these materials are selected for the Proposed Project, the BPDA should require a Solar Glare Study to evaluate impact of the reflection and resulting visual glare on nearby buildings, pedestrians and open spaces. The BPDA should also require a study of the associated thermal impact, including solar heat build-up.

Excessive Height, FAR and Urban Intensification

The Project Proponent has proposed a tower of 28 stories, 310 feet and a floor area ratio (“FAR”) of 13.1, far in excess of the limits established by Article 38 and does so without justification for these exceedances. Article 38 of the Code requires a much

Michael Rooney
Boston Planning & Development Agency
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lower height not to exceed 155 feet and limits FAR not to exceed 10. In the first instance, from an architectural historical perspective, excessive height at this location is out of character with the surrounding neighborhood of mid-level buildings. The existing buildings do not rise above 15-17 stories, nor can the Proposed Project reasonably be compared with buildings such as the W Hotel, Liberty Mutual or the Old John Hancock Building since these buildings are quite far away and are located in different neighborhoods. The building as proposed will be prominent, but does not in any way relate to the existing residential and historic buildings in the immediate area.

The real risk of this excessive height is the urban intensification manifest by the requested exceedance of FAR. While the Four Seasons welcomes new residents to the neighborhood, the proposed request for an FAR variance may well overburden the local pedestrian environment and traffic flows. Notably, no new parkland or open space is contemplated for the neighborhood. We ask that the Project Proponent consider a reduced massing with an FAR consistent with existing zoning.

Need for Upgraded Water and Sewer Infrastructure

The Four Seasons and neighboring properties are regularly disrupted by emergency sewer and water line projects. These incidents have occurred in the vicinity of Hadassah Way, Columbus Avenue and Park Plaza, among others, and have become almost routine. It is apparent that the water and sewer infrastructure in the neighborhood is aging and in poor condition. The Proposed Project will add many new users to this already overburdened infrastructure. We ask that the Project Proponent be required to determine if there is sufficient capacity for its new users within the existing, aging system and also be required to implement appropriate upgrades and replacement of the aging infrastructure.

Undefined Public Benefits

The PNF lacks description of any detailed investments in infrastructure, improvements or programs. The Proposed Project seeks to add significant density to an already dense area, so it is important for the Four Seasons and the neighborhood to better understand what the Project Proponent is intending to contribute to the neighborhood. The Four Seasons looks forward to participating in the public process surrounding the benefits the Proposed Project will provide for the community.

Need for Construction Period Monitoring Program

The Proposed Project is directly across the street from the Four Seasons. To prevent and mitigate any adverse impacts from the construction vibration to the Four

Michael Rooney
Boston Planning & Development Agency
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Seasons property, the Proposed Project's Monitoring Program and Pre-Construction Survey ("PCS") should include the Four Seasons perimeter wall in addition to a topical exterior survey and a survey of the sidewalks and landscaped areas. The Four Seasons should be provided with a complete copy of the PCS in electronic format for review and comment. We also request a preconstruction survey of the interiors and exterior of the Four Seasons property to ensure we are able to identify any damage that will be caused by the adjacent construction. The Monitoring Program also must specify the hours construction will be taking place (with work hours calculated using the residential neighborhood standards and not those for business or mixed use neighborhoods) and should include noise monitoring, including reasonable sensors at the Four Seasons. The Four Seasons should have the right to review and comment on the proposed Monitoring Plan.

Insufficient Construction Management Plan

More information is required from the Project Proponent regarding their plan for construction management. The Four Seasons has concerns and questions regarding the impact of what will likely be a two (2) plus year construction project. The DPIR must include a comprehensive plan for construction management, including, but not limited to:

- No blocking or impeding in any way of the Four Season's loading dock, Hadassah Way and service or garage access points.
- The construction activities must allow for access of emergency vehicles at all times.
- A description of the vibration that will emanate from the construction, including its effect on nearby buildings.
- The Project Proponent should provide a full time traffic control manager stationed in this area during times of high vehicular impact on the Four Seasons. The Four Seasons will determine points and times of impact; and
- Coordination with the Boston Transportation Department and any concurrent construction in the immediate area to minimize traffic flow disruption and promote safety for neighbors, commuters and visitors.
- Designation of liaison during the construction period who will be reachable 24 hours/day in the event of noise disturbances and the like.

In Sum

The residents of the Four Seasons face a dramatic change in their immediate neighbor to the south, from an eight-story parking garage to a 28 story residential tower. While we do not necessarily seek to delay or prevent the Proposed Project, we do urge the BPDA to carefully consider the impacts of the Project on the Four

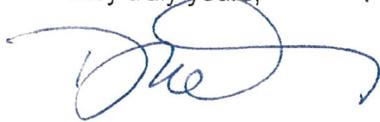
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Michael Rooney
Boston Planning & Development Agency
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Page 7

Seasons, especially in terms of environmental and other construction impacts that require appropriate mitigation. We ask that the BPDA require the Project Proponent to submit a DPIR to further study and address these impacts.

Thank you for your time and please do not hesitate to contact me with any questions or comments.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Diane", with a large, sweeping flourish extending to the right.

Diane R. Rubin

Direct Dial: [REDACTED]

Email Address: [REDACTED]

cc: Brian Golden, BPDA Director
Jonathan Greeley, BPDA Director of Development Review
The Four Seasons Place Condominium Association



CAC

October 19, 2018

Michael Rooney, Project Manager
Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201
Michael.Rooney@boston.gov

Re: Motor Mart Garage Project Notification Form

Dear Mr Rooney:

The Park Plaza Civic Advisory Committee (CAC) was mandated as a condition of the approval of the Park Plaza Urban Renewal Plan (PPURP) on November 23, 1976 by then Executive Office of Communities and Development Secretary William G. Flynn. As a result the CAC has been involved with this urban renewal project since its inception and have a thorough understanding of its history and development. The CAC consists of delegates from diverse organizations in the area that represent commercial, residential and general civic interests, including seniors and families with young children who are concerned about the impacts of high density development on the residential quality of the precious historic neighborhoods of Bay Village, Back Bay, and Beacon Hill, and Chinatown.

Your records will show the CAC recommended letting the Plan sunset. The Phase 1 portion has been completed and the BRA/BPDA has not undertaken preparation of a cohesive plan for Phase 2, the most basic threshold for continuing the plan. The approved Plan itself included a provision for termination 40 years from the date of the original approval in 1971 (2011).

Regarding the Motor Mart Garage Project, on October 9, 2018 I attended the public meeting for this project. Here I repeat the observation that the submission is incomplete. Also, I repeat my request that the submission be updated to reflect the project's Park Plaza Urban Renewal location. The site, 201 Stuart Street, is within Park Square Sub-Parcel 2, designated as the Church/Charles Sub-Parcel. I requested an analysis comparing the project with the Park Plaza Urban Renewal Plan (Plan), which includes specific criteria for development, including the requirement that a car rental business be included in the program, as well as height limits not met by the proposal. The project should address the Plan.

In addition, because of the great value of these public assets, I request additional studies of the timing, location, and duration of shadows on the Boston Common and the Public Garden.

At this time, The Plan should sunset immediately or the project should comply with the long established plan developed to prevent haphazard development, such as this design as presented.

Sincerely,

Jacquelin S. Yessian, President Park Plaza CAC

Cc: Director Golden, Counsilors Wu, Zakim, Essaibi-George

BOSTON PRESERVATION ALLIANCE

October 19, 2018

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Executive Director

Gregory J. Galer, Ph.D.

Michael Rooney
Boston Planning and Development Agency
One City Hall Square
Boston, MA 02201
Re: Motor Mart Garage, 201 Stuart Street, Downtown

Dear Mr. Rooney,

The Boston Preservation Alliance is Boston's primary, non-profit advocacy organization that protects and promotes the use of historic buildings and landscapes in all of the city's neighborhoods. With 41 Organizational Members, 121 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 has reviewed the proposal to redevelop the Motor Mart Garage and we appreciate the one week extension of the comment deadline. We do plan to meet with the proponent soon to discuss the project in more detail and offer additional feedback. The Alliance is unable to support this project at the current time.

The Motor Mart Garage is a prominent historic resource that anchors Park Square. When completed in 1929, it was the largest garage in the world, indicative of the city's transition to motor vehicles that continues to dominate our urban design and culture. Its Art Deco features give the garage a sophisticated presence, especially after a sensitive restoration in 1999 for which the Alliance gave the building our Preservation Achievement Award.

While not opposed to change, even the addition of towers within historic buildings in some instances, the Alliance is concerned about the scale and degree of change proposed at this site based on the information available. The tower addition should not overwhelm the scale of the historic structure or the neighborhood. Alterations to the facade should be done carefully to preserve original materials and design features. New openings at the street level must be more fully justified given their impact on the character of this Art Deco gem.

The Alliance looks forward to further dialogue with the proponent to better understand the proposal and alternatives that have been, and could be, explored.

Thank you,



Greg Galer
Executive Director

Diana K. Mayer
One Charles Street South, PH2D
Boston, MA 02116

October 19, 2018

Mr. Michael Rooney
Senior Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, MA 02201
By email: Michael.Rooney@boston.gov.

Re: Motor Mart Development Project
Comment Period Ending October 19

Dear Michael,

It was a pleasure to meet you on October 9 and to talk briefly with you after the Motor Mart Garage Public Meeting. Thank you for opportunities to offer comments about the proposed Motor Mart Project.

In light of questions, suggestions and issues identified at the October 9 Public Meeting, you said there will be a second comment period and a second public meeting on the Motor Mart Development Project. It is understood that a second comment period and second public meeting will enable the Development Team, the City of Boston, and Boston community representatives to discuss various issues in more detail.

As a resident owner at One Charles Condominium, an abutter to the Motor Mart Garage, and for neighbor owners and abutters, we respectfully submit comment for the comment period of October 19. There are a number of impact areas that seem to require more study and more technical detail and that may result in requests to modify the size, mass or design, or to take other measures to mitigate the impacts, of the proposed development project.

Decibel Noise Estimates: It is now proposed that Major Mechanical Equipment are to be housed in 20-foot high mechanical enclosures at the East End of the existing Garage structure (approx. 9 floors up). This placement is different from a prior proposal for the HVAC and related Equipment to rest at the top of the new residential tower, as shown by the Developers in an April 2018 One Charles Owners meeting.

At the October 9 Public Meeting, the Development Team deferred questions about the potential elevated noise level to be expected from the proposed positioning of HVAC and Major Mechanical Equipment at the East End of the existing Garage. It was understood that additional decibel data would be forthcoming. Incremental noise levels ought to be measured at the ninth floor and above, as well as at street levels as presented in the PNF. Also, incremental noise levels ought to be measured during peak periods, as well as in "quiet periods" as presented in the PNF. These measurements of estimated total noise impacts will indicate estimated total noise in the surrounding environment. Bordered by Stuart Street on the south, and on the East by a narrow short Park Place and a narrow short Eliot Street, the East End of the Garage rests in a "cul-de-sac" close to One Charles Condominium. This position affects noise and wind impacts.

We request reconsideration be given to placing HVAC and Major Mechanical Equipment at the top of the proposed new Motor Mart residential tower, in order to minimize reverberations, vibrations and noise impacts in the surrounding environs.

High Wind and Wind Shear Impacts: As noted, the East End of the existing Motor Mart Garage is in a "cul-de-sac", which borders the porte-cochere of One Charles Condominium and its nearby plazas. On

days with high winds, particularly in winter and spring, the areas around Park Place, Park Place (with seats around Lincoln Statue), Eliot Street, Park Plaza, and Charles Street South now have uncomfortable winds well above annual mean or average wind impacts. It is noted that there are prevailing southwesterly winds in the area, especially in winter and spring, that blow through the porte-cochere and plaza areas. The proposed tower at the West End of the Garage, a vertical plane that will block direct winds, may change wind directions and may have wind shear impacts. These impacts may be significant at the ninth floor roof amenity level of the proposed development, as well as porte-cochere and plaza areas, and along the entire west-facing facade of One Charles, as high as 15th or 16th floor levels where there are terraces.

We request expansion of the PNF's wind study to estimate potential wind impacts at ground level at high seasonal winds and also wind shear and wind impacts at high wind speeds around the structure, at the structure's ninth floor amenity roof area and at One Charles' elevations at the 15th or 16th floor terraces.

Traffic Patterns and Congestion: Traffic volumes used in the PNF to develop Existing Traffic Conditions are measurements conducted in weekday peak periods in November 2017. There appear to be higher traffic volumes in summer months, and other months, compared to November. It is possible that hotels in the area (Park Plaza Hotel and Four Seasons Hotel), as well as the Motor Mart Garage itself, may have lodging and parking statistics, respectively, to show seasonal variations.

In any season, there is existing congestion along Columbus Avenue adjacent to the Park Plaza Hotel and the Motor Mart Garage. The Park Plaza Hotel does not have an interior loading dock, and therefore, the Hotel's deliveries and waste pick-ups occur on Columbus Avenue, notably in morning rush hours and often starting before 7:00am. Trucks park at right angles to the curb, while loading and unloading. Hotel vendors and valets park cars along Columbus Avenue also at right angles to the curb, including along the north side of Columbus Avenue opposite Church Street. The proposed Motor Mart Project must have adequate interior docks for all loading and unloading to avoid more congestion along Columbus Avenue.

The Motor Mart's proposed addition of 306 residential residences will impact Delay and LOS of existing traffic patterns. There will be more vehicular traffic from deliveries (Fedex, UPS, Amazon and others), from Uber, Lyft and Boston Taxis, and from residents, workers and visitors in their own cars. Existing congestion will also be impacted by other Stuart Street projects the BPDA has already approved. Special attention to pedestrian safety needs to be directed at the Stuart and Charles Street South intersection, the intersection at Columbus Avenue/Eliot Street/Motor Mart Garage Driveway (without signals and no crosswalks) and the Park Plaza/Columbus Avenue intersection (without signals and with three crosswalks).

We request further study to prepare a more complete Area Traffic Plan for the Motor Mart Development with review by all appropriate City Agencies and with input from community residents and businesses. Traffic management and pedestrian safety conditions require a careful review, and possible changes made, to avoid impairment.

Solar Glass: In the PNF Section 3.A, it states "Due to the potential glass and glazing used, solar glare impacts are not currently anticipated." However, the proposed Project's window glass and other building facade materials have not been identified in the PNF. As stated in Attorney Moriarty's October 9 letter to you, "*the BPDA should require a Solar Glare Study to fully evaluate reflection and resultant visual glare impacts on adjacent buildings, pedestrians, drivers and open spaces and also require an analysis of any associated thermal impact, including solar heat build-up.*"

Page Two (2) of Three (3) October 19, 2018 to Mr. Michael Rooney, Senior Project Manager, BPDA

Shadows: As noted in Attorney Moriarty's October 9 letter to you, the PNF's shadow analysis looks only at shadows on four days of the year and does not include analysis of shadow impacts on neighboring buildings. The PNF also does not detail the loss of natural light inside neighboring buildings.

As owners and abutters, *"One Charles respectfully requests that the BPDA require the Development Team to perform a total shadow path analysis on neighboring building, including One Charles, so that it can more fully evaluate the shadow impacts associated with the Proposed Project."*

Water and Sewer: It is unclear from the PNF whether existing water and sewer lines are adequate for the proposed development project. Existing sewer lines, some of which are 12-inch in diameter, currently service multiple restaurants, as well as multiple hotels and residential buildings.

We request a further study of the incremental impacts on the sewer lines to ensure health and environmental safety.

Parking: The proposed Project would eliminate 509 public open parking spaces and reduce total parking by 365 spaces. The Plan is to set aside 144 parking spaces for 306 residential units, a ratio of 0.47 spaces per unit, below parking goals developed by the BTDC for the Park Plaza/Bay Village neighborhood of a maximum of 0.5-1.0 residential parking spaces per unit. The residual public parking spaces would be 528. At the October 9 Public Meeting it was said that the Motor Mart Garage currently averages 80% to 85% occupancy during weekdays, showing 850 to 880 public parking spaces are used, annually on average

In the PNF the Development Team shows a commitment to encourage use of public transportation by future Motor Mart residents, as well as a commitment to encourage use of public transportation by workers during construction.

Building Height and Architectural Character: The Proposed Project Dimensions exceed the height and maximum floor area ratio ("FAR") specified by Article 38. The proposed height of 310 feet compares to Code maximum height of 155 feet. The proposed FAR of 13.1 compares to Code FAR of 10.0.

The proposed 28 story tower at 310-feet exceeds by 100 feet (by 50%) the approved tower across the street at 212-222 Stuart (approved at 19 stories at about 200 feet). The proposed 28 story tower at 310-feet is well in excess of all the surrounding adjacent buildings: One Charles (17 stories at 179 feet); Four Seasons Residences (16 stories at 170 feet); the Park Plaza Hotel (15 stories at 154 feet); and 100 Arlington Street (15 stories at 155 feet). The so-called high spine referenced in the PNF is not immediately adjacent to the Motor Mart, and two of the referenced high spine buildings - Liberty Mutual and the old John Hancock Building - are office buildings.

We suggest that the proposed height does not relate well to the existing residential and historic buildings in the immediate area and should be reconsidered. We understand the proposed Project will require zoning relief from the Board of Zoning Appeals and is subject to a series of City Agency approvals as well as by State and Federal agencies.

We respectfully submit these comments on October 19 and look ahead to the second comment period and second public meeting for the Motor Mart Development Project. We anticipate that further study, with more analysis and more detailed review would create a more positive outcome for the community as well as provide a sufficient investment return to investors in the proposed Project.

Thank you for your consideration of the comments offered to enhance Motor Mart Development Plans.

Sincerely yours,
Diana K. Mayer

Cc: Brian Buhler, Gen. Mgr., One Charles Condominium Association
Thomas Moriarty, Esq., Moriarty Troyer & Malloy LLC

October 16, 2018

Mr. Michael Rooney
Senior Project Manager
Boston Planning and Development Agency
One City Hall Square, 9th Floor
Boston, MA 02201

Re: Motor Mart project comments

Dear Michael.

The three block stretch of Stuart St between Charles and Clarendon has three towers approved or proposed, all of which could conceivably be under construction at the same time; construction management plans for all three projects must take into account the traffic impact of all three projects on the surrounding area.

380 Stuart – approved

212 Stuart – approved

201 Stuart - proposed

The long-term impact of three new towers on traffic, particularly on Stuart St. and Columbus Ave. will be significant. I encourage the BTM to look at the current traffic, parking and delivery/pick-up usage on Columbus and Stuart Streets to address current problem areas that will get worse with increased traffic volume.

The Park Plaza delivery, tour bus, valet and frequent double parking situation on Columbus Ave needs some attention to keep travel lanes available.

Stuart Street, directly across from the Motor Mart, is currently the pick-up point for commuter buses during the afternoon rush hour (10 minute limit not enforced); the BTM should consider a new location for this bus stop, both during construction, and beyond, as the new 212 Stuart loading dock will be active in that block.

Additional traffic delays on Stuart St will increase cut through traffic on Isabella St. for cars heading to I-90 and I-93; measures to discourage this cut through on a narrow residential street should be considered.

The Motor Mart developers have proposed that all Uber, Lyft, taxi, and resident vehicle passenger drop-offs and pick-ups will be directed to the 2nd floor of the garage. This arrangement should be written in to the plan, and enforced by building employees, as those activities could cause significant traffic tie-ups on Church, Columbus and Stuart Streets.

The Motor Mart developers have proposed changes to Church Street in front of Statler Park that would reduce the number of metered parking spaces on that block. Both the 212 project, and the Motor Mart project will create additional retail/restaurant demand for short-term parking in that block. There are currently 6 hard metered spaces on the east side of the street, two of which are valet in the evening. There are 5-6 pay-station-metered spots on the west side of the street. There are no metered spaces east of Church St on Stuart which is good for traffic flow; losing these 11-12 metered spaces will make it more difficult for patrons to access the retail and restaurants in the area. The Motor Mart should consider options to make inexpensive short-term parking available in the garage to discourage cars from pulling up and blocking travel lanes on Stuart and Church when visiting tower residents or accessing the 201 Stuart shops and restaurants.

I applaud the developers' commitment to take over the upkeep of Statler Park, and to landscape the surrounding sidewalks with plants/trees.

A grocery market at the Motor Mart site would be a welcome benefit to the surrounding neighborhoods. The developers' commitment to make a serious effort, including to offer competitive lease rates, to bring a grocery market in to their building has been an important factor in encouraging neighbor support; this commitment should be written in to the plan.

As a resident of the Bay Village neighborhood, I am concerned about crime increasing, particularly while our neighborhood abuts two construction sites which are generally dark, unattended spots overnight. I encourage the developer of the Motor Mart to include in any mitigation package an investment in security cameras in coordination with, and connected to the Boston Police Department.

Thank you,

A handwritten signature in cursive script that reads "Jamie Brewer".

Jamie Brewer
17 Piedmont Street



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October 18, 2018

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

RE: Motor Mart Garage

Dear Mr. Rooney,

Since 1970, the Friends of the Public Garden has been committed to renew, care, and advocate for the Boston Common, Public Garden, and Commonwealth Avenue Mall. We are enthusiastic about Boston's growth and vibrancy but, consistent with our mission, we must ensure that the parks are protected from adverse impacts from development projects. Accordingly, we are writing to you to express our views regarding the proposed Motor Mart PNF currently under BPDA review through the Article 80 process.

As partners with the Boston Parks Department, the Friends contributes both time and resources to maintain and enhance the Boston Common and the Public Garden. One of our chief concerns is protecting the Common and Garden from additional shadows, which have negative impacts on the parks' horticulture as well as the enjoyment of the greenspaces by their many users, particularly during the cold winter months. We are pleased that the proposed project's design complies with the State shadow laws by not casting any new shadows between 8:00 am and 2:30 pm from March 21 to October 21.

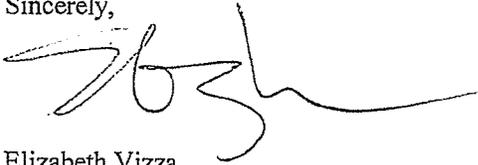
Nonetheless, we also wish to reiterate our concern about the importance of ensuring that these parks can be enjoyed year-round by users and that they do not become increasingly shadowed during the cold and windy winter months. The PNF shadow analysis does indicate that new shadows are cast on December 21 at 9:00 am in the Public Garden and at 3:00 pm in the Boston Common, but does not indicate the duration or the acreage covered. We request that the proponent provide time lapse analysis with area data for December 21 so that the public can evaluate the extent of shadow impact on that date.

As we have stated in comment letters on previous development projects, we recommend that the BPDA change its scoping requirements for shadow analysis to be more consistent with the State shadow laws. We applaud the proponent for providing time lapse shadow analysis for equinox and solstice dates from 8:00 am to 2:30 pm in the PNF Appendix and would like encourage the BPDA to make this time lapse analysis a requirement of all environmental submittals along with areal extent data when new shadows are cast.

We would like to point out that in the PNF the proponents have referred to the Public Garden as the “oldest link in the co-called Emerald Necklace” (Ch. 6-4) The Boston Common is in fact the oldest park link.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elizabeth Vizza', with a long horizontal flourish extending to the right.

Elizabeth Vizza
Executive Director

cc: Brian Golden, Director, Boston Planning and Development Agency
Christopher Cook, Chief of Environment, Energy, and Open Space
Andrea Campbell, City Council President
Michael Flaherty, City Councilor At-Large
Ed Flynn, City Councilor
Annissa Essaibi George City Councilor At-Large
Ayanna Pressley, City Councilor At-Large
Michelle Wu, City Councilor At-Large
Josh Zakim, City Councilor
Jay Livingstone, State Representative
Aaron Michlewicz, State Representative
Byron Rushing, State Representative
Joe Boncore, State Senator
Will Brownsberger, State Senator
Greg Galer, Executive Director, Boston Preservation Alliance

October 18, 2018

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

RE: Motor Mart Garage Project, 201 Stuart Street, Boston, MA 02116

Dear Mr. Rooney:

On October 10, 2018, Dave Warnester representing Boston Global Investors and the project team provided an update to the Midtown Park Plaza Neighborhood Association (MPPNA) of the Motor Mart Garage development project. This project entails redeveloping the eight-story Motor Mart garage into a mixed-use building to include basement-level retail space, new construction of 306 units within a 20-story residential tower above the existing garage with 672 parking spaces.

The members had concerns regarding the net new shadow cast on the Public Garden and Boston Common in addition to the reduction of approximately 365 parking spaces. The developer has committed to providing more in depth shadow studies.

In terms of mitigation for the Midtown Cultural District, any improvements to the public realm and pedestrian experience such as enhanced lighting, security, and reconstruction of sidewalk/streets would be welcome, as these overall improvements will help transform and beautify this part of the city.

The association, comprised of local business owners, residents, institutions and neighborhood organizations, meets monthly with Area A-1 Captain Kenneth Fong and Sergeant Stephen Moy to discuss issues affecting the quality of life for all those who work, visit or reside in the area surrounding the Theatre District located within the Midtown Cultural District.

Sincerely,

Members of the Midtown Park Plaza Neighborhood Association



Michael Rooney <michael.rooney@boston.gov>

Motor Mart proposal

1 message

judithkomarow [REDACTED]
To: Michael.Rooney@boston.gov

Sun, Oct 14, 2018 at 1:23 PM

Dear Mr. Rooney,

I am a 14 year resident of Bay Village. I have attended multiple meetings concerning the proposed development above the motor mart garage. As it currently stands, I am against the project.

Why am I against it? It is far, far too tall. It will over shadow Bay Village and the surrounding area. Furthermore, the design is lopsided, it covers just a portion of the current structure. The developer in my opinion is not being forth coming as to why. It is my belief that the current lease(s) prevents the developers from using the whole area at this time. And I believe that when the lease(s) expire, that the remaining area will be developed. This will result in a massive structure unsuitable for the vicinity.

In my experience, developers of large projects always ask for far more than is required to turn a profit. And honestly, I do not care about the developer's profit margin. I care about the city and my neighborhood. If the developer claims that a structure say 1/2 the size of the current plan is not feasible, then so be it. The area will be fine if the motor mart remains as it is.

As a representative of the city, residents and constituents, I sincerely hope that you will support our collective needs verses that of a profit seeking developer.

Yours truly,

Judith Komarow
Melrose Street



Michael Rooney <michael.rooney@boston.gov>

Motor Mart Garage - Comments from the Art Deco Society of Boston

1 message

Fusco & Four [REDACTED]
To: michael.rooney@boston.gov

Thu, Oct 11, 2018 at 12:06 PM

Dear Mr. Rooney --

We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level."

This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000.

It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows—the spirit of the new "Machine Age."

This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past.

We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board.

Tony Fusco, President, Art Deco Society of Boston
617-363-0405

--

8 Allenwood Street
Boston, MA 02132

[REDACTED]
artdecoboston.org



Thomas O. Moriarty
Direct Dial: [REDACTED]
Admitted in MA

VIA ELECTRONIC SUBMISSION

October 9, 2018

Michael Rooney, Project Manager
Boston Planning & Development Agency
One City Hall, Ninth Floor
Boston, MA 02201

RE: MOTOR MART GARAGE PNF

Dear Director Golden and Project Manager Rooney:

I am writing on behalf of the Board of Directors of the One Charles Condominium (“One Charles”), an abutter to the Motor Mart Garage, with comments and concerns about the September 2018 Project Notification Form Filed (the “Proposed Project”).

One Charles is a 17-story condominium with 235 residential units as well as commercial space that abuts the Proposed Project to the east. The unit owners are a vibrant mix of singles, couples and families many of whom work in Boston, send their children to Boston schools and invest in the neighborhood through social and civic participation. One Charles and its neighbors have the unique position of sitting at the intersection of the historic Back Bay, Bay Village and Theatre District neighborhoods and near the Public Gardens and Commons.

One Charles appreciates the opportunity to offer comments on the Proposed Project and participate in the planning process. One Charles, together with its experts, have identified the following concerns, which require further study and consideration, to fully evaluate the Proposed Project’s compliance with applicable zoning and regulatory requirements as well as its impact on surrounding neighbors.

PROPOSED PROJECT ZONING CONCERNS

The Proposed Project will require zoning relief from the Board of Zoning Appeals. The Proposed Project will require a dimensional variance, along with other approvals. Furthermore, only some of the proposed uses, that of the upper floors, is permitted as of right, the first floor uses will require a conditional use permit.

Dimensional Requirements

The Proposed Project exceeds the dimensional requirements of the Boston Zoning Code. The Project Site is located within the Midtown Cultural District (“MCD”) and, as such, is governed by Article 38 of the Boston Zoning Code (the “Code”). The Project Site is also located within the

Groundwater Conservation Overlay District (“GCOD”) governed by Article 32 of the Code and the Restricted Parking Overlay District (“RPOD”) governed by Article 3 of the Code.

For Projects subject to Large Project Review, Article 38 of the Code sets a maximum building height of 155 feet and a maximum floor area ratio (“FAR”) of 10.0. Section 38-19 of the Code also establishes specific design requirements relating to street wall continuity, street wall height, sky plan setbacks, display windows, and maximum floor plates above a building height of 125 feet. The following are the Proposed Projects dimensions, as submitted in the PNF:

| Proposed Project Dimensions: | | |
|-------------------------------------|---------------------------|---------------------------|
| Project Element | Existing Dimension | Proposed Dimension |
| Residential | None | 306 units |
| Commercial | 50,712 sf | 46,000 sf |
| Total Square Footage | 421,000 sf | 685,000 sf |
| Zoning Height | 93 feet | 310 feet |
| Parcel Area | 52,323 sf | 52,323 sf |
| FAR | 8.0 | 13.1 |

Since the Proposed Project FAR (13.1) will exceed the maximum allowed (10.0) and Proposed Project height (310’) exceeds the allowed (155’), whether under the District requirements or Large Project status, variances will be required.

Proposed Uses

Only certain proposed uses under the Proposed Project are permitted as a matter of right. The Proposed Project will include upper-floor multifamily dwelling use (with accessory parking), general retail use, and restaurant use. The Proposed Project also proposes ground floor retail uses, commercial parking and parking accessory to retail and restaurant uses. The upper floor uses would appear to be permitted as of right, but the first floor uses and any proposed parking usage would be conditional uses—either under the applicable Midtown Cultural District zoning or under the Restricted Parking Overlay District requirements. Therefore, the Proposed Project proponent will need to obtain conditional use permits.

Other Zoning/Relief

The Proposed Project is also subject to a series of city agency approvals (from Civic Design Commission, Transportation Department, Sewer & Water, Public Works, Parks Department, Public Safety, Fire Department, Inspectional Services, Parks and Recreation and Air Pollution Control Commission) as well as state and federal agencies (MWRA, FAA).

PROPOSED PROJECT IMPACT CONCERNS

Shadows

The PNF's shadow analysis is incomplete to evaluate the full scope of the Proposed Project's impact. The shadow impact analysis presents a very limited snapshot; it looks only at shadows created on 4 days in a given year and does not include an analysis of shadow impact on neighboring buildings. The shadow analysis focuses on nearby open spaces, sidewalks and bus stops; it does not, for example, look at the shadow impact on One Charles, the Park Plaza or The Four Seasons Residences, though all are likely to be impacted. The Public Garden Shadow Analysis shows, without much detail, that there will be significant new shadows on One Charles in the afternoon at multiple times during the year. This requires further investigation and study. One Charles respectfully requests that the BPDA require the proponent to perform a total shadow path analysis on neighboring buildings, including One Charles, so that it can more fully evaluate the shadow impact associated with the Proposed Project.

Solar Glare

There is significant risk of solar and thermal impacts on One Charles and adjacent buildings that should be studied. The PNF concludes that no solar impact is anticipated. The proponent reaches this conclusion, however, without having identified the Proposed Project's window glass and other building façade materials, which will dictate the nature of the solar and thermal impacts. Once the Proposed Project selects these materials, the BPDA should require a Solar Glare Study to fully evaluate reflection and resulting visual glare impacts on adjacent residential buildings (including One Charles), pedestrians, drivers and open spaces (including Statler Park and the Public Garden). The BPDA should also require an analysis of any associated thermal impact, including solar heat build-up.

Wind

The proponent's PNF, using RWDI's model, concluded that the anticipated impact of the Proposed Project on wind at pedestrian level will be minimal. The wind modeling did not consider whether the new tower, rising out of a portion of the 8-story garage, and creating a new vertical plane, would change the wind direction or velocity experienced at 8-9 floors above ground level. A change in direction and/or velocity of wind at this level could greatly impact the ability of neighboring residents to comfortably open windows and use outdoor spaces above pedestrian level. One Charles requests that the BPDA require a wind study at or above the current garage height to fully evaluate any wind impacts of the Proposed Project.

Historic and Architectural Character

Article 80 requires new projects to observe the historical and architectural character of the neighborhood. The Proposed Project would include a 310-foot tower. To justify the proposed height, the proponent largely points to hotels and office towers in the high spine, which are not immediately adjacent, including the W Hotel, Liberty Mutual Building, and Old John Hancock Building. The proposed 28-story tower at 310 feet is disproportionate to the adjacent residential and historic buildings, including One Charles (17 stories at ~179'); Four Seasons Residences (16 stories at ~170'); the Park Plaza (15 stories ~154') and 100 Arlington (15 stories at ~155'). The Proposed Project even exceeds the approved tower across the street at 212-222 Stuart by 110 feet (approved at 19 stories at 200'). One Charles submits for the BPDA's consideration and additional review that the proposed height (which will require a dimensional variance) does not relate well to the existing residential and historic buildings in the immediate area and should similarly conform.

It is also important that, as the building façade materials are finalized, they include the color or type of materials in character with other adjacent buildings. Many of the neighboring buildings prominently feature brick (One Charles; Four Seasons; State Transportation Building) or stone (Park Plaza; 100 Arlington; Emerson Buildings) and the Proposed Project should similarly include elements that maintain the architectural style and character of the neighborhood.

Noise

The Proposed Project contemplates that major mechanical elements servicing the building will be located on the roof, in 20' high mechanical enclosures, (approx. 9 floors up) next to One Charles. These major mechanical systems will cause both continuous exterior noise as well as cyclical noise. The BPDA should require the proponent to consider an alternate location, away from residences, for these systems, including a mechanical system penthouse or placement on the rooftop of the tower. If there is no other viable location, the Proposed Project plan must detail appropriate efforts to mitigate mechanical system noise. The plan must provide that the cyclical noise from fans, heating/cooling and exhaust systems will be at a decibel below that which is required by the City of Boston Ordinance, as cyclical noise will have a greater disruptive impact on adjacent neighbors. The proponent should also take other steps to mitigate noise as may be appropriate so that the timing and use of systems is designed to have the least disruptive impact. Furthermore, if the mechanical system remains in the present, proposed location, the enclosure should use materials (such as screening) agreed upon by One Charles. Finally, the proponent should have a post-construction noise monitoring program in place.

Use Restrictions

The PNF calls for retail space on the first floor. As a conditional use, there should be reasonable restrictions placed on the type of retail business to ensure that those businesses fit the character of the neighborhood and do not pose a noise or safety risk to immediate neighbors.

Additionally, the PNF calls for amenity space for the residential units on the top of the garage, a portion of which will face nearby residences. There should be appropriate restrictions on the noise and light which these facilities can emanate.

Transportation – Existing Intersection Conditions

The PNF transportation analysis does not account for the existing congestion in and around the Columbus Avenue/Eliot Street/Motor Mart Garage Driveway caused by the Park Plaza loading dock located nearby. The use of the loading dock frequently results in congestion as do the queued and double-parked cars of Park Plaza hotel guests. This back-up can often make it difficult for One Charles residents to exit the garage and proceed onto Columbus Avenue. Further study is warranted how additional traffic will impact the congestion from the loading dock and queued cars around the Park Plaza.¹

The PNF transportation analysis also does not consider the additional pedestrian traffic at the un-signalized intersections. An additional 306 residences in this location will create additional foot traffic, but the Columbus Ave/Eliot Street/Motor Mart Garage Driveway is un-signalized and has no crosswalk and the Park Plaza/Columbus Avenue intersection (located in close proximity) is also un-signalized and features two cross-walks and a diagonal cross-walk. Further study is warranted to ensure pedestrian safety of neighboring residents and new residents. It would also assist vehicle traffic to contemplate better signage and/or signals where pedestrian traffic may lawfully cross.

We note, too, that it is likely that existing congestion in this and surrounding areas will only increase as the BPDA has approved other projects along Stuart Street, including at 212-222 Stuart, 380 Stuart and 40 Trinity Place (426 Stuart), which will likely contribute to traffic flow in and around the area. For this additional reason, further study of the impact on traffic and intersection conditions around the Proposed Project is warranted.

¹ At an earlier IAG meeting, the City of Boston discussed bike racks and the activation and/or creation of bike lanes in the project vicinity. The PNF's discussion of transportation impacts does not contemplate the addition of a bike lane in the vicinity. One Charles requests further transportation study as the result of a bike line or other bike facilities.

Transportation – Vehicle Staging/Temporary Vehicles

According to the PNF, the project contemplates that there will be one entrance on Stuart Street (for apartment tenants) and another on Church Street (for condominium owners). The PNF does not adequately account for temporary parking on these two streets. In a building with over 300 units, there will be a high demand for ride-sharing services and delivery services that will park directly outside these entrances. Ride sharing services continue to expand rapidly in Boston and the use of delivery services has expanded from traditional USPS, UPS and Fed-Ex deliveries which were once or twice daily, to also include countless deliveries of groceries, meals, flowers and laundry. On top of this, the Proposed Project can reasonably expect to have a sizable number of building and unit vendors, including utility services, cable services, house cleaning, pet care, etc. There will also be resident vehicles loading and unloading prior to garage entry based upon the current configuration. One Charles requests that the BDPA require the proponent to study whether this type of staging and temporary parking can be mitigated by a design that allows for all temporary parking and passenger loading and unloading to be accommodated entirely within the garage.

Monitoring Program

The Proposed Project site is in very close proximity to One Charles. To prevent and mitigate any adverse construction impacts upon One Charles the Proposed Project's Monitoring Program and Pre-Construction Survey (PCS) should include the One Charles perimeter wall in addition to a topical exterior survey. A complete copy of the PCS should be provided to One Charles in electronic format for review and further comment. The Monitoring Program should also include noise and vibration monitoring, including reasonable sensors at One Charles, and One Charles should retain rights to review the Monitoring Plan.

Construction Management Plan

Development projects have significant construction impacts on their neighbors. There needs to be additional mitigation steps to strike a balance between construction-related inconveniences with the daily activities that will occur adjacent to the Proposed Project site. Furthermore, it is imperative that the Construction Management Plan take into account the construction schedule for the 212-222 Stuart Street tower, located directly across Stuart Street, which is likely to break ground in the near future.

A detailed approach to construction management must be included in the DPIR. One Charles requests that the Construction Management Plan include, at a minimum:

- Construction vehicles must not in any way block access to, or materially impair use of, the One Charles garage, porte cochere, or loading dock.

- No construction staging may be allowed in the area outside of the One Charles garage, porte cochere or loading dock that would impede or impair entry or exit or use of these areas by One Charles residents and guests.
- Construction must not impede emergency vehicle access to One Charles.
- Construction must not impede service access to and around One Charles, including sanitation pick-up, grease trap access, etc.
- Proponent must provide a full-time traffic control manager stationed in the area during any time that activity will, or foreseeably may impact One Charles. One Charles will determine if it is being impacted.
- A TAPA agreement that considers current construction and approved projects. Stuart Street is a major thoroughfare (classified as an urban principal arterial under BTDA jurisdiction), carrying traffic to and from downtown. Over the past few years, the BPDA has approved several projects along Stuart Street, all within 4 blocks, including: 40 Trinity Place (426 Stuart), 380 Stuart and 212-222 Stuart (directly across from the Proposed Project). If there is concurrent construction, it is imperative that the proponent with BTDA form a comprehensive traffic plan to minimize traffic flow disruption for neighbors, commuters and visitors.

Neighborhood Safety

One Charles would like to see the entirety of the Proposed Project, during and post-construction, take into account neighborhood safety. One Charles has raised some of this in other areas of concern (construction management, for example), but it is sufficiently important to stand alone and should be built into the plans for the project with greater intention. The project proposal should include additional details on site and adjacent lighting, security systems, signage, safety personnel and guards to be employed at all stages, and a point of contact for all safety concerns.

Run-Off

One Charles is concerned that the PNF calls for tabling on Church Street and flush walkways to Statler Park that may cause run-off or water to pool in the area. One Charles requests that there be further study on the proposed plans to address and mitigate this concern.

Water-Sewer

The PNF does not contain enough detail for One Charles to comment on the proposed water-sewer connections for the project including, critically, location and capacity. One Charles requests that the BPDA require the proponent to provide further information.

Michael Rooney, Project Manager
Boston Planning and Development Agency
October 9, 2018
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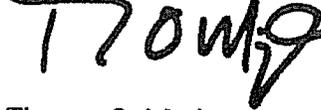
Public Benefits

The PNF does not describe in detail any neighborhood specific investments in infrastructure, improvements or programs. One Charles looks forward to hearing more about any public benefits or cooperation agreements reached with the proponent to invest in the immediate area.

One Charles welcomes the opportunity to discuss these concerns with the BPDA and the Proposed Project proponent. One Charles respectfully requests that the BPDA require further study of certain impact areas as set forth above and require a detailed technical analysis of the projects impacts through the submission of a DPIR. One Charles does not waive any rights in connection with the Proposed Project, including, without limitation, to oppose the Proposed Project based on impacts and analysis not set forth herein or to request that the proponent modify the size, mass or design or take other measures to mitigate its impact.

Sincerely,

MORIARTY TROYER & MALLOY LLC

A handwritten signature in black ink, appearing to read 'TOMOR', is written over the printed name of the signatory.

Thomas O. Moriarty

cc: Board of Directors of One Charles

Motor Mart Garage Public Comments submitted via website 2018-10-19

| Date | First Name | Last Name | Organization | Opinion | Comments |
|------------|------------|-----------|--------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10/7/2018 | Pawel | Latawiec | | Support | I am writing in strong support of the Motor Mart garage project. The proponents have crafted an engaging proposal which both preserves and elevates the historic architecture, adapts its use toward modern needs, and meaningfully contributes to the Mayor's (and greater Boston area's) revised 2030 housing goals. I appreciate the conversion of places for cars to homes for people. Furthermore, the project site is a prime location for denser development, as it can reduce gentrification pressures in other neighborhoods. Any reduction in massing or number of units should not be considered. |
| 10/11/2018 | Maggie | Peatridge | None | Neutral | Are there plans to temporarily close or relocate the existing restaurant tenants? I notice the new plan has a sketch of a market in the space that maggianos little Italy is relocated. |
| 10/11/2018 | Tony | Fusco | Art Deco Society of Boston | Oppose | We have not seen all of the plans for the redevelopment of this Art Deco award-winning building, but we were very concerned about a description reported in The Boston Globe that the development would "feature a new look for the concrete facade at street level." This building, which was Boston's first large scale parking garage, and was designed in the Art Deco style, won the Boston Society of Architects' prestigious Harleston Parker Award as Boston Best Building of 1927. The redevelopment of the building in 1999 included the replacement of the original concrete facade with all details restored to their original. The building received the Art Deco Society of Boston Preservation Award in 2000. It displays obvious Art Deco and stripped Classical elements, such as the ornaments designed as winged tires. In the lobby one can also still see Art Deco designs in the tilework. Egyptian temples had windows so that the spirit of the dead could appear to the living. Here, car headlights are allowed to appear at the Egyptian style windows?the spirit of the new "Machine Age." This is one of Boston's most important and most intact Art Deco buildings, and we vigorously object to any changes on any of its facades that would detract from or modify the Art Deco characteristics of the building. We would also encourage the developers to utilize the Art Deco style in the lobby and common areas of their new building in order to provide a continuity of design from the past. We also feel that the height of the building as proposed is detrimental to the Bay Village neighborhood and that it may cause additional shadow problems. The fact that the proposed structure would sacrifice 365 parking spots, with many of the remaining 1,037 parking spots undoubtedly being dedicated to residents in the 306 units, should be of huge concern to the planning board. Tony Fusco, President, Art Deco Society of Boston 617-363-0405 |
| 10/17/2018 | Kingsley | Osias | Employed | Support | What are the plans for the current businesses there now? Are there any plans to keep any of the current businesses? Will they need to be closed during construction? Timeline? - So we can plan accordingly, please and thank you. |
| 10/18/2018 | Bethany | Patten | Bay Village Neighborhood Association | Neutral | Because the developers have not come to the neighborhood association since filing their more detailed project plan, the BVNA have not voted. However, our concerns are: (1) Traffic impacts on Stuart Church and Columbus; (2) Security Cameras hooked into the BPD system; (3) Height/shadow impact; (4) Mechanicals on the roof effecting 1 Charles. We will write a letter outlining these concerns, and reserving our right to comment as more info is available. |

APPENDIX C
BROADBAND READY BUILDINGS QUESTIONNAIRE

**ARTICLE 80 DESIGN REVIEW
BROADBAND READY BUILDINGS QUESTIONNAIRE**

The City of Boston is working to cultivate a broadband ecosystem that serves the current and future connectivity needs of residents, businesses, and institutions. The real estate development process offers a unique opportunity to create a building stock in Boston that enables this vision. In partnership with the development community, the Boston Planning and Development Authority and the City of Boston will begin to leverage this opportunity by adding a broadband readiness component to the Article 80 Design Review. This component will take the form of a set of questions to be completed as part of the Project Notification Form. Thoughtful integration of future-looking broadband practices into this process will contribute to progress towards the following goals:

1. Enable an environment of competition and choice that results in all residents and businesses having a choice of 2 or more wireline or fixed wireless high-speed Internet providers
2. Create a built environment that is responsive to new and emerging connectivity technologies
3. Minimize disruption to the public right of way during and after construction of the building

The information that is shared through the Project Notification Form will help BPDA and the City understand how developers currently integrate telecommunications planning in their work and how this integration can be most responsive to a changing technological landscape.

Upon submission of this online form, a PDF of the responses provided will be sent to the email address of the individual entered as Project Contact. Please include this PDF in the Project Notification Form packet submitted to BPDA.

SECTION 1: GENERAL QUESTIONS

Project Information

- Project Name:
- Project Address Primary:
- Project Address Additional:
- Project Contact (name / Title / Company / email / phone):
- Expected completion date

Team Description

- Owner / Developer
- Architect
- Engineer (building systems):
- Permitting:
- Construction Management

SECTION 2: RIGHT OF WAY TO BUILDING

Point of Entry Planning

Point of entry planning has important implications for the ease with which your building's telecommunications services can be installed, maintained, and expanded over time.

#1: Please provide the following information for your building's point of entry planning (conduits from building to street for telecommunications). Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of Points of Entry
- Locations of Points of Entry
- Quantity and size of conduits
- Location where conduits connect (e.g. building-owned manhole, carrier-specific manhole or stubbed at property line)
- Other information/comments

#2: Do you plan to conduct a utility site assessment to identify where cabling is located within the street? This information can be helpful in determining the locations of POEs and telco rooms. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Yes
- No
- Unknown

SECTION 3: INSIDE OF THE BUILDING

Riser Planning

Riser capacity can enable multiple telecom providers to serve tenants in your building.

#3: Please provide the following information about the riser plans throughout the building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- Number of risers
- Distance between risers (if more than one)
- Dimensions of riser closets
- Riser or conduit will reach to top floor
- Number and size of conduits or sleeves within each riser
- Proximity to other utilities (e.g. electrical, heating)
- Other information/comments

Telecom Room

A well designed telecom room with appropriate security and resiliency measures can be an enabler of tenant choice and reduce the risk of service disruption and costly damage to telecom equipment.

#4: Please provide the following information about the telecom room plans. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

- What is the size of the telecom room?

- Describe the electrical capacity of the telecom room (i.e. # and size of electrical circuits)

- Will the telecom room be located in an area of the building containing one or more load bearing walls?
- Will the telecom room be climate controlled?
 - Yes
 - No
 - Unknown

- If the building is within a flood-prone geographic area, will the telecom equipment will be located above the floodplain?
 - Yes
 - No
 - Unknown

- Will the telecom room be located on a floor where water or other liquid storage is present?
 - Yes
 - No
 - Unknown

- Will the telecom room contain a flood drain?
 - Yes
 - No
 - Unknown

- Will the telecom room be single use (telecom only) or shared with other utilities?
 - Telecom only
 - Shared with other utilities
 - Unknown

- Other information/comments

Delivery of Service Within Building (Residential Only)

Please enter 'unknown' if these decisions have not yet been made or you are presently unsure. Questions 5 through 8 are for residential development only.

#5: Will building/developer supply common inside wiring to all floors of the building?

- Yes
- No
- Unknown

#6: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#7: Is the building/developer providing wiring within each unit?

- Yes
- No
- Unknown

#8: If so, what transmission medium (e.g. coax, fiber)? Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

SECTION 4: ACCOMMODATION OF NEW AND EMERGING TECHNOLOGIES

Cellular Reception

The quality of cellular reception in your building can have major impacts on quality of life and business operations.

Please provide the following information on your plans to facilitate high quality cellular coverage in your building. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#9: Will the building conduct any RF benchmark testing to assess cellular coverage?

- Yes
- No
- Unknown

#10: Will the building allocate any floor space for future in-building wireless solutions (DAS/small cell/booster equipment)?

- Yes
- No
- Unknown

#11: Will the building be providing an in-building solution (DAS/ Small cell/ booster)?

- Yes
- No
- Unknown

#12: If so, are you partnering with a carrier, neutral host provider, or self-installing?

- Carrier
- Neutral host provider
- Self-installing

Rooftop Access

Building rooftops are frequently used by telecommunications providers to install equipment critical to the provision of service to tenants.

Please provide the following information regarding your plans for roof access and usage. Please enter 'unknown' if these decisions have not yet been made or you are presently unsure.

#13: Will you allow cellular providers to place equipment on the roof?

- Yes
- No
- Unknown

#14: Will you allow broadband providers (fixed wireless) to install equipment on the roof?

- Yes
- No
- Unknown

SECTION 5: TELECOM PROVIDER OUTREACH

Supporting Competition and Choice

Having a choice of broadband providers is a value add for property owners looking to attract tenants and for tenants in Boston seeking fast, affordable, and reliable broadband service. In addition to enabling tenant choice in your building, early outreach to telecom providers can also reduce cost and disruption to the public right of way. The following questions focus on steps that property owners can take to ensure that multiple wireline or fixed wireless broadband providers can access your building and provide service to your tenants.

#15: (Residential Only) Please provide the date upon which each of the below providers were successfully contacted, whether or not they will serve the building, what transmission medium they will use (e.g. coax, fiber) and the reason they provided if the answer was 'no'.

- Comcast
- RCN
- Verizon
- NetBlazr
- Starry

#16: Do you plan to abstain from exclusivity agreements with broadband and cable providers?

- Yes
- No
- Unknown

#17: Do you plan to make public to tenants and prospective tenants the list of broadband/cable providers who serve the building?

- Yes
- No
- Unknown

SECTION 6: FEEDBACK

The Boston Planning and Development Agency looks forward to supporting the developer community in enabling broadband choice for resident and businesses. Please provide feedback on your experience completing these questions.